

# RRND

## Reigate & Redhill North Downs Motorcycle Club



Two up through limbo poles at Camping Weekend Fun Trial

September 2009

Club Info  
Reports

## CHAIRMAN'S CHATTER

I am sitting in a Norfolk cottage at 10pm typing this on a pda having realised that I had promised Debbie it would be with her last week! It has just taken as much time correcting the first paragraph as drafting it in the first place so perhaps I had better keep things brief!

A big thank you to Carol Dark who has allowed herself to be nominated for the position of Secretary. She was the only nomination and the Committee were very pleased to welcome her as our new Secretary.

A big thank you also to Brian Edwards and to Helen Smith who have responded to my appeal for help in the last newsletter. Both will assist with trials results - in Helens case for the training trials with Brian dealing with the Club trials.

Thank you to everyone who assisted in any way with the South Coast trial. We struggled for observers and are particularly grateful to those members who turned out. Eric Clarke and his team produced a good event which was won by our own Stuart Read.

The camping weekend has come and gone and was a particular success this year - more in this newsletter and more thanks to everyone involved.

Lastly - a further appeal! A Secretary is needed for the Star Group trial in December. This basically means collating entries but organisation needs to commence very soon. If you can help please contact me or Pete Jenkins.

**Richard Coles**

## CLUB TRIAL ENTRY DETAILS - HOOKWOODS - 27/09/09

**Start:** 11am

**Entry:** Members 16 and over £12.00 under 16 £8.00. Guests 16 and over £20.00 under 16 £16.00

**NOTE: this includes a supplement of £5 per Guest rider, due to the high cost of hiring this venue.**

**Clerk:** Peter Jenkins

**Course:** Four laps of ten sections. Break after second lap. It is preferred that riders ride the course as continuous laps starting at whichever section they prefer and not keep riding the same section continuously.

**General:** Please note that all parents/people with parental responsibility are responsible for under 18 year old riders and it is required that you sign their entry form. Also schoolboy/girl riders DO NOT have personal insurance cover, only third party. For safety reasons, it is preferred that riders do not ride around alone but in small groups observing each other in the sections. Always check that a section is clear before entering, and no practising before or during the trial in the sections. If caught practising, you may be disqualified.

Helmets are optional for adults but you are strongly advised to wear one. All under 18 year old riders MUST wear a helmet.

This is an AMCA event run by Reigate & Redhill North Downs Motorcycle Club.

## **CLUB NEWS & INFO**

### **Club Secretary**

Following the departure of Jan Smewing as Club Secretary, nominations for the post were requested in last months newsletter. Only one nomination was received and we are therefore pleased to report that Carol Dark was appointed to the post at the last meeting of your Committee. Welcome Carol!

### **Practice Land at Old Quarry Betchworth**

Saturdays and Sundays from 10 am to 2pm, (unless official event pre-booked). Situated off A25 between Reigate and Dorking. NO RIDING ALLOWED IN CAR PARK. For details contact Roger Farmer – 01372 374059 or 07721 612037.

Please note there is no longer a RRND discount.

### **Training Trial – September 09**

Please note that the date has changed to Saturday 26<sup>th</sup> September (from Sunday 27<sup>th</sup>) to avoid a clash with the Club's Hookwoods trial being held the same weekend.

### **Club Trial Results**

Following our appeal for volunteers to do the results following Club trials, we are pleased to announce that Brian Edwards has kindly agreed to do the Club trial results, and Helen Smith has volunteered to do the training trial results. On behalf of all members, the Committee wishes to say thank you to you both for stepping up and agreeing to help out in this way.

### **December 2009 Star Group Trial**

Another request for volunteers! Our round in the Star Group Trials calendar falls on 13 December 2009 at The Old Quarry, Betchworth.

Volunteers are needed in the following areas:

- Secretary of the Meeting
- Clerk of the Course
- Section Observers.

If you can help in any way, please contact your Competition Secretary Pete Jenkins on 01883 370045, or your Chairman Richard Coles.

### **Club Nights**

These are held on the first Wednesday of each month at the Home Cottage PH, Redstone Hill, Redhill, Surrey (off A25) from 8.30pm. Come along and chat with your fellow trials riders whilst enjoying a few drinks. The Committee are always there, as their monthly meeting is held earlier on the same night.

Dates are on the Club's website at [www.rrnd.co.uk](http://www.rrnd.co.uk).

## **RRND SOUTH COAST GROUP TRIAL – SUNDAY 9<sup>TH</sup> AUGUST – THE OLD QUARRY BETCHWORTH**

In August, it was the turn of RRND to hold their round of the South Coast Group Championship. For those who may not know, this Championship is run by Clubs in the South Coast area – Bognor, Eastbourne, Brighton, Crawley, Carshalton and RRND. Each Club runs one trial per month which are normally of a slighter tougher severity than our Club trials, or Star Group trials.

Once again we had the use of 'The Old Quarry' at Betchworth and Luke and Roger Thomas helped lay out, along with Stuart and Antony Read and yours truly. We were lucky with the weather this year as Saturday was dry and this experienced band set out the course of 12 sections, each featuring 4 routes, in pretty quick time.

It is always difficult getting help at trials and during the summer holiday period this is even worse. I did struggle to get enough observers this year, but many thanks to the following for helping out on the day – as without you there would be no trial for anyone – Steve Mims, Julie Thompson, Dave Charman, Pete Jenkins, Colin and Matt Don, Roger Farmer, Dick Coles, Rob Edwards and family, Rob Mckenzie, Alex Clarke and Derek Tickner-Wand. Also, thanks to Antony Read who did the signing on and starting duties, allowing me to concentrate on checking sections were manned, clearly laid out and that people knew what they were doing before we started.

When I returned to the car park after checking all the sections I was amazed to see it full of people and vans – we had an excellent entry of 70 riders in the end! There were all the usual 'stars' in each class and a few surprises – such as Clint Leggett riding a very pretty and sweet sounding twinshock TLR Honda.

The dry conditions meant that although the first lap was a slow affair things soon got moving and with 12 sections there was precious little queuing. Riders were sent to three starting sections to spread things out and try and speed things along, and this appeared to work.

Section one was a relatively straightforward starter winding up and down between the trees, but this didn't stop Group Champion Adam Farley from having a very soft dab on his first attempt. This was the start of a bad day for Adam, as he then had another dab in Section 2 followed by a 5 on Section 10 – all on his first lap! Hopefully this is nothing to do with his recent marriage and next month he will be back to normal!

Section three was very tight for the experts and Luke Thomas had an unwanted five here when he bounced his front wheel and it passed outside the section tapes! Stuart Read had one of only three cleans here on the first lap and went on to take a well deserved overall win by only losing 4 marks all day! His nearest challenger Thomas Moss dropped 15 marks and Jamie Jones was third on 16 marks lost. I know that Stuart helped layout the trial on Saturday – but that should not detract from his win as he didn't practice the sections and still had to ride them all on Sunday. Well done Stu – for what I think is your first SC group trial victory? (and on that Sherco as well....!) Lets hope it's the first of many.

The usual Bognor Club's Repsol Montesa crew were out in force in the Inters as well as a few good riders who do not normally enter SC Group events, such as Perry Meeten. The Inters ride 50/50 white and blue sections in SC Group events and this is proving to be one of the more popular categories as it provides tough sections but missing out the very tight technical ones involving lots of hopping so loved by the top experts!

It was my first ride on the new Beta Evo and I was well chuffed to take a narrow win – albeit on 'home' territory - from Perry, who had an unlucky 5 on Section eight on the first lap. The Montesa boys were troubled by the cambers on Section five and the steep climb of Section seven and were

surprisingly a little off the pace at the end of the day with Ian Wakeford just sneaking into third place on most cleans.

Other routes were all about right with Clint Leggett taking an excellent win on the blue route on his Honda ahead of the usual O40 'stars' on their water cooled monoshock machines.

Section 6, observed by Roger Farmer, was very tricky to clean for the blues with a turn across tree roots causing all sorts of problems. The only cleans on this section all day were from Clint and Nick Heane, with our own Malcolm Coles having a good ride on his first lap to escape with a dab. Malcolm was not so lucky on the next section however, which resulted in a big 5 on the first lap – with his Dad observing as well! Luckily Malcolm was ok to continue and finished in an excellent third place in the Novice class beating a lot of the regular winners.

It was nice to see Phil Tickner-Wand riding again and although before the start he wasn't confident that his Dad's little Beta would have sufficient horsepower, he went on to have a good day. When I spoke to him later he was very impressed with the bike and finished well up in his class – especially considering he rides so rarely these days. Put those model cars away Phil and get back on two wheels again!

All in all everyone seemed to have a good day out, with burgers and drinks at the end and a chat in the afternoon sunshine. Thanks again to all who helped setup, observe and take down afterwards.

Full results are available on the Club's website at [www.rrnd.co.uk](http://www.rrnd.co.uk).

**Eric Clarke**

## **2009 CAMPING WEEKEND REPORTS**

### **Hello campers, Hi-de-hi!!!!!!**

RRND's camping weekend at Sether in Dunsfold has come and gone all too quickly.

The weekend started on Friday night which I'm pleased to say most people came for. Peter and I arrived about 3.30pm - the weather was good so we managed to get the caravan and awning up in record time, also trying to persuade the younger elements of our party not to pitch their tents too close (there is only so much drivel you can listen to in the middle of the night!). Most people got a take away from Cranleigh, and then ended up in the marquee for Antony Reads famous home made wine sampling (and very good it was too.)

Saturday was another good day, most of the bike riders got lots of practice in and put up their own sections in the woods. Around the field we had the nail game, horseshoes, badminton and thanks to Rick Parish a set of sumo wrestling suits supposed to be for children but I heard that a couple of the larger children got involved (Stuart and Scott!). The evening went well with the usual BBQ brilliantly cooked by Trevor and team with all the salads and puds prepared by the many ladies with their chopping boards and knives. Dinner was followed by a betting frenzy on the horse and pig racing. It was a great night.

Sunday was the only day the weather was iffy. Some of the campers went to the Dunsfold Wings and Wheels event up the road, but others chose to do the traditional bicycle ride to the pub to watch the air display for free. The Red Arrows were amazing, but by that time my not so tiny bits were frozen. A quick ride back to camp to warm up was followed by the usual scurrying around the woods for fire wood for the evening bonfire. The fire was shall we say exciting and apart from all smelling a

bit like smoky joes, another successful evening was had. I think the teenagers were all trying to be last man standing - I heard some of them made it to 5am before bed called!!



Oh by the way thanks to the guys (and Bob the Builder) for Breakie as usual on Sunday - it was just divine and the fact that we did not have to wash up was appreciated (thanks Rick).

Monday was glorious weather which made the fact that no one had to run around setting up trials even nicer. Our thanks must go to Scott and Carol assisted by Debbie for the ingenious fun trial that went on. It comprised of 2 laps of 6 sections in the woods followed by a arena trial. With full spectator support it was just the ticket and I'm sure that had a bearing on the fact that people did not really start to pack up for home until about 4pm.

I must thank everybody that had a hand in helping to make the weekend go as smoothly as it did - you all know who you are, and our thanks must go once again to Roy and his wife for making available such a perfect spot for a great weekend.

**Jo Jenkins**

### **Do As I Say Not Do!!**

At this year's camping weekend I fell into the trap many parents have set for themselves. I have always made sure that Thomas and Emily wear at least wellies even when riding in the garden.

However, at the camping weekend I thought I would be lazy and not change my newly purchased Crocs for correct footwear. So off I went on Thomas' new pocket bike. The field was fine as was the lower track, but once in the woods things got a bit more interesting even at low speed. Things were OK until an old tree stump jumped out from behind a fern. Not sure what happened next, but I ended up in a heap on the floor! All seemed OK except my foot, a quick look confirmed the Croc was OK, so I set off back to the tent. After a quick cuppa I thought I should check out my foot which now hurt a bit. Off came the Croc which still looked fine – unfortunately the same could not be said for one of my toes, as somehow the skin had been ripped off the underside. Being well organised I didn't have a first aid kit so it was kitchen roll and insulating tape. I did joke with the children that if it got too bad I would borrow a chisel from Clive and chop the toe off, but they didn't seem to think this was very funny. Anyway, a friendly first aider at "Wings and Wheels" cleaned it up the next day and it should heal up before Christmas?

So back to the main point, have I learnt my lesson?? Well maybe but the camping weekend was so relaxed it didn't seem the right thing to do to boot up! Finally I have to say thanks to all who attended for making the weekend a great success!!

**David Charman**

## Camping Weekend - Saturday

A fun addition to this year's camping weekend was the Sumo Wrestling supplied by Rick.

Eager to give it a try and first on the mat were James and Katie. Following an epic battle Katie came out on top (literally at times) with James rolling around helplessly, requiring assistance to get back onto his feet again! The triumphant Katie battled on against Suzy, Grace and later on Alex.

Despite the junior sized suits there was no stopping Scott and Stuart squeezing into them. After a series of battles which saw both of them laid out a few times, the heat eventually got the better of them and whilst both flat on their backs, they decided to declare a truce. Matt and Alex were also keen wrestlers and with a similar outcome.

If nothing else, they all gave people a lot of laughs and certainly built up an appetite for the barbecue which was to follow that evening.

**Carol Dark**



## Camping Weekend - Monday

Whilst most people lay in their sleeping bags recovering from hangovers, possibly smoke inhalation or even scalds from burning embers (who built that bonfire?), I, with some assistance from Scott and Grace, sat in my car and blew up 80 balloons.

This was in preparation for the 'arena trial' which was in itself a trial, being the first time something other than an ordinary event had been organised for the Monday.

Most of the preparation had, in fact, been done the day before, including the technical calculations for the slalom and limbo, and this must have raised a few suspicions as to what was to come.

Scott and I had been planning this for the preceding two weeks and although we were pretty well organised with props, the Don's caravan proved to be an Aladdin's Cave when it got down to setting it all up! Their assistance also was gratefully received.

The morning began with two laps of 6 sections in the woods (thank you everyone who helped with this part) and then went on to the 'arena' on the field. This began with a six pole slalom, followed by kicking a football into a net and then on to picking up a jug of water and riding with it to a bucket. The next obstacle was to ride on to a ramp and balance stationary for a few moments before grasping a ball and throwing it into a pile of trials tyres. The home straight involved a double limbo and finally bursting a balloon with a spear. All this was timed by Scott and the obstacle observation and normal section marking recorded by myself and Debbie. Five seconds was added to each person's time for each dab they had and each obstacle they missed.

This certainly proved to be a crowd puller and there were some very brave attempts to watch. Zoe, Aaron and Katie at their first trial, to mention just a few. Jo, with Nobby and Thomas gave it their best as did others who tried riding it two up! Individual riders were just happy to go on improving their time and technique.

All in all, judging from the compliments we received it turned out to be a great success and something we can think about doing again next year.

**Carol Dark**





## BIKERS REST

With Luke, Ben and I now participating in the sport, combining a holiday with some additional trials practice and a competition seemed like an excellent idea. So, after a quick search on the internet, I found [www.bikersrest.co.uk](http://www.bikersrest.co.uk).

I contacted Brenda Luckett to arrange a few nights bed and breakfast which was at a very competitive rate and included unrestricted use of their land. Brenda did offer an evening meal and a packed lunch, but we decided to opt for lunch time snacks and evenings in a local pub.

On arrival we were greeted by Brenda and John, and after stretching our legs we were given a quick tour of the accommodation by Brenda, then John gave us a guided tour of the practice area.

The practice ground is about 20 acres of woodland at the bottom of a valley, containing long hills of varying steepness and difficulty, a small river containing a variety of large boulders and gravel, lots of logs, boulders, tree roots and the usual natural hazards you would find at any trial including a lot of slippery mud. In addition there is about an acre of man-made obstacles at the top of the valley which has imported rocks, concrete slabs and one or two concrete pipes combined with the natural slope of the hillside. The venue is used for several trials through the year and for a very popular trials school which Brenda has organised for the last 17 years during the summer.

The weather was a typical British August, with enough rain to make some of the steep climbs very challenging and the descent back towards the river pretty scary, but this didn't stop our enjoyment! In the two and a half days we were there we managed squeeze in almost 20 hours of well needed practice and could have spent as much time as we wanted riding on our day of departure if we had the energy.

Over breakfast I discovered that John used to be a works rider for Cotton and then Ossa back in the 60's & 70's and he has been awarded more trophies than he can fit into the two vast display cabinets in their lounge. The walls of the house are full of trials related photographs including John and Brenda with an Ossa in one of their wedding photographs! John now competes in the pre 65 class and is Chairman of the Torridge and District Motorcycle Club. If you want to spend a few days practicing your Trials techniques and fancy a trip to the West Country, I would recommend a visit to Lower Wembsworth Farm, in Hartland North Devon.

The following weekend after staying with family in South Devon for a week, the three of us competed in what was advertised as an easy beginner's trial in TMX news, organised by the West of England Motorcycle Club on the Bank Holiday weekend. The number of competitors totalled an impressive 109, and must have been very lucrative for the Club with a number of new Club members recruited.

This must have been the easiest trial I have ever competed in. The route between some of the 10 observed sections was more difficult than the sections themselves - competing on the intermediate route and suffering from a faulty rear brake, I dropped a total of 3 points and finished tenth, whilst Luke also dropped 3 points, winning in the Youth A class on the easy route and Ben dropped 4 points winning the Youth B class easy route.

The downside of having such a large number of competitors was that the queuing at some of the sections was excessive, but the weather was good and it was a nice way to round off the holiday.

**Rob Edwards**

## Beginner Basics

### Part Five: Advanced Riding Techniques 2

#### The Nose Wheelie Turn

Once mastered, the nose wheelie is good for aligning and turning your bike in a confined space, where there is good traction, particularly where there is a downhill turn or a drop off as the downhill angle makes it easier to use momentum and braking to lift the rear wheel.

1. Select a gear and ride along in a straight line, keeping your arms straight and weight forwards.
2. Push onto the handlebars to load the front forks.
3. Pull in the clutch and apply the front brake firmly, making sure the front wheel is straight to avoid slipping out.
4. As you apply the front brake, move your weight further forward and unweight the foot pegs – the rear wheel should now leave the ground.
5. As the rear wheel lifts, move your weight back to control the amount of lift. If the bike feels like it is going to 'endo', release the front brake and move your weight back to bring it down.

At first you will most likely find that the rear wheel will not lift enough. This is likely to be caused by:

- You not pushing down on the handlebars and moving your weight forwards;
- Not unweighting the foot pegs enough.
- Not applying the front brake hard enough, or not having sufficient momentum.

#### Swinging the rear wheel

After learning to lift the rear wheel by use of braking, momentum and your weight distribution, you can begin to try and swing the rear wheel left or right as it is in the air.

1. Lift the rear wheel as previously advised.
2. As the rear wheel comes up, swing your hips in the direction you wish to move the wheel, pushing the bike with your legs to assist the movement if necessary.
3. Steer in the direction that the rear wheel is heading.
4. When the rear wheel lands you should be in a balanced position with the handlebars turned in the opposite direction to which you wish to turn.

#### Practice tips

This is easier to learn and practice when you have the front wheel lower than the rear (e.g. dropping off a small step).

Ensure there is good traction at the bottom of the step. Ride off the step and apply the front brake while the rear wheel is still on top of the step. Lift the rear wheel and swing the rear of the bike around until it lands on the lower side of the step.

Practice swinging the bike in both directions.

**This concludes our series on Beginner Basics – if you have any tips of your own on how to ride certain obstacles, how to hop/nose wheelie turn your bike please send them to me, so we can share them with other members.**

**Debbie Don**

## REGULAR MAINTENANCE MAKES FOR BETTER RIDING AND CAN SAVE MONEY!!

The bikes produced over the last few years are great trials bikes and a joy to ride for all levels of rider. But most makes available today do require regular maintenance to avoid costly repairs. Going back 20/30 years you could get away with riding a bike, clean it, lubricate it, put it in the shed and know when you got it out a week later it would be alright. Brakes, air filters and carburettors did not need checking after every ride, but today it's advisable to clean the air filter and carb after every event - with bikes so much smaller the intake for the air filter is less protected.

Because the components used today are stronger and lighter, parts like brake discs have become smaller which means the actual surface of the brake pad is a lot smaller and if not working 100% will not stop the bike properly. Brake pads should be checked regularly as they wear down quickly. When changing pads check the brake cylinders are all working perfectly and evenly. If they get dirty it affects the movement and quite often allows the brake fluid to leak. I've lost count of how many times I've had to bleed brakes in the last few years and have now made up a bleed kit with non return valve. For some reason the front seems to suffer a lot more than the rear. If your calliper is leaking oil, take out and clean the cylinders first before you replace anything as this will often resolve the problem.

To my cost I have only recently found out that the fluid in water cooled bikes should be a 50/50 mix of water and coolant to prevent corrosion. The cover on my 250 Beta has corroded already after only 2.5 years (see photo) which costs about £75 if you replace it yourself. If the mix is not strong enough then the water corrodes the magnesium casing. For some reason it badly affects the area behind the water pump which means when it gets too bad the water leaks into the gearbox. I can only assume where the pump is pushing the fluid round it literally washes away the surface. So when you top up never just use water or it will cost you.



The one thing a lot of riders forget to check is the packing in the exhaust, This can make a big difference to a bike's performance. I have just replaced this on my Beta - my preference is to buy the loose packing and ram as much as possible into the exhaust around the through pipe. You can buy pre-moulded ones but these do not last as long. I was surprised how bad mine was again after only 2.5 years (see photo). A while ago the 270 Beta was not running right but putting new packing in made all the difference.



So if you want to get the best out of your bike then you do need to regularly maintain, not only will it save you money in the long term but the bike will perform better. But don't wait until the day before a trial to check the bike over and find you need to replace something that you haven't got a spare for!

**Antony Read**

## **CAMPING WEEKEND FUN TRIAL**

The times for the Fun Section held in the Arena were as follows:

### **YOUTH**

1 <sup>ST</sup>	Katie Don	1m 2s
2 <sup>nd</sup>	Luke Brightman	1m 4s
3 <sup>rd</sup>	Grace Dark & Monica Isaac (tied)	1m 5s
4 <sup>th</sup>	Toby Smith	1m 11s
5 <sup>th</sup>	James Dark	1m 12s
6 <sup>th</sup>	Joshua Brimecombe	1m 30s
7 <sup>th</sup>	Ollie Brimecombe	2m 13s



## ADULT

1 <sup>st</sup>	Scott Dark	44s
2 <sup>nd</sup>	Stuart Read	48s
3 <sup>rd</sup>	Danny Haste	49s
4 <sup>th</sup>	Sam Brightman	50s
5 <sup>th</sup>	Harriet Shore	52s
6 <sup>th</sup>	Rick Parish	58s
7 <sup>th</sup>	Nigel Brimecombe	1m
8 <sup>th</sup>	Pete Jenkins	1m 7s
9 <sup>th</sup>	Trevor	1m 8s
10 <sup>th</sup>	Marcus Deacon	1m 9s
11 <sup>th</sup>	Tom Charman	1m 13s
12 <sup>th</sup>	Matt Don & Colin Don (tied)	1m 15s
13 <sup>th</sup>	Alex King	1m 21s
14 <sup>th</sup>	'Daddy' Brightman	1m 29s
15 <sup>th</sup>	Ash	1m 43s
16 <sup>th</sup>	Aaron Harrington	1m 45s
17 <sup>th</sup>	Zoe Jenkins	1m 52s



The results of the short trial laid out in the woods were as follows:

Name	Route	Lap 1						Lap 2						Total
Matt Don	White	1	1	3	0	0	2	0	0	1	2	0	5	15
Harriet Shore	White	3	3	3	1	0	3	1	3	3	1	1	1	23
Ash	Blue	1	2	1	1	3	0	0	2	0	0	0	0	10
Pete Jenkins	Blue	1	1	2	1	1	0	0	1	2	3	0	0	12
Colin Don	Blue	1	1	2	2	1	2	0	2	2	2	0	0	15
Marcus Deacon	Blue	0	0	3	3	3	3	1	1	2	0	1	0	17
Nigel Brimecombe	Blue	3	3	3	3	3	0	2	3	2	0	3	1	26
Keith Cross	Blue	3	3	3	3	3	1	3	3	5	2	3	2	34
Toby Smith	Red	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Dark	Red	1	1	1	0	0	3	0	1	0	1	0	0	8
Joshua Brimecombe	Red	0	3	0	1	0	5	0	0	0	0	0	0	9
Alex King	Red	0	3	3	0	0	3	0	3	0	0	0	0	12
Ollie Brimecombe	Yellow	0	0	5	0	0	0	0	0	0	0	0	0	5
James Dark	Yellow	0	1	1	5	3	5	0	0	0	0	0	0	15
Zoe Jenkins	Yellow	0	5	3	5	5	2	0	3	3	5	3	0	34
Aaron Harrington	Yellow	1	5	5	2	5	3	2	5	5	0	0	2	35

## TRIAL RESULTS & DIARY DATES

All Club trial results are posted onto the Club's website as soon as they are available – see [www.rrnd.co.uk](http://www.rrnd.co.uk).

Diary dates and any changes are also posted onto the website – do not forget to check the website before travelling.