

RRND

Reigate & Redhill North Downs Motorcycle Club



RRND team at Quaipe Team Trial

**July 2009
Club Info
Reports**

CLUB INFO

About RRND

We are actually two clubs in one. Reigate & Redhill North Downs Motor Club was founded in 1935 and is affiliated to the ACU (Auto Cycle Union). In 1993 the Reigate & Redhill North Downs Motorcycle Club was founded and is affiliated to the AMCA (Amateur Motor Cycle Association). It was necessary to form a second club, as one club can not affiliate to both organisations and we wanted to run our Club trials under the AMCA but also remain associated to the ACU to give our members a wide choice of events to ride in.

Although the main interest is motorcycle trials, we welcome all motorcyclists as members, many of our members also have road bikes and a wide interest in motorcycling and organise many road trips.

The Club runs monthly trials (under the AMCA) on Sundays and also evening trials during the summer (June, July and August). It also holds a camping weekend over the August bank holiday, and other social events, including a monthly Club night.

Events, results and photos are posted onto our website: www.rrnd.co.uk.

Club Officials

Chairman - Richard Coles

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Club Secretary - Jan Smewing

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Membership Secretary - Shelley Wooster

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Club Newsletter - Editor - Debbie Don

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Club Newsletter - Production - David Wooster

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Assistant Competition Secretaries

| | |
|-------------------|---------------|
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Committee Members

David Charman
Danny Haste

Useful Contacts

AMCA

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Lane, Cannock, Staffordshire WS11 7XU
01543 466282 www.amca.uk.com

ACU

ACU House, Wood Street, Rugby,
Warwickshire CV21 2YX
01788 566400 www.acu.org.uk

Fins Motorcycles

Units 4, 5 & 6 Hockley Business Park, Hooley
Lane, Redhill, Surrey RH1 6ET
01737 768129 www.finsmotorcycles.co.uk

[Useful contacts ...continued..](#)

Gordon Farley Motorcycles

13-15 Barrack Road, Guildford, Surrey GU2
9ZR
01483 538485

Stevens Trials

Unit 5, Bentley Street Industrial Estate,
Bentley Street, Gravesend, Kent DA12 2DH
01474 536665 www.stevenstrialscentre.co.uk

BVM Moto

London Road, Stroud, Gloucestershire GL5
2DA
01453 762743 www.bvm-moto.co.uk

Section Five Trials

Based in Caterham
01883 345984 www.sectionfivetrials.co.uk

NEWS FROM THE EDITOR

Welcome to the new look Club Newsletter. This edition is ground-breaking, in that it is an electronic version. Unfortunately, rising production costs mean that it is not financially sustainable for the Club to continue with the existing all paper format. Hopefully, we will, however, be able to publish more frequently - this depends on you ALL putting pen to paper (or fingers to keyboard) and sending me items for publication.

As it is intended to move towards electronic distribution of the Newsletter, this means that we will need to be kept informed about changes to your e mail address. To ensure that we have your up to date e mail address, please send a short e mail to me at debbie.don1@btinternet.com using 'RRND Newsletter' in the subject line, so I can ensure you are added to the distribution list.

Copies of the Newsletters will be added to the Club's website at www.rrnd.co.uk, and may also therefore be viewed online.

If you know of any Club members who do not have access to a computer, could you please ask them to contact me, so that I may ensure that a copy gets to them. My telephone number is 01737 243537.

Now it just remains for me to remind you all to get writing, and share with your fellow Club members all things to do with motorbikes!

Debbie Don

CHAIRMAN'S CHATTER

I was talking to a Lingfield farmer last week about the 1968 floods. He was recounting how, for several weeks, water levels at the Hare and Hounds cross roads were over 3 feet deep (that's a metre) and that the roads around were all blocked. I can also remember that the pedestrian duckboards at the side of the road were in good repair and use in the early eighties but are rarely needed now.

Anyway, when I recounted how I was on a scout camping competition in the middle of the floods, he looked at me with scorn and said, "I don't mean the great storm (1987), I am talking about 1968." Now I didn't know whether to be pleased that he thought I wasn't old enough to have been out camping then, or a bit peeved at the thought that I looked daft enough not to know the relevant date.

Clearly, if I was camping at that period I must be getting on a bit, but I am not too old to have a tantrum! So when I fived five sections on the trot at Faygate at the last Club trial I stamped my feet and sold the bike on the spot! New member Mike Hammond picked himself up a tasty Scorpa at a bargain price - the sale no doubt helped by the fact that Keith Cross was looking interested in the bike in the background.

There is absolutely no truth in the rumour that Dave Charman and I had put out a contract on Sam Brightman, (who had laid out the blue route), although the irritating way in which he showed he could actually ride most of the sections meant that he might have had a ducking if we could have caught him. Seriously - our thanks to Sam, Paul and Mark Stubberfield for laying out the route with Peter, and our thanks to all those who are coming forward to have a go at laying out this year. Your help is very valued.

We have been struggling recently to ensure that we have an adequate number of people to clear away after trials and will be going back to marking people to clear as they sign on and we will not start the trials until an adequate number have been found. If we don't do this those who have laid out always end up clearing as well. Remember too that the results generally fall on the same people, so if you have a computer and can work a simple spread sheet you could help there.

The Club numbers continue to rise steadily, with many members first experiencing the training trials. Mark Stubberfield ran the May session with Malcolm and I back in charge on the June date. I am aware that I set the yellows some tight sections on this occasion and will try to back them off next time I lay out!

This months Newsletter is an experiment. Our Club Magazine is fantastic, due to Dave Wooster's efforts and time - and money. Just how much he has been subsidising the Magazine is clear now that something approaching the true printing costs are being passed onto the Club. Even this does not take into account Dave's time on the art work. The substantial cost of the Magazine was not something that had to be taken into account at the AGM discussion on costs as Dave was still meeting them.

Debbie is keen to have a go at producing a Newsletter that will keep everyone in touch and will keep the costs down. Although it may not have the initial impact of the old magazine the format should prove very flexible and we may go back to a once a month publication. Sending the majority of you the Newsletter via e-mail will reduce costs further. Our sincere thanks to Dave for his past generosity - Dave will continue to be involved in the printing of the Newsletter / Magazine for those members who have no access to a computer. Please let Debbie have feedback on this months Newsletter.

Finally our thanks to Roger Farmer and Luke Thomas for laying out an excellent July evening trial. I missed this one but was only joking about retiring completely - a Gasgas replaced the Scorpa. See you next trial.

Richard Coles



CLUB TRIAL ENTRY DETAILS - OLD QUARRY BETHWORTH - 19 JULY 09

- Start:** 11am
- Entry:** Members 16 and over £12.00 under 16 £8.00
Guests 16 and over £15.00 under 16 £11
- Clerk:** Peter Jenkins
- Course:** Usually five laps of eight sections, however, some venues may be run as 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.
Entry forms are available on the website @ www.rrnd.co.uk.

CLUB INFO

RRND 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 onwards. All Club members are welcome to come along, socialise and chat with other members, and make their views known to the Club's Committee (who hold their monthly meeting earlier on the same night). It would be nice to see more of you there!

Check the Club's website for dates at www.rrnd.co.uk.

Social events

Ideas and suggestions are always welcome for social events, so please pass your suggestion to any of the Committee and we will see what can be arranged.

Photos on Club's website & in the Newsletter

We now have quite a number of junior members of the Club, and on occasion photos may be taken at trials and other events which are used in this Newsletter and on the Club's website. Parents or guardians who do not wish their child's photo to appear should make this clear to the photographer, and to the trial or event organisers.

Practice Land at Old Quarry Betchworth

Saturdays and Sundays from 10.00am - 2.00pm unless official event pre-booked. Situated off A25 between Reigate and Dorking. £10.00 per bike (10% discount for Club members on presentation of membership card). Food available along with bike wash facilities at £3.00 per bike (no discount). **NO RIDING ALLOWED IN CAR PARK.** For details contact Roger Farmer - 01372 374059 or 07721 612037.

Evening Trials

The last of the Club's series of evening trials will be held on Wednesday 19th August with a start time of 6pm. This trial will be held at the Old Quarry Betchworth, and the Club will be running its own BBQ, so bring a few extra pounds and save yourself the effort of cooking when you get home! In the event of bad weather, please check the website at www.rrnd.co.uk to ensure the event is still running.

August Camping Weekend Reminder

This year's camping weekend will be held over the August bank holiday weekend, 28th to 31st August. Details and a booking form are available on the website at www.rrnd.co.uk. There will not be an open trial this year on the 31st August, but other events will be arranged for the campers instead. Get your booking form in to Jo Jenkins as soon as possible - a copy is enclosed with this Newsletter.



Action from a previous camping weekend!

SOCIAL SCENE

RRND 70's Night

Many thanks to Jo & Pete Jenkins for making a superb job of hosting the Club 70's night in April.

A great time was had by the likes of Abba, Ozzie Osborne, Michael Jackson, a Pink Lady, crew members of the Starship Enterprise and others who brought back memories of mini skirts, flares, platforms and the days when some were blessed with more hair than they are today! (check out the website).

Margo Leadbetter (Jo) as ever, didn't disappoint with her 70's inspired food and the music kept most of us singing and dancing throughout the evening - much to the amusement of the younger club members!

Thank you again Jo and Pete, anyone not there missed a really good evening.

The Dark Family



Our hosts - Margo & Jerry (Jo & Pete)

Ride out with Burgess Hill MC

On Sunday 10th May, a group of RRND road bike riders met at Godstone and took a very scenic ride to the Robin Hood pub in Tunbridge Wells. We had been invited to a social get together by the Burgess Hill Motorcycle Club with a view to making it an annual event.

It was a glorious warm sunny day, so it was good to sit outside in the pub's garden and chat to friendly, like minded people over a drink or two. About a dozen of their members turned up, some on their own, some in couples, on a variety of different road bikes. They organise ride outs on Sundays and Monday evenings, which begin with a bike ride lasting 1-2 hours and end with a visit to a local cafe or pub, travelling in no more than groups of ten, with riders being in groups according to their riding style and ability.

They have their own website, www.burgesshillmc.com, and RRND members are more than welcome to join them on any of their ride outs.

For anyone interested, we have arranged another lunchtime get together. The venue this time is The

Little Brown Jug pub, Chiddingstone Causeway, Tonbridge TN11 8JJ at 12 - 12.30pm on Sunday 26 July. You can either meet us at the pub or at the Godstone Pond car park (entrance opposite the Beefeater restaurant) at 11.30am if you want to travel down in a group. Motorbikes and cars are welcome - we will have maps in case we get separated. The pub has its own garden with superb views, and they do serve food.

The Burgess Hill bunch are great company so we hope more of you can join us this time.

Please ring Jan Smewing on 01737 822565 for further info.

Jan Smewing

Streatham & District MCC 100th Birthday Celebrations

Streatham & District MCC are planning to have a Dinner Dance to mark the 100th Birthday of the Club and are trying to contact anybody who was a member or associated with the Club to see if they would like to come to the Party.

The event takes place on 14th November 2009 at the Reigate Golf Club. Tickets will be £35 per person.

If anyone is interested in attending, please contact:

Allan Smith 39 Byron Avenue, Coulsdon, Surrey CR5 2JS Telephone: 0208 645 9678.

JOKE TIME!!

Surgery!

A mechanic was removing a cylinder-head from the motor of a motorcycle when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage "Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and said, "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new.

So how come I make £20,000 a year, a pretty small salary and you get the really big bucks (£150,000) when you and I are doing basically the same work?"

The cardiologist paused, smiled and leaned over, then whispered to the mechanic.....
"Try doing it with the engine running."

Carol Dark

BIKESAFE AND ADVANCED RIDER TRAINING

Those of you who know me will recall when I bought Venhill and launched myself into the motorcycle industry at the deep end.

Although I'd ridden a bike for years, both on and off the road, I wasn't prepared for the level of progress "professional" riders make. After a few near misses on industry social runs, I realised there was a need for some training.

I started going through the usual channels; Institute of Advanced Motorists and Royal Society for the Prevention of Accidents, who offer excellent courses.

However, three years ago, Surrey Police launched their Bikesafe course which specifically targets their assessment days to tackle the main causes of 'Killed and Seriously Injured' statistics.

Surrey Bikesafe operates out of Dorking Police station. A one day course costs £50 which includes:

- 1) classroom session in the morning
- 2) 2 to 3 hours riding with a Police trained rider/assessor
- 3) a copy of Road craft (the Police rider training manual)
- 4) lunch at Rykas

which represent tremendous value for money.

Classroom session

The classroom session usually takes people by surprise. They are expecting a really dry talk about safety etc - but it's not. Instead, there is a really interactive DVD that looks at practical ways to negotiate hazards. The scenarios covered include;

a) **Car at junction;** the one we all fear most with the risk the car pulls out. Discussed is what to look for such as the age of driver (poor peripheral vision), distractions in the car (kids/passenger/mobile phone etc), the direction of wheels/indicators.....and ,very importantly, whether the brake lights are on.....or more importantly watching for it going out, which may indicate the driver has moved across from brake pedal to throttle !!!

b) **Filtering;** what's legal and what's not and identifying safe filtering from unsafe, as well as some of the things to look out for such as gaps in traffic streams and gaps between buildings (even if a junction can't be seen).....and most importantly how to filter and make best use of the width of the road. It also covers filtering on motorways.

c) **Cornering;** one of the best bits of biking, the Bikesafe talk recognises this and covers how to get the most effective grip from the tyres and how to use mild acceleration to assist in suspension compression and therefore effectiveness of the tyres. The talk also covers what to do if you've gone in too hot!!! Left hand bends are the killer in Surrey and so some time is spent looking at how to tackle bends via correct assessment of them (use of limit point/vanishing point), speed (slow in fast out etc) , gear selection and , of course, the best time to use that acceleration out of them.

d) **Overtakes;** another great thing about biking.....the course discusses how to make progress safely. Usually, at the end of the day, candidates are taking many many more overtakes than they would have done before and they have learned to avoid the "swoopy" overtakes that are potentially unsafe and

that can reduce progress due to the lack of ability to use all the power of the machine; so the course covers the classic 2 stage and 3 stage overtakes taught to Police riders to assist safe but progressive riding.

e) **Group riding**; alas, many of the accidents in Surrey arise from the riders at the back taking excessive risks in playing "catch up", so the talk goes through the options for having experienced riders spread throughout the group and, most importantly, having a system to stop the need for the last riders taking risks to keep up (e.g. drop of system/despatch riders system).

Riding

In the afternoon, the classroom session is put into practice, with a 2-3 hour ride with a Police trained rider/assessor.

All in all, a one day snap shot of advanced riding, to give candidates a snippet of how they could benefit from a full course. Invariably, candidates come away having learnt a lot, much safer and, usually, much more progressive.

If anyone is interested please go to www.bikesafe.co.uk or contact me direct at rickparish@aol.com.

Rick Parish



Matt Don on his Triumph Speed Four

Ed's note: Matt & Colin Don are taking a Bikesafe course with the Met Police during July, so a report of the day will follow in a later publication.

BEGINNER BASICS

Part Three - The Basic Art of Riding!

Balance

Much of the secret of good riding lies in balance - no matter which way the bike leans, you need to keep your body upright and centred. With the use of handlebar pressure and peg weighting you can achieve excellent balance.

Even if you have nowhere at home to ride your bike, balancing practice can be done at any time - even in the garage!

Balancing tips

- 1 Allow room to let the bike move between your legs - don't position your legs too close to the frame therefore.
- 2 Turn the handlebars onto full lock.
- 3 Hold both brakes on, with the bike engaged in gear and the clutch in.
- 4 Use bar pressure, peg weighting & body movements to correct any imbalances.
- 5 Relax!

Bar Pressure

Balance on your bike then lift your left foot off. Immediately you will feel the weight of the bike move to the right. Instinctively you push down on the left side of the handlebars to centre the bike. You have just used bar pressure!

Peg Weighting

Balance on your bike then lift your left hand off the handlebars. You will feel the weight of the bike move to the right and instinctively apply more weight on the foot peg with your left foot to centre the bike. You have just used peg weighting!

After some practice, you should be able to stand on your bike beautifully balanced for extended periods of time. Practice regularly.

Turns

During trials, you spend most of your time making turns over differing terrains, and turns are where most dabs are taken, so it pays to become proficient in turning the bike.

Turn tips

- 1 Lean your bike into a turn by laying it against your inside leg, keeping your body centred over the bike at all times. The amount of lean depends on how tight the turn is.
- 2 Use peg weighting and bar pressure to stabilise the bike and maintain your balance.
- 3 Make use of all the room the section markers allow - don't make things more difficult for yourself by trying to make a very tight turn where space allows a wider turn.
- 4 Be aware that the rear wheel always runs inside the line of the front wheel - you do not wish

to turn around an obstacle with the front wheel and get tangled up with it with your back wheel.

- 5 Be aware of the line you need to take following the turn.

Tight turns

Use the clutch and rear brake to achieve tight turns - practice balancing the clutch against the rear brake. Do not use the front brake unless you have to, as sudden application will put you off balance. You should be able to make a very slow full lock turn by using the clutch and rear brake.

Practice tip

Put two markers on the ground a set distance apart and ride a figure of eight around them. Once you are successfully doing this, move the two markers closer and closer together until you are doing full lock turns around them. Start this exercise on flat ground and then move onto a camber.

Negotiating Obstacles

There are three basic techniques for getting up and over an obstacle:

1. Basic
2. Punch
3. Splatter.

1. Basic technique

You will use this to ride up a basic bank or step that is not undercut.

- 1 Keep your weight centred over the bike at all times.
- 2 Make sure you get all your momentum before actually hitting the bank - especially vital where there is little grip.
- 3 As the front wheel is rolling up the bank, back off the throttle and use your momentum to coast up the bank.
- 4 As you break over the top of the bank, slowly apply the throttle and continue with the rest of the section.

2. Punch technique (or double blip technique)

You will use this on logs, undercut banks and steps where by using the basic technique, the bike's bash plate would hit the leading edge of the step.

- 1 With the first blip of the throttle you lift the front wheel and punch it into the leading edge of the step or log. **Top Tip Time!** As a general rule, you should lift the front wheel the same distance away from the obstacle as the height of the obstacle.
- 2 The second blip of the throttle or clutch drives the rear wheel up onto and over the obstacle. At the same time for an undercut step or log, you need to unweight the bike with pressure to allow the rear wheel to miss the undercut. This technique will be explained later in this article.

3. Splatter technique

This technique is used for large undercut banks or steps, usually where there is something to use as a 'lifter' in front of the obstacle.

- 1 You need to get all your speed before hitting the lifter.
- 2 As you hit the lifter with the rear wheel you need to totally unweight the bike and pull back on the handlebars to bring the bike to a vertical position. Pull the clutch in as you leave the ground.
- 3 The front wheel should be above the height of the obstacle and the rear wheel should hit within the top half of the obstacle.
- 4 As the rear wheel splatters into the obstacle the forward momentum should bring the front wheel down onto the top of the obstacle. Slowly release the clutch, apply the throttle and continue with the rest of the section.

Unweighting the bike

This is basically the technique of jumping upwards as your rear wheel is near or strikes an obstacle. When standing normally on the foot pegs, most of your weight is placed on them and in turn therefore on the frame, suspension and wheels. To unweight is to momentarily relieve the weight placed upon the bike, so that it can climb an obstacle unencumbered. There are varying degrees of unweighting, but basically you can totally unweight or unweight with pressure.

Total unweighting

This method is used for the splatter technique (see above).

- 1 Load the rear suspension with your knees bent, then spring upright quickly so that the rear wheel leaves the ground and your feet leave the foot pegs.
- 2 You can grip the frame with your legs as you get to the end of your upright spring to gain more height with the rear wheel.

This is useful for jumping onto or over obstacles - you could jump over a small slippery log so that the rear wheel does not slip on it.

Unweighting with pressure

This is the more common type of unweighting used for undercuts or vertical steps and logs.

- 1 You adopt the same movements as for total unweighting, but leave your feet on the foot pegs applying slight pressure when you spring upright, so that you can absorb some of the shock of hitting the obstacle and maintain traction with the rear wheel.
- 2 The amount of pressure can be varied by altering the speed of your upright spring.

Next Edition - Part Four: Advanced Riding Techniques 1

Debbie Don

TRIAL REPORTS

May Training Trial

On Sunday 30 May, Grace and James rode the training trial at South Godstone along with 10 or so others.

There were two routes, red and yellow, and 8 sections ridden over four laps.

Grace, who is used to riding in Club trials, and James both found the sections quite challenging. However, with Chris and Scott there to advise and act as minders, they tackled every obstacle and gained much confidence as the day went on.

The sections took them in and out of a stream, over logs, under branches and there were some tight turns thrown in as well. Certainly, for anyone new to trials this gave them a good insight as to what to expect at other events.

The whole day was run in a very relaxed manner with nobody feeling under any pressure to try anything they didn't feel ready for.

Thank you Mark Stubberfield for an excellent day. You did a good job of organising the weather as well!

The Dark Family



Quaife Team Trial and Camden Cup - 7 June 09

This is essentially two trials in one, with teams competing for the Quaife Trophy and individuals for the Camden Cup. Teams of 3 consisting of an expert, an inter and a novice rider all ride the same sections, which are laid out to be manageable for the less experienced but also to take a few dabs off the more expert riders.

This year, RRND entered two teams for the Quaife Trophy, composed of:
Team 1: Luke Thomas - expert, Matt Don - inter, Colin Don - novice; and
Team 2: Scott Dark - expert, Mike Husband - inter, Mark Stubberfield - novice.

In addition, Chris Dark entered on his twinshock as an individual for the Camden Cup.

RRND Team 1 achieved a total of 180 marks lost - the winning team (Eastbourne) achieved 45 marks lost, and the marks ranged down to 215 lost.

Unfortunately RRND Team 2 failed to finish when Mark had to retire - and then have 5 stitches! Don't let that put you off considering having a go and joining a team for next year though, as it is a really good day, with lovely riding on an excellent piece of land.

Chris Dark had a good ride on his twinshock in the Camden Cup, achieving a total of 42 marks lost, whilst the winner of that class lost 32 marks, 2nd lost 34 and 3rd lost 41 - so you can see how close Chris was!

Thanks must go to Carol Dark, who not only handled the RRND entries for this event, but also was RRND's nominated observer on the day - are you free next year Carol? If you fancy having a go next year - either as an individual, or as part of a RRND team, then please put yourself forward - we will be asking for volunteers before next year's event.

A report from the Dark family follows:

Team Trial Hourne Farm Crowborough

On 7th June RRND entered two teams in the S E Centre Team Trial run by Kent & Sussex MCC.

Each team comprised of an Expert, Inter and Novice. Luke Thomas, Matt Don and Colin Don rode as one team and Scott Dark, Mike Husband and Mark Stubberfield as the other. Chris Dark also rode.

This trial is primarily a team event with just one route for all classes, but with The Camden Cup incorporated into the event, each rider also competes as an individual.

With 134 riders competing, it is no secret that this piece of land with it's rock gullies, streams and muddy banks is a popular venue. Clerk of the course, Derek Baker, set out 20 sections over two laps and with half the entry starting at section 11, there was barely any queuing all day.

A couple of hours of heavy rainfall early in the morning probably made the sections harder, but the winning expert still managed to ride the whole day clean. Luke and Scott both finished on 18 and full results appear on www.southeasttrialscombine.org.uk

Unfortunately, Mark had to retire due to injury (although not directly incurred in the trial) but did struggle on to complete the first lap. Next time Mark, don't inspect your injuries until after the trial!!

If you have never ridden here before and enjoy a more traditional type of trial, look out for the next event at Hourne Farm which is probably used around three times a year.

The Dark Family



And now from the horse's mouth:

I do not have too much to say about the team trial as I never actually finished! Anyway the day was going ok until I got to the second section. My foot slipped off the kick start and into my leg. There was no damage to my trousers - only some blood leaking through. Anyhow I carried on and finished the first 20 sections with a lot of help and advice from Mike (Husband) and Scott (Dark) for which I was grateful. I only wish my scores were better. I must say I knew there was only one route, but did not expect it to be between blue/white as I only ride red routes normally. Plus I only started riding trials bikes 18 months ago. When we stopped @ halfway I decided it was a good time to clean up my blood seeping leg and maybe put a plaster on. However, when my trousers were dropped it was clear to me that some stitches were needed. so it was off to East Surrey A&E for me and five stitches later, I was on my way home.

All in all I was enjoying the trial and the advice given to me. It was a great bit of land and well run. Despite my misfortune, I hope to get asked next year.

Mark Stubberfield

Evening Trial at Old Quarry Betchworth - 10 June 09

After some wet weather, it was pleasant to find that the first of this year's evening trials was dry. In Pete & Jo Jenkins' absence, Richard Coles took on the role of organising this event and also played cook at the BBQ.

Some 35 riders signed on. The full results are on the website at www.rrnd.co.uk, but the best results were:

| | |
|----------------|--|
| White route: | Luke Thomas - 10, Thomas Moss (Guest) - 15 and Scott Dark - 22 |
| Blue route: | Jake Pope - 14, Dave Charman - 86 |
| Blue under 16: | Tom Charman - 45, Samuel Brightman - 46 |
| Blue over 40: | Kevin Thompson - 28, Richard McCormack - 82 |
| Red route: | Rob McKenzie - 2, Cliff Stark - 7 (27 cleans), Rob Edwards - 7 (26 cleans) |
| Red under 16: | Tom Hutchinson - 31, Lewis Farmer - 32, Toby Smith - 41 |
| Yellow: | Billy Stark - 30 - Billy was the only yellow finisher to hand in a fully completed card. |

Faygate Club Trial - 21 June 09

Several comments were received about the severity of some of the blue route sections, and these comments may be true judging by some of the results. Full note has been taken for the next time a course is laid out here!

Full results are on the website at www.rrnd.co.uk, but the best results on the day were as follows:

White route: Richard Tickner - 5, Stuart Read - 16 and Luke Thomas 17
Inter route: Antony Read - 57
Blue route: Simon Mepham - 21
Blue over 40: Pete Jenkins - 94, David Charman - 103
Blue under 16: Lloyd Pettett (Guest) - 33, Samuel Brightman - 60, David Roberts (Guest) - 72
Red route: Monte Bryant - 10, Rob Edwards - 11, Andy Hutchinson Snr - 13 (33 cleans), Mark Stubberfield - 13 (32 cleans)
Red under 16: Elliott Tickner - 24, Toby Smith - 31
Pre 67: Alan Ross - 49, Roy Spencer - 68
Yellow: Tom Hutchinson - 8, Luke Brightman - 41, Ben Edwards - 73.

Club Championships 2009 after June trial

Championships are run over 12 rounds with best 8 scores counting

Solo (White)

| | |
|-----------------|----|
| Scott Dark | 48 |
| Stuart Read | 45 |
| Eric Clarke | 43 |
| Luke Thomas | 34 |
| Malcolm Coles | 27 |
| Richard Tickner | 21 |

Inter

| | |
|-----------------|----|
| Antony Read | 47 |
| Pat Lloyd-Jacob | 24 |
| Matt Don | 21 |

Over 40 Blue

| | |
|-------------------|----|
| Richard Coles | 48 |
| David Charman | 30 |
| Colin Don | 30 |
| Kevin Thompson | 24 |
| Danny Haste | 23 |
| Peter Jenkins | 22 |
| Richard McCormack | 22 |

Novice Blue

| | |
|---------------|----|
| Peter Jenkins | 24 |
| Colin Don | 12 |
| Tom Horsburgh | 12 |
| Simon Mepham | 12 |

| | |
|----------------------|-----|
| James Lloyd-Jacob | 11 |
| Emma Thompson | 11 |
| Novice Red | |
| Mark Stubberfield | 64 |
| Robert Mckenzie | 50 |
| Andy Hutchison Snr | 48 |
| Paul Brightman | 38 |
| Simon Welch | 25 |
| Under 16 Blue | |
| Samuel Brightman | 48 |
| Tom Charman | 46 |
| Under 16 Red | |
| Elliott Tickner | 55 |
| Andy Hutchison Jnr | 47 |
| Grace Dark | 32 |
| Pre 67 | |
| Roy Spencer | 33 |
| Stan Metcalf | 24 |
| Handicap | |
| Mark Stubberfield | 119 |
| Robert Mckenzie | 95 |
| Simon Welch | 87 |
| Tom Hutchison | 84 |
| Phil Powell | 79 |
| Andy Hutchison Jnr | 73 |
| Antony Read | 72 |
| Stuart Read | 69 |
| Paul Brightman | 64 |
| Eric Clarke | 64 |
| Scott Dark | 63 |
| Andy Hutchison Snr | 60 |
| Luke Thomas | 53 |
| Luke Brightman | 51 |
| Ken Cornish | 50 |
| Colin Don | 47 |

CLUB DIARY 09

| CLUB EVENT | SOUTH COAST EVENT | STAR GROUP EVENT |
|---------------------|--|------------------|
| 12 July 09 | South Coast Group Trial, Brighton Club, Ilford nr Lewes. Start 10.30am | |
| 12 July 09 | Star Group Trial, Horsham MCC, Wealdbarkfold Farm, Plaistow. | |
| 19 July 09 | Club Trial, Old Quarry Betchworth. Start 11am | |
| SUN 26 July 09 | Beginner Training Trial, Harts Lane, South Godstone. Start 11am | |
| SUN 26 July 09 | Road Ride - Lunchtime get together with Burgess Hill MCC | |
| 5 August 09 | Club Night, Home Cottage PH, Redstone Hill, Redhill (A25) from 8.30pm | |
| 9 August 09 | South Coast Group Trial, RRND Club, Old Quarry Betchworth. Start 10.30am. Observers will be required - please volunteer! | |
| 9 August 09 | Star Group Trial, Sunbeam MCC, TBA | |
| WED 19 August 09 | Evening Club Trial, Old Quarry Betchworth. Start 6pm | |
| 28-31 August 09 | CAMPING WEEKEND - no open trial | |
| SUN 30 August 09 | Beginner Training Trial, Harts Lane, South Godstone. Start 11am | |
| 9 September 09 | Club Night, Home Cottage PH, Redstone Hill, Redhill (A25) from 8.30pm | |
| 13 September 09 | South Coast Group Trial, Southern Trials Club, Steep. Start 10.30am | |
| 13 September 09 | Star Group Trial, Croydon MCC, Holmens Grove, Brooke. | |
| SUN 27 September 09 | Beginner Training Trial, Harts Lane, South Godstone. Start 11am | |
| 27 September 09 | Club Trial, Hookwoods. Start 11am | |
| 4 October 09 | Old Codger Trial for pre 67 British Bikes & all Twinshocks. Bagshot South. Observers will be required - please volunteer! | |
| 7 October 09 | Club Night, Home Cottage PH, Redstone Hill, Redhill (A25) from 8.30pm | |
| 11 October 09 | South Coast Group Trial, Eastbourne Club, TBA. Start 10.30am | |
| 11 October 09 | Star Group Trial, Thames MCC, Bagshot South | |
| SAT 31 October 09 | Beginner Training Trial, Harts Lane, South Godstone. Start 11am | |
| 1 November 09 | South Coast Group Trial, Eastbourne Club, TBA. Start 10.30am | |
| 1 November 09 | Star Group Trial, Streatam MCC, Blacklands Farm. | |
| 7 November 09 | Club Night, Home Cottage PH, Redstone Hill, Redhill (A25) from 8.30pm | |
| SUN 29 November 09 | Beginner Training Trial, Harts Lane, South Godstone. Start 11am | |
| 7 December 09 | Club Night, Home Cottage PH, Redstone Hill, Redhill (A25) from 8.30pm | |
| 13 December 09 | South Coast Group Trial, Brighton Club, Faygate. Start 10.30am | |
| 13 December 09 | Star Group Trial, RRND Club, Old Quarry Betchworth. Observers will be required - please volunteer! | |

RRND - BANK HOLIDAY CAMPING WEEKEND

Friday 28th - Monday 31st August 2009 at Rams Lane, Dunsfold, Surrey

Over 16s: £25.00 each Under 16s : £15.00 each

Costs are for camping (tent or caravan) and include Saturday night BBQ and Sunday morning breakfast with hot drink.

A full programme of events will be published nearer the date, but will include a race night on Saturday evening, the traditional bonfire on Sunday evening and arena trials on Monday afternoon.

BOOKING FORM

| | | | | |
|---------------------|----------------------|----------------|-------|----------------------|
| Number of over 16s | <input type="text"/> | at £25.00 each | Total | <input type="text"/> |
| Number of under 16s | <input type="text"/> | at £15.00 each | Total | <input type="text"/> |
| Total Enclosed | | | | <input type="text"/> |

Cheques should be payable to **RRNDMC** and sent with an SAE to **Jo Jenkins, 143 Godstone Road, Caterham, Surrey CR3 6RF.**

All bookings must be received by Friday 21 August 2009 to ensure that enough food is purchased in advance. Tickets will then be posted in the week prior to the bank holiday weekend. Please remember to bring them along as they will need to be presented in order to obtain BBQ and breakfast. **No ticket = No food!**

Name

Address

Telephone E Mail

Tick if you are NOT a member of RRNDMC:
