

The Pathfinder

Issue 395



AUSTRALIAN MOTO TRIALS INDOOR SUNDOWNER

7-9PM WED 14TH JULY

TRIGG ISLAND SURF CLUB TRIGG

THIS IS THE TRIALS COMMUNITY'S OPPORTUNITY
TO MEET THE PROMOTERS', UNDERSTAND THE
PLAN AND SHOW OUR SUPPORT FOR THE EVENT.

BRING YOUR FRIENDS, FAMILY & WORK MATES
AS WE NEED 100 PEOPLE AT THE SUNDOWNER
TO SHOW OUR COMMITMENT. FINGER FOOD AND
LIGHT DRINKS WILL BE SUPPLIED,
CALL SIMON PRICE FOR FURTHER INFO.

SEE YOU THERE, SUPPORT YOUR SPORT!

*CLUB NIGHT: 1st Tuesday each month.
7:30pm upstairs from Lounge, Pioneer Hotel
cnr Albany & Sth West Hwy, Armadale*

Trials 
AUSTRALIA
<http://www.trials.com.au>



The Pathfinder

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 MotoTrials Club
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Members welcome to contribute, send any articles or interest snippets to the Editor by the 25th of each month. Articles sizes - Page 650-700 words; Column 400-450 words.

The opinions and viewpoints expressed herein do not necessarily reflect those of the editor or of the club

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EDITORIAL

Well the year is flying by, the Blackwood has come and gone and as expected it was excellent. The weather even held out again, at least until the second day was almost done. Frank was hoping for overnight rain to make the fifteen sections a little more interesting, but he had to alter a couple because the rain was late.

Apologies for missing the May mag, I have had a fair bit on and as it was running so late I decided to combine the May and June edition. Hopefully I will manage to keep up for the rest of the season.

We had another great trial at Hobb's farm recently, the weather was perfect for trials, Dave Thomas assisted by Mark Austin set some really challenging sections and it was a great days riding. The experts did their own thing again and set five extra sections for themselves. They

even had a crowd of riders spectating at the end and by all accounts it seems to be a success as it's giving the riders an opportunity to better themselves in time for the Nationals later in the year.

I was watching the TT from the Isle of Man on oneHD the other week, wow those guys are really crazy. It's no wonder that there have been so many fatalities there over the years as you can only make those country roads so safe and those dry stone walls are not very forgiving. I'm looking forward to the next few trials as there are some excellent properties coming up, see you there.

Tony "I do all my own stunts" Povey.

Coming Events Check changes in the Sunday Times ON2Wheels pages and in Sat. The West BGC Sporting Notices

- | | | | |
|---------------------|----------------|------------|--------------------------|
| • Prestige Series 2 | Taylor's Farm | Bullsbrook | 9:30am Sun 4th July, 10 |
| • Prestige Series 3 | Hilltop Farm | Toodyay | 9:30am Sun 18th July, 10 |
| • Trials School | Cattach's Farm | Burekup | 9:30am Sat 31st July, 10 |
| • Prestige Series 4 | Cattach's Farm | Burekup | 9:30am Sun 1st Aug, 10 |

TwinShock Challenge – 2nd May, 2010 - Yeardon's Farm

To be correct, this was the second of the Twinshock Challenge trials for this year, and this was also the Summer Series 4 trial, notably a full day trial also, as we're into cooler weather now.

We ended up with 6 Twinshocks, myself and Simon Price on the TY175's, Richard Baldwin on his TY250, Leo Nolan on his Italjet 350, Mike Darnborough Honda TLR250 and Mike Thorpe on Dick Yates's TLR250. I can't seem to remember who was on Leo's other TY175.

I made an effort to get to this trial, being the first ride of this year for me, and it was all the more challenging for that fact, and that I chose to ride the blue plate line. Having stayed up overnight and seeing that the sections were basically ride in ride out for white plate, I was looking for a bit more in the way of obstacles to ride over or around. I certainly got that in spades with the variety of sections Leo had set. Not overly hard, but just a bit more technical for a twinshock. This put my skills and fitness at test, and by the end of the trial I was paying for it as my score reflected the points taken.

Before the trial I needed to fiddle around with the jetting on the bike, and arriving the previous day to sort this paid off, I could pull the power cleanly now without an annoying hesitation, which gave me the confidence to ride the TY up the big rock in Section 3, and did this easier than I expected. This rock was of some degree of worry to me, as I had never taken the TY up anything as big before due to the carburation before. On a modern, no worries. So I was impressed with the bike's performance here in for the day, it never let me down, just the body! I wasn't getting some sections now, as I tired with extra bike weight to handle. But the new footpegs and lower set brackets I fabricated during the week before worked a treat and made a difference to the feel of the bike.

Now in the sections, a good lap around the 8 sections with 6 laps, allowing for some spirited riding between sections, so much to allow a madman on a bike who looked like taking myself and Tony Povey out at the same time between the gate posts. Simon came from behind and closed the gap rapidly between us, I went wide to let him through, and by the small gap left he cut a laydown flat turn between the posts that would make any VMX man proud! Tony said it was very close as we ate his dust..

Some tricky sections set meant it was hard also to clean on a modern. I was impressed the way Gary Bell balanced himself in the lock to lock turn in Section 7, as Simon doing this on the TY, Leo got it also I think too. The TY having a turning circle resembling a truck, it was a great effort. Some sections with a rock and a turn was tricky with the twinshock, but practice needed here.

The results were interesting, as trophies were handed out for the Twinshocks, very nice to see. The mole that Leo has lurking in the sections was spot on with the best ridden twinshock going to Mike Thorpe. Now a handicap was put on all twinshock riders, but a system only known to our President, so this put Mike Thorpe again in the winners circle with another trophy. Mike thinks he has retired from trials, but I do hope to see more of him out again on the twinshock, even if it wasn't his!

The other trophy was for the best presented twinshock, going again to Mike Darnborough's lovely TLR.

The landowner, name evading me, has also a TLR, and he is a keen supporter, but did not ride, many thanks to him for the great trial Leo set on his property.

Cheers,

Roger Burrell

The Three Day Trials Tale of Two Tail End Charlies in a Six Day Trial!

Tuesday 27th April: After getting over the worry of the Volcanic Cloud & enduring the 27hrs of travelling time then being picked up by my brother in law James (Lisa's brother) from Heathrow for another 2hrs of this time exciting travelling (just under 100mph "160kmph" all the way up the M40 to the Midlands!) with Sam commenting "look at all the silly little cars going as fast as they can" & "is there any V8's here?" & literally that moment A Vauxhall (not a Holden) Commodore HSV comes past in the opposite direction! James laughs & couldn't believe it his self. Luck was on my side for a change as James road races a Ducati & due to work commitments he hadn't started his season so he offered us the use of his Van which would save us the costs of hiring one. But with a catch it needed an MOT which is a compulsory over the pits once a year thing in the UK for you Aussies. Visited as many relatives as we could for the rest of that day & I might have had a pint or 2 of proper ALE!

Wednesday 28th April: Spent the day getting the Van MOT'd chasing around a lovely City called Wolverhampton (which is famous for having the most traffic lights per square mile in the UK) & their football team (the round ball world based type) beat Perth Glory last summer, I know I went to watch, well boring though 1 nil to Wolves, at least AFL you get a point for missing! Anyway the van failed & had to chase a new wind-screen found 1 eventually & good old cash won the day as usual as they where talking of the next day & you will have to wait for the glue to go off that's when I asked what do you take off for cash & she said everything except my earrings (sorry that was another trip years ago to Amsterdam) van all done by end of day but believe me I totally had enough of the UK city roads by this time & believe me Perth does not have a traffic problem at rush hour times!

Thursday 29th April: Nothing like organisation when you plan such an expensive trip like this. 2 weeks previous I sent our applications to the ACU for our Trials licences which in a matter of fact cost only 10 quid! Put them in the post in Perth just as the Volcano erupted so the ACU still hadn't received them by the time we now needed them. So off to Rugby we went to fill some more forms in & hope they would issue them there & then. Again luck on my side & they fully understood our predicament & 2 licences where issued. Again still fed up with chasing around busy UK roads! Thursday eve: Now bear in mind Lisa & her sister Jan (who had put us up) where booked on a 6am flight to there Mom & Dads in Spain the next morning. We had arranged to meet all my old pommie Trials mates in a Pub.

Friday 30th April: So you guessed it we slept in! As we where getting dressed I worked it out we would just about make it but it meant doing slightly over the speed limit. Also we where dropping Lisa & Jan at the Airport in the Van on our way to MRS (Malcolm Rathmell's) to pick the bikes up, then on our way to Fort William. The Van flat out would do 105mph the fastest I have been for 7 years (which if you do that speed in Perth you would be on national news roughly 170 kmh!) anyway we made it even though there are average speed limits on the M42! James would get the ticket & we live 10,000miles away! Ha Ha! Lisa made it onto the plane but Jan didn't she had booked the wrong day she missed her flight by 24hrs! She called us back to the airport as she managed to get another flight from East Midlands (which was the next airport up on our journey north lucky for her!) Picked 2 shiny new 250 Sherco's up from MRS & carried on to Sweaty Sock land.

Saturday 1st May: Took the bikes down to the park ferme to meet our intrepid Factory Team Support c/o MRS. which was rather impressive due to Albert riding this year. Put fuel in the bikes for the first time, this now will be my down fall for next week! As you will read later as straight away I said this is running weak? Can we do some re-jetting? Bearing in mind these bikes had come straight out of the crate "NO pre six day trial preparations! As I now know! As Beta & Gas-Gas fully prep there hire bikes! Extra mud guard flaps 'bigger tanks on the Gassa's" etc etc. We got Saturday to run them in & prep them! We had a nice ride around the Pre65 trial around Kinlochleven though & the bikes handling was really nice & they are really light compared with my 4RT.

Sunday 2nd May: Back down to the park ferme where my bike got re-jetted by MRS while we went to sign on & get our riding no's etc, bike seemed a lot better as I hopped around on it. Sam got to meet 2 Trials legends Sammy Miller & Malcolm Rathmell as we chatted with them I found out two things: When Sammy was riding for Ariel he used to practice in a quarry that I also a lot later used to practice in & when Rathmell rode for the Triumph factory he used to come down to my home town of Wednesbury to spend time with Roy Peplow fellow triumph rider & winner of the SSDT. Who I worked with for a couple of years in my youth. We put the bikes through scrutineering which compared with my other rides at the SSDT was a joke just checked side stand & engine bore & stroke was marked on the engine & marked the frame with the riding no'. No wheels marked & no engine sealed, no rego check, no horn no etc.

NOW THE THREE DAY TRIALS TALE OF TWO TAIL END CHARLIES IN A SIX DAY TRIAL BEGINS!

Monday 3rd May: Seeing as we were no's 249 & 250 in a field of 275 we had a lie in & had a nice leisurely breakfast & starting at the back we knew to get a move on. So we started 4 hours after first man away lunch time'ish! So Sam was starving again! I couldn't feed him fast enough teenage hormones buzzing around him! Off down the road we go! Great the real adventure starts I said to myself. Now in the past it was a leisurely ride down the road to the Ben Nevis Range Cable car park along a forest track & then into the first group! But No not this year due to the now normal do gooders more interested in looking after the ramblers walking along these forest tracks not only did we have to ride at 15mph but the course took us off the forest tracks to avoid the ramblers (I would personally like just to run em down!) & off up a vertical path through the trees over massive mud slippery Boulders for about 2 miles we where knackered but still not at the back rode the first 4 sections Sam & myself for a couple of 3's & a couple of 5's. Straightened Sams bent gear lever & pushed the radiator cowl back into a now bent radiator also! Already I thought that's gonna cost me later. Then off we go down the forest tracks at 15mph my bike then dies on its arse & wouldn't re-start "great here we go!" took the float bowl off & there's no fuel in it! Marvellous I yell & you want to see how the carbie is buried on these new Sherco's + there's a vacuum operated fuel pump to contend with as the tank is lower than the carbie by this time what would turn out to be basically our riding buddies the back makers! I take off the mud guard & one of the back markers say in his jock accent "hows that thing work then" I say I dunno but when I suck on that vac pipe I get a dribble of fuel out of the carbie. He says may be it's the breather so we took it off put the float bowl back on & it fired back up. Wedged the mudguard back on & off we go at 15mph with the back marshals reminding us to go slow, fuelled up a bit further down the track & the back marshals again said slow down your going to fast & I said well I need to keep this thing going! Probably another mile down the track it stops again & by the time it was in bits again hello it's the back marshals again! Had another mess around it fires & like a bat out of hell no way was I going 15mph I am off over the corriac pass what a great ride that would be if I bothered to look up as I was going faster than my limit in places & obviously keeping an eye out for Sam who wouldn't push on without me (bless) got within site of the next fuel stop over the next mountain by a group of sections & yet again stopped! What can you do with a carbie that's buried within the guts of a machine with as much moors mud around it as was in it obviously! Not allot! This time the back markers past us to fuel up & pull all the markers around the area Sam rides the group & I do eventually when it starts again. Lost interest in riding the sections & I now feel sorry for Sam because couldn't help him for helping myself I just wanted push on & the bike starts to keep going somehow kept in front of the back markers for the rest of the day. 1 of the footrests breaks off my bike up Blackwater not through smashing it on rocks it just gave way pulled through the bolt! (Good job we carried a spare pair! Even managed a couple of cleans later around the back of Kinlochleven. Around the back to Lagnaha where we 3 or 5 most but we are the last to ride through & amazingly my bike keeps going still on the long ride back to fort William! To then ride a section that I have never rode Town Hall Brae which we had walked up on Saturday while walking down the High St, I ceremoniously went over the handle bars right in front of some old riding colleagues from years ago, bruising my arm (I should have took a photo it was a lovely one!) Both just in time within the hour allowed (50mins to be precise) Sherco had a feed of Pasta waiting for us though & the mechanic after starting in the morning said he would take the carbie off & see whats up. Now its dark & it don't get dark up there till 10pm we where knackered & returned to the Caravan to sit in the shower fully clothed to warm up & wash everything.

Tuesday 4th May: Serviced my bike in the now ½ hour you get before your start time chain etc & undone a few bolts ready for the factory guy to strip the carburettor out, they sorted it in about 20mins so not far behind! 22 mile ride on the road now in front of us to get to Laggan Locks sections. Not riding fast just steady with the choke on in places & then the bloody thing seized coasted to a stop & said to Sam that's probably it for me! Left it a good 5 mins pushed the kick start over slowly it went down so I give it a sharper kick no compression felt at all, so push started it. It fired but wouldn't idle rode slowly to Laggan locks I said to Sam lets save time & not walk the sections which were rideable even Sam cleaned the last one & I dabbed it. Carried on & it seemed to self cure like the rings bedded back into the scored bore! Got near to a group of sections across the moors I think it was probably somewhere like Meall Damh B & again my bike was running really weak & I just about got to the group up a hill but it was down into a gully & I said to Sam I wouldn't go down for fear of not getting up so I walked the sections to help Sam through asking for 5's all the way up for myself, got back down for the bike to see if it would get me further "NOT", I now spat the dummy big time ½ way across another moor crossing throwing the bike into the soggy moor & ceremoniously stamping on it, even that didn't help! But it made me feel a bit better! Had another what seemed pointless fiddle with fuel lines & what ever I could get to without majorly operating on it even turned it upside down to see if that would dislodge something, got it going somehow & with the back markers just behind us for the rest of the arvo we could keep in front because they were pulling the markers. I had worked out roughly we were still around an hour behind where we should be so if we pushed on & didn't walk the remaining sections which was a shame because a few more cleans could have been had! Got back on the road with just 1 section to go Witches Burn, which I knew that I could get up (even the last time I rode on my TLR250 I managed it) but no it died on its arse again & this time it didn't matter what I did it wouldn't start our friends the back markers were with us again & this time they said you will have to make a decision & at that an old mate Dave Moy from the Stratford Upon Avon club who was up following the Trial turned up in his Ute he had been waiting to watch us at Witches Burn & the observer had said to him the back markers weren't far away, so he headed back up the road thankfully in our direction so in the back of the Ute me & the bike were bundled & Sam carried on the road, Sam got back into the park ferme but by the time I got back it was dark & the park ferme was closed. Left the bike with the guys at Sherco so they had plenty of time in the morning before we started to fix it!

Wednesday 5th May: We both had our notifications that we were allowed to carry on but on a no award basis. As Sam was out of time & I was obviously didn't even finish Tuesday! But my bike was being worked on when we got there they changed the thermostat cleaned it all up & it seemed ok to go so took it back into park ferme & on our way we go off to Trotters Burn which I was looking forward to again as they are very rideable & cleanable sections for me & I would coach Sam up too! On the way I noticed the bike was very lean again so I had the choke on all the way, dropped the bags & the coats off at the road side walked up the sections explaining to Sam how to approach. Got the adrenaline flowing ready for a good go & DOH! The bike dies for the first time in a section with my feet up as well! I think a few expletives from me were heard 8 miles back in Fort William by the Sherco mob because their names were in-between the expletives! It was a double sub so I got myself to the start of the second with the choke on flat out in 1st & got to right to the ends card with a dab to push it over as it just had died again. Next 2 subs 1st is a bit tricky but managed a clean! Last is up a famous step which the bike had just started to die out just where I needed full throttle so 5. & red mist ready for a Sherco shake up!!!! Off back to fort William we go with the bike down to about 20mph just off idle cos that's all it would do! Well the bike got thrown across the car park at the Sherco mob & they said "oh we didn't take off the carburettor we just thought it was the thermostat" even though the spanners were flying everywhere time was a ticking by fast, the fuel tank had ingested sh1t at some point over the last 2 days & it was constantly blocking the system up (it wasn't just happening to me either Michael Brown who lead the trial till Thursday couldn't start his bike at the start on Thursday that cost him a five & probably the trial!) So the carburettor & the tank was cleaned & an in line filter was fitted, all seems again good & off down the road to pass Trotters Burn & try & catch up somehow! Again then looking forward to another great group of sections "Fersit" a long ride down the road with you guessed it the bike lean again so choke most of the way (which incidentally Sam was doing also but his bike hadn't missed a beat yet?!) A nasty little moor crossing next though before Fersit, the first lot of section we got 2 quick fives so we could push on. Got literally to the next lot & yet again my bike was dying, they were rideable sections as we had even walked them so Sam carried on up them while I attacked my bike with a hammer, if I had one, but to my amazement the factory

boys had put the breather pipe back on the tank, which I had took off along with the one way valve on the very first breakdown way back at Nevis Range Ski lift, which incidentally was still in my pocket at the time & is on the kitchen counter now here in Aus. I took it off blew down it & yes it was blocked! Bike fired up first kick! Rushed the sections as was still in a rage! & guess what our mate the back markers were upon us! So obviously tried to push on, lunch was just before Fersit where Shirty asked me is it going Ok now I explained the situation & wished we had gone to Gas Gas when he explained how he prepares his bikes he asked how did you get these Sherco's I explained out of the crate he was disgusted! Off to Fersit 5's or cleans for me Sam struggled a bit broke his rear brake lever off made him ride to the last section in the group 7 in total before we changed it (as we had all of the breakable bits as spares in our ruck sacks!) & you beat me to it our mates where back! The back markers! We pushed on & didn't see them until a lot later a brilliant ride over the mountains from there with some fantastic views, if we could be bothered to look, we rode through some snow just for the Craik! So Sam could tell everyone later but we were the last to go through the sections 1 group had even pulled the markers themselves because they thought no way would there be any one else to come it was a natural rock gully so they let us go through! Sam had a bit of a hellish time getting to the top of a very wet Moorish type going but up the side of a mountain climb where I waited 20 to 30 mins for him I could see him in the distance but as I was so knackered as I had to fight it all the way up & I didn't want to go back down to help for fear I wouldn't get back up! He reached me & he was steaming with heat & I was now freezing as the clouds had come through & ice was forming on my eye lashes! Next sections a double sub first ok got through & the second like a world round so turned off just before it got silly. Our mates now with us again! Another muddy climb from the sections then back down the opposite side of the mountain we had just climbed Sam was spitting chips when he could see where he had just struggled to get up & now we were going back down! Got to the bottom all stone tracks from now on on the run down to Kinlochleven. Grey Mares tale is a group of sections I have never seen before my old mate Dave Moy was there waiting to watch us up & I wish I had of seen some of the aces there as boy o boy I have never seen such a big step to ride up! Got to the base & put my front wheel up it & you could have put another 2 bikes on top & the front wheel still wouldn't have crested the top! Just the Mamore Rd to go now with a couple of hard but ridable groups on the way! Sections rode back markers with us! 5 mile to go to Fort William! & Sam's bike dies on its arse!!!!!! Messed & did all the things that I had been doing to mine for the last three days with the help of the back markers which now knew as much about Sherco's as us! Asked them if any of them had a tow rope so I could tow him in & they hadn't but all of a sudden it decides to fire pushed the mudguard back on, Go Sam go don't wait for me! I'll see you at the finish! Both of us about 30mins over the hour late so I knew we were out for good now but we will still turn up in the morning & find out. END OF THE THREE DAY TRIALS TALE OF TWO TAIL END CHARLIES IN A SIX DAY TRIAL!

Thursday 6th May: OUT! OFFICALLY RETIRED! No' plate taken off our bikes & a letter to say 2 strikes & your out! I phoned the secretary to ask for reprisal but a sorry no was explained as the back markers were concerned as Thursday had the biggest moor crossings "Rannoch" & they were concerned that if the bikes died across there a Helicopter was the only way you could retrieve a bike from there! Ironically though even if they hadn't of retired us at least Sam probably wouldn't have started Thursday as he had come down with a gastro flu just like a few other riders & more than a few officials (they were asking for extra observers as they where going down like flies) Before we managed to get to the park ferme we had visited a chemist after consulting our very own Nurse (Lisa in Spain) & getting Sam drugs to try & keep him going for that day! A quick tot up of what I owed MRS for the damaged & replacement parts for the bikes another \$850 it cost me I was to depressed to argue the toss, but I assure everyone the bikes rode fantastic & if I was going to have 2stroke smelly thing I would have a Sherco! Sam still wants one also. Me at 47 this year was glad I could still ride the SSDT & certainly would have finished if I had rode a 4RT or any bike that had been prepared properly not an unproven bike straight out of the crate! Will we do it again? Yes! If Sam is keen then I am also!

Friday 7th May onwards: Back down to the Midlands extra time in the Black Country pubs drinking proper Ale & eating proper English Indian food! The last week we spent in Spain where it rained all week! But had a good time relaxing with Lisa's Mom & Dad after our three day adventure, couldn't wait to get back to Aus!



Steve and Sam at the Scottish - clockwise from top left, Sam shaking hands with Sammy Miller and Malcom Rathmell, Sam's bike just coming off scrutineering ramp, Albert's mechanic with his hands in the guts of Steve's bike 1 of many times with "Killer" Malcolm's mechanic, 15mph notice in program so we didnt kill ramblers, Me at the start on first day look at the sun shining! Sam eating his pasta in the Sherco camp after 1st day its the first day cos its still light!!!!

NOTICE TO COMPETITORS
 Forestry tracks have a mandatory 15 mph speed restriction.
 Daily running times have been set accordingly.

Extra marshals and forestry officials will be patrolling the tracks used by the event and firm action taken on competitors caught speeding.

TTWIN TYRES
 9452 8880

BIKE & CAR

ROAD/TRIAL	4WD
MX	L/TRUCK
HARLEY	ATV

ALL FULLY FITTED

Unit 6 / 137 Kelvin Road
 Maddington
 (Rear of Peak Garage)

Mob 0408 420 219 Graham Benjamin

Moto Dynamics is proud to announce it has increased its range of Trials accessories. Now in stock in the **Beta Van** is XC-ting Trials clothing, Jerseys, Pants and Dougie Replica Gloves, Shiro Matrix helmets, Raga Replica helmets, Boots - Novogar, Hebo and Gaerne. Plus the van carries your Belray Total Performance products, tyres, handle bars, grips, plug ends, spark plugs etc. See **Simon** at the **Beta Van**.

NOVOGAR Hebo

SHIRO HELMETS LG

XGTING
XIC

Pathfinders Trials MCC (Inc)**Results - Summer Series Four / Twin Shock Challenge at Yeardon's Farm, Brookton on 2nd May 2010.**

Steward - Georgie Thomas

COC - Tony Griffiths

Scrutineer - Richard Baldwin

Race Secretary - Tony Povey

Organiser - Leo Nolan.

All Grades 5 Laps except A Grade and Intro 4 Laps.

#	Grade	Competitor	Section								Total	CB		
			1	2	3	4	5	6	7	8				
1	A	Lewis Nolan	0	0	0	0	6	1	0	1	8	0		
2	A	Alex Nolan	2	0	5	0	5	0	1	6	19			
1	B	Dave Thomas	17	3	2	3	15	8	9	1	58			
1	C	James Darnborough	1	0	3	7	2	13	6	1	33			
2	C	Mike Darnborough	1	0	1	0	4	15	11	2	34			
3	C	Leo Nolan	3	0	1	4	0	15	10	8	41			
4	C	David Simpson	1	0	0	10	7	12	13	0	43			
5	C	Dick Yates	1	0	5	8	5	17	8	3	47			
6	C	Tom Anticich	0	0	4	7	8	19	12	5	55			
7	C	Ian Coates	4	3	2	9	11	16	12	3	60			
8	C	Ben Dumitro	1	0	17	15	6	15	8	13	75			
9	C	Roger Burrell	6	0	10	12	14	23	15	17	97			
1	Vet	Tony Povey	1	0	0	0	0	5	1	0	7			
2	Vet	Simon Price	1	0	1	0	0	4	3	0	9			
3	Vet	Gary Bell	1	0	5	0	9	7	8	3	33			
4	Vet	Pete Dumitro	5	0	10	15	9	14	21	13	87			
1	CC	Mike Thorpe	0	0	1	0	0	0	10	5	16			
2	CC	Susan Baldwin	0	0	0	0	0	3	9	7	19			
3	CC	Richard Baldwin	0	0	5	7	0	4	8	8	32	26		
4	CC	Nick Anticich	0	0	1	11	2	8	7	3	32	22		
1	SC	Lewis & Mike	0	3	4	1	1	25	21	2	57			
1	Intro	Kelly Thomas					12	12	12	8	44			
Twin Shock Challenge											H/Cap	Total	CB	
1	Twin	Mike Thorpe	0	0	1	0	0	0	10	5	16	0	16	
2	Twin	Richard Baldwin	0	0	5	7	0	4	8	8	32	0	32	
3	Twin	Simon Price	1	0	1	0	0	4	3	0	9	40	49	
4	Twin	Mike Darnborough	1	0	1	0	4	15	11	2	34	20	54	
5	Twin	Leo Nolan	3	0	1	4	0	15	10	8	41	20	61	
6	Twin	Pete Dumitro	5	0	10	15	9	14	21	13	87	10	97	8
7	Twin	Roger Burrell	6	0	10	12	14	23	15	17	97	0	97	5

Thank You to the Land Owners, Observers and all the Officials.

Scores - Tony Povey

Trials School

Please note that there has been a few changes for the trials school.

Firstly the venue has been changed. Prestige 4 & 5 venues have been swapped, so the Trials School will be at Cattach's Farm Burekup Sat July 31st before Prestige 4. Also the Trials School will be in the morning 09:00 - 12:00. Trials School will be designed for new starters and Club Class/C Grade of up to 10 riders. Riders will need to nominate for the school, please ring me (Simon) on 0429 001 030. The new Expert Trial concept will be running on the Sat afternoon if riders want to watch that.

Sue's Scribbles

Just a few reminders, particularly as we have new members you must produce your license to sign on. Also report to scrutineering with your bike, boots & helmet. Do not remove any of the stickers from your helmet or the tags; make sure they stay in good condition. There are a number of helmets without Aus standard stickers but have the approval number inside, a list of these are on page 249 of your GCR's (a few more have just been added ask if you are not sure) these must be on your helmet for the scrutineer to pass it & so you don't get disappointed. I am positive that Simon & Tristian only carry approved helmets in their stock, just be careful if you bring one in from overseas yourself

So far we have still been blessed with good weather. Summer Series 4 at Yeardon's was a great event. We went on the Sat to camp; on the way out we were passed by a vehicle with a TLR in the back which pulled into the property just ahead of us it was John the landowner. Leo & sons were already there; later on the Thomas family arrived followed by Roger Burrell, as darkness fell the Bell family also arrived.

After the sections were set Lewis & Alex talked Corey into having his training wheels taken off after a few runs, Mum, Georgie was wondering if this had been a wise move as she sat peacefully in front of her van she was confronted by a speeding bullet heading towards her, she started yelling brakes! Brakes! Lewis & Al were shouting slow down, he did--- a few feet from Mum. Watch out Frank I think your Bullsbrook Scottish title could be in jeopardy in a year or two.

The next morning Ric Fairey arrived to observe & help out (Best wishes for a speedy recovery from your op Ric) Tony Griffiths rode out on his new Honda to be the Steward but says he almost didn't make it as a large kangaroo jumped out just in front of him on the Brookton Highway & he had to lock up the brakes

The sections were tricky with some tight turns but great just the same. The twin shock riders did well. Section 1 was around the back in the loose rubble, it was basically just a hill climb turn at top & down Sect2 also in the rubble was across the side of the hill with twists & turns there were a few alternative lines here which was handy as the rocks kept rolling into the lines.

Sect 3 (Ric's) A nice tight turn approach to a rock step followed by another rock climb & out. Sect4 (Griffo started observing here showing Sharon, Mike's partner, how to observe) in the gate, right hand turn with a rock step, left thru' more rocks before a tight right turn over a rock to the exit. Sect5 a climb up thru' narrow rocks across the top over logs & loose rocks to the exit. Sect6 a narrow line thru' rocks & trees before a rock step just before the exit. Sect7 the longest section of the day, with twist & tight turns thru' trees then a sharp left up over rocks another rock

step just before a tight turn down over more rocks with a left turn to the exit. Sect 8 up thru' gnarly loose rocks with another step up, wiggle thru' the trees & out.

Summer Series 5 at Norush, Toodyay. Being officials we went up on the Sat as the A grade lads are trying a new concept, we helped Steve finish off the other sections then after lunch went to watch the A graders start their riding. We had to park our bikes at the top as it was real mountain goat country. Dianne had gone to have a look at where Neil was setting the sections near the waterfall & she slipped & tumbled down & was fortunate to be stopped by a rock otherwise it could have been much worse than the few bits of missing skin & bruises. The sections all had massive rock steps & climbs. Leo & Simon were minding & timing for them. Section 4 (I think) Alex was pleased to be the 1st one to clean a section. Awesome stuff!

Back to the campsite & a few more campers arrived, it was good to see Rob Bowlden arrive from Bunbury with his new Sherco. Its always a bit sad when you cant ride the sections (me being clerk of course) but when I saw quite a few nasty falls you think oh well maybe I am in the better place today. Sections 1&2 were thru' sharp nasty rocks Tom Anticich who is doing well in C grade gave us a bit of a fright here on his 1st time thru Sect 2 as they had a large rock to ride over but then had to stop suddenly before a sharp left turn, as he came off the rock he started to lose it but did manage to just save it. Section 3 (down in the creek). In over a log turn down into the creek, before a steep climb out. For C grade & S/cars it was along the creek over rocks, a climb up the bank & through the trees, Sect4 (Steve) twists & turns thru' the rocks & out Sect 5 a scary one, quite a few of the club class had endo's here. Drop down into the creek, climb up the bank, over a slippery log at an angle with an immediate drop away into the creek before a climb back out. New member, Robin Ferguson (welcome by the way) who was doing well was very fortunate that a branch stopped his fall, he & bike hung there for a few seconds, long enough for both not to go crashing to the bottom. I think John, Nic & Tim all had unpleasant get off moments. Sect6 for all grades a nice hill climb sect 7 caught most of the C graders out with a narrow tight turn thru' rocks, they were getting thru but I am not sure if there were any cleans. Pete D had a nice get off here. Most of the s/cars seemed to be getting thru' ok .The clubbies lost a few marks trying to get thru' the narrow rock gap.

It was very remiss of us not to thank the landowners (Steve didn't thank himself in the riders meeting) so a belated thanks to Steve & Dianne Scragg for their hospitality.

Cheers Sue

Pricele\$\$ Comment\$

Tony Griffio where the bloody hell is your article, I would definitely expect one now after you and Helen have been swanning it half way around Australia with nothing to do but eating, sleeping and drinking of course.

The Blackwood has come and gone again. The Blackwood is always the trial of the year not to be missed and this year was no exception. Once again it drew a good number of riders deep into the southwest where only strange people like Frank Patane and Andy Cruttwell come from. I was recently speaking with the Page Family and they commented that they hadn't missed a Blackwood and were disappointed not to be there this year. Once again Frank and helpers put on a great event, Frank thanked Andy Cruttwell for his huge support in setting up the event and everyone else that helped out. We were again treated to the famous bus wine tour on Sat arvo and we were graced with Frank's presence this time. After getting back from the wine tour with the sun setting behind the rolling green hills, the bonfire was lit, glasses of port poured and peace and tranquillity settled in for the night, then Mike Thorpe started his generator. Some thought it was Kevin Reynolds and Mark Austin practising on the Monty sidecar but no, it was Mike Thorpe competing with the Collie Power Station for electricity supply to the Southwest. Speaking of Kevin and Mark on the Monty outfit, Kevin had conned Mark in to having a go, so on Sat they were having a bonding session in the paddock besides the camping spot. Things didn't start out too good as Mark fell out the back of the chair just as they were going through the gate and that was on flat ground. Sat night around the camp fire was enjoyed by all and everyone was well behaved, mostly. Unfortunately Pete Emmo wasn't there to lead everyone astray or they were saving themselves for Sunday night. Actually speaking of falling over, it must be Austin thing as Wendy fell over but she didn't spill any of her drink, that's because she was going back for a re-fill.

Sunday and we were greeted with a perfect day. A good turn out of riders, over forty or so. Five sidecars turned out for the event, even Dave came out of retirement to team up again with Brad but we think he will be back on the pension quick smart as he was a bit shocked at what the chairs are doing these days. We had a few riders having a go at their first Blackwood and Steve Mc Donald was having his very first ride. A good number of previous riders turned out, good to see the Leatherbarrows, Pat Patane, Rob Bowlden, Roger Parhan, Michael Simon along with Chris and Kevin. Frank and helpers laid 15 sections, which were ridden both days. From all the comments I heard the sections were great and everyone enjoyed the challenge. We had three A graders and again we tried the new concept of putting in a number of Expert level sections along side the other sections. This flowed in very well with the trial and provided the A Graders with the challenge and training that they need for the Nationals. Actually the biggest section of the day was one of Franks and Alex had the best go at it on the

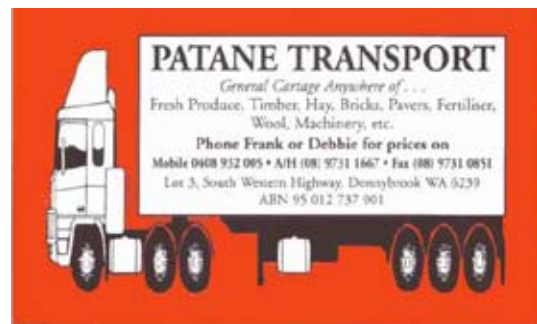
first lap. Josh Austin also rode the A line of these sections, full credit to Josh who put himself out of contention for B Grade due to riding the harder lines. Josh is using these sections as training in his bid to contest the Youth title at the Nationals in Queensland. Ben Dumitro mangled his foot under his bike, that will teach him for footing, but its ok the bike isn't damaged, oh as for Ben, I think he is still alive, tests didn't show up any breaks so he will live for another day.

Monday came with a fine chilly morning but there were clouds rising in the southwest direction. Most seasoned Blackwood riders would know what that means but young fellas like Tom Anticich didn't listen to us old fellas when we said it is likely to rain. Tom left his tent bed open and things got a bit wet but lucky for him we were heading for home that night. As always the rain came in during the event and kept coming.

There was the traditional slipping and sliding of vehicles trying to exit the paddock and I believe Glen and Rob assisted a few vehicles out the gate. The rain continued and we finished the event with the trophy presentation in the shearing shed. Debbie Patane assisted in presenting the trophies using the opportunity to get heaps of kisses. I think Frank will be starting a campaign to get more women riders as Debbie got more kisses than him.

Another successful Blackwood over again and now another 12 months wait for the next one.

Keep on trialing, Pricey



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