

RRND

Reigate & Redhill North Downs Motorcycle Club



RRND E News May 2010

Chairman's Chatter

I shall keep this short! I have four bikes in the garage, three of which need work and one which seems to be being used as a donor for the others, and Debbie wants to get the newsletter out asap.

Dave Charman and son Thomas are no doubt not keeping their fingers crossed that we won't see too much rain this Sunday (today) as they have volunteered to run a display advertising the Club at the Reigate Sports Council day in Priory Park. Our thanks to them - hope some of you manage to pop along and say hello. Have you seen the write up on the Club in this week's Surrey Mirror - a good bit of publicity set up by Carol.

And a plea, for safety, common sense and good manners! During our trials please ensure that you do not enter a section whilst another rider is in there. You may not be aware of where that rider is going if they are on a different route and a conflict may endanger you both. You cannot claim a baulk if you put yourself in that position. Do not circulate at speed, ride through active sections, or ride against the normal circulation. If you are lucky enough to finish promptly do not practice in the sections and have thought for those still riding. And save some energy for helping to clear away!

Lastly - I dropped in to see Mark Stubberfield on Thursday. By now he should be in Scotland awaiting the start of the Scottish Six Days. Mark has put in tremendous preparation for this - losing a stone in weight in the process. We all wish him the best of luck and look forward to hearing all about it. Mark has promised to write up the event for the newsletter.

Richard Coles

Social Scene

Club Nights

A reminder that Club nights are held at the Home Cottage PH, off Redstone Hill, Redhill, Surrey (on A25) on each first Wednesday of the month from 8.30pm. They follow the Club's monthly Committee meeting, so members of the Committee are available for you to make your views known to.

Please feel free to come along and socialise with other Club members - we look forward to seeing you there - next one is on Wednesday 5 May.

Cowpie Country Show

This event is on the 9 May 2010 at the Cowpie Showground, Wellhouse Lane, Betchworth, Surrey RH3 7HH and opens at 10am.

This year the main attraction is trials rider Steve Colley, giving his stunt show. He performed here a couple of years ago, and it had to be seen to be believed! Well worth attending just to

see him in action.



Photo courtesy of the Steve Colley website www.stevecolley.co.uk

Also of interest to bikers, is the Wall of Death. If you have not seen this before, you really have to go take a look!

An Evening with Sam Manicom - Motorcycle Traveller and Author in aid of The Army Benevolent Fund

From South East Biker magazine:

To support Bill Allan's ride to Iraq to raise funds for The Army Benevolent Fund, an Adventure Special Evening is being held at The King's Head, Chailey, East Sussex on Thursday May 20th.

Sam Manicom, who has travelled throughout Africa, Asia and South America, will be giving a talk and presentation about his adventures. He will be available for questions and you can find out just what it's like taking off on your bike without the benefit of full back up and a TV crew! We read his splendid "Into Africa" whilst snowed in during January, a fascinating insight into the excitement and pitfalls of a long distance motorcycle adventure. As well as Sam, there will be other motorcycle touring related companies present.

Tickets are £5 each, all profits will go to the fund. Why not get a group together and make it part of a ride-out? The pub has a large car park and is close to some excellent riding routes in all directions. A BBQ and bar food will be available.

To give us an idea of numbers for catering, it would be excellent if you could email us with your intention to turn up: nick@southeastbiker.co.uk.

Nick Tunstill, South East Biker Magazine, Wirral Acre, Eridge Road, Crowborough, East Sussex TN6 2SP. Tel: 01892 610808 or 0791 3758955.

A bit of fun!

Scott Dark checks out every inch of the Section and is rewarded with success



But - Oh dear... look what happens when you don't!!!!



Carol Dark

Land's End Trial

Hi all - part two of the Land's End Trial.

All the team are ready to go but Dan's bike still has rear brake problems with only one hour before the start 40 miles away. We set off anyway and hope it does not stick on. Ten minutes down the road Dan's bike has pulled up with a suspect plug fault. We get the plug changed and off we go again for about 400

yards for it to stop again. This time it was easily mended by turning the reserve fuel on! We make it to the start with only a few minutes to spare.



Setting Off!

I set off first of our group, straight into a hail storm. The four of us all stayed together for the whole trial as the route map was very hard to follow - especially if you have never done it before. Once I left the start it was very hard to work out what direction we were going and what was going to happen next.

The first proper section was a steep climb up a narrow rocky muddy lane in pitch darkness with a restart on the worst bit. Being a trials rider I mistakenly assumed this would be easy. On the restart the bike swung round 90 degrees and I was lucky not to fall off. That's it feet on the floor and a failure straight away! A very disappointing start. The other 3 riders all cleaned the section.

As the night went on, we rode on relentlessly past other broken motorcycles and cars and completed the many sections successfully. Every two hours there was a compulsory stop where our cards were handed in - this to make sure you don't leave early.

I expected to fall asleep in the night but it was not a problem at all. Some of the sections looked very hard indeed giving you that extra buzz to give them a go. Most sections all you could see was the start, there could be anything around the corner to tip you off, and there generally was!

By 4 pm the next day we were still riding well and had arrived at the last pair

of sections, Blue Hills 1 and 2. A large crowd stood at the end cheering riders and drivers to the end of the sections. Unfortunately, Alan dropped a dab only 1 yard from the end cards. He was rather upset as he was on for a gold finisher's medal at that point.

Just round the corner was the official finish where we all had a well earned beer and met our wives. The total trial mileage was 420, plus 40 to the start and then plus another 60 to get back to Pat's house as our wives had forgotten to bring a trailer or my van to the finish!

In conclusion a fantastic endurance event made better by being part of a great team without whom I would have never had finished at all. Thanks to Pat Lloyd-Jacob (Gold), Danny Haste (Silver) and Allan Ross (Silver). Thanks again Peter Jenkins (Silver).



Look at us proudly holding our Finishers Certificates!

Club History...continued..

During 1947 the Club continued to move forward. Plans were underway to look for a new clubroom with a car park and also it was decided to elect a Club Captain and a Press Secretary. The Best Clubman Cup was awarded by secret vote for the first time and with the badge design finally approved, the machine badges were ordered as well as coat badges and headed note paper.

The Dobraveni Cup Trial was held by the Club on 13th April 1947 at Worms Heath and was later voted by the group as 'the best trial put on to date'. It was hoped that this land could also be used for practising. Other land used by the

Club was Halls Sandpits at Betchworth and more land in Woldingham was being pursued. Towards the end of the year 'basic' (petrol) was in short supply and the following piece was taken from the Secretary's report on 1947 - read out at the January 1948 AGM :-

'In October we ran a very successful trial at Betchworth and another one early in November. This was followed on 30th November by a last fling at the same spot just by way of saying goodbye to that last gallon.....Instead of the usual Christmas morning appetiser run we all met here and had a few drinks on Christmas Eve.'

Another well supported dinner dance followed and other social events included quiz nights, darts matches, treasure hunts, coach trips to see racing, talks/debates and games such as billiards and table tennis at the weekly Club nights. New members continued to join - Mr Parish, Mr Sherlock, Mr Adsett and Don Barrett were among them. Mr Boyce was the new President, having taken over from Mr Hulme.

The Club ran a scramble at Brands Hatch in Feb 1948, but not much more happened because of the lack of petrol. Also in this month, £8 and 5 shillings was sent to Ross Laboratories for the purchase of 33 gallons of Methanol. Later, arrangements were made with a lorry driver to transport bikes, riders and spectators to future trials, price in the Bagshot area was £3 and anywhere nearer £2 10 shillings. Also, following a decision by the South Coast Group, all clubs had to buy 6 figure map references.

At this time the Club was in popular demand at shows, and in the Summer agreed to put on a display for The Southern Earlswood Community Association, as long as they provided the petrol. This was a team of riders doing a 'Fire Jump' and a framework of piping was made so that it could be stored and used for future events. Other shows were for the YMCA, South Park Association and at Gymkhanas.

A photo found on the internet which may be similar to the Club displays...



Financial successes, were the Derby draws and Xmas draws with the incentive for the latter being a year's free membership for the person selling the most tickets.

But, there were also tough decisions to be made. For reasons unknown the Club ran a small trial without an ACU permit and some time after this a letter was received from the ACU. Each Committee member drafted a reply and the one considered to be the best was sent. A member had reported the incident to them believing it would do the Club 'a power of good'! A large number of members were outraged by this person's actions and wrote formally to the Committee asking for his expulsion or else they would resign from membership en bloc. This resulted in a hearing attended by the President of the South Coast Group. When the accused was given the chance to express his regret, he refused. The details were then put before the Club the next evening, and on a show of hands Mr Jennings was expelled and notification in writing sent. Fortunately, the ACU decided to take no further action.

Another disappointment was the cancellation of the 1949 Dobraveni Trial - despite exhaustive efforts it had not been possible to find any available land. However, things were looking up again before the 1940s drew to a close. The Club's first news sheet was produced called 'The North Downs News' the editor being Mr Hollingbee assisted by Mr Sherlock. Not long after, it was being printed professionally and the findings of the Committee were included. Talks were in progress to use Gatton Park for a grass track and the Christmas Day trial was held again.

By the end of this busy decade for the Club, the only complaint to be heard was from the editor, because.....there weren't enough articles for the news sheet!!!

Carol Dark

Three stage trial - from Pete Jenkins

Dick and Malcolm Coles invited me to ride a 3 stage trial at Bagshot Heath. As I had not ridden one before I decided to give it a go.

First part is 2 laps of about 6 miles of tracks with 10 trials sections dotted round the lap. The sections are laid out in 2 routes - one for enduro bikes and the other for trials bikes. The scoring is as for a normal trial i.e. 0, 1, 2, 3, 5. Malcolm rode his trials bike and Dick and I rode our enduro bikes. I found some of the sections quite tricky on my rather highly geared top heavy Suzuki DRZ 400, but it was not too bad. On this stage Dick did quite well on his KTM.

The second stage was another 2 laps but with a time limit of two hours. The trials sections are now scored 0, 3 (any dabs) or 5. Also you can enter a section even if another bike is already in it, but if he baulks you its hard cheese! At this point I was getting rather tired as 4 hours in the saddle was taking its toll. Malcolm had burnt his arm on his exhaust at this point when his fuel tank fell off. He was bandaged up by the St John's ambulance boys and elected to carry on.

We had a break for a late lunch then stage 3 started. Most of the other riders now put on their body armour and goggles. I did not have any armour so just rode a bit more safely on the

extra fast bits! This part of the trial we had to do 3 laps in the 2 hours or 4 laps if you entered as an expert. The trials sections now don't score at all but you must go through the start gate of all 10. This strangely was the best part for me, as I was now doing a lot better than the smaller more nimble machines - especially on the long climbs where a big engine gave me an advantage. We all finished the trial which in itself is good result.

Thanks to Dick and Malcolm for inviting me along. I hope to ride another 3 stage trial as soon as I stop aching, which will be about June I think!

Three Stage Trial - from Malcolm Coles

At a quarter to 8 we set off heading for the Bagshot test track. We had arranged to meet Pete Jenkins at Reigate Hill so he could follow us there, which all went to plan. We however did not expect to see the Smith family on the M25 - who were obviously en route to a Surrey School Boys event?

The week prior to the event the bike preparation had kept Dad quite busy (and me when I was at home). His rear shock had been sent away and rebuilt so that needed refitting and then my rear suspension and linkage needed some attention, which resulted in a new bearing kit and replacing the insert sleeve which I had managed to snap! Once this had been done they both seemed to be ok, that was until we pushed it back into the garage to find the rear wheel bearings were also knackered, so we used the 280 Pro as a donor bike and stole the wheel, gear lever and a few other items.

Having arrived and signed on, we realised that we needed to produce gold marked ACU approved helmets at scrutineering, so set about distributing between the group helmets of the correct standard and all got through with no issues!

There are various classes to choose from, trail, trial and enduro, and then you must enter novice or expert. Having chosen to leave the KTM at home I entered into expert trial, whilst Pete and Dad were far more sensible and used the proper tools for the job and went into novice enduro.

Stage One is very simple, riders start in groups of four at minute intervals and each rider has two hours from their start time to complete two laps of a five mile course, and must ride 10 sections per lap and one special test. We had anticipated that two hours would be more than enough time but a fair few riders went over on time - although as far as I am aware we all got in ok. It was made slightly harder for Pete who was one of the last riders to set off and therefore obviously encountered a bit more traffic on the course. Having opted to ride the Gasgas trials bike, it meant that I rode different sections to Pete and Dad who were both on enduro machines but most were fairly straightforward. At the end of the stage we had a little while to get some food and refuel. From the sounds of it the stage had gone quite well for most.



The Second Stage runs on a slightly different format, one hour and ten minutes was the time limit to once again complete two laps and the sections. On this stage marking is slightly different, a clean is obviously a clean, 1 or more dabs gives a 3, and anything other is a 5. A small mistake which needs a dab puts the scores up very quickly! Having had a reasonable first stage I was confident for this one, that was until halfway through the first lap when, on some rough terrain, the bolt holding my petrol tank on broke so I had to ride the last 2 and a half miles (including the sections) one handed and use the other to hold the tank in place. To complicate things even more, whilst trying to sort out my bike I stupidly let my wrist touch the exhaust leaving me with a fair old burn/ blister to attend to. Once I had completed the lap I dived into the car park to find a cable tie and rushed out for the second lap which was far more successful. That was until I reached the end of the lap to discover my exhaust had got so hot that it had set alight burning all the oil that was sitting in the silencer and melting off the outside protection and various plastic parts (all in not a particularly successful stage!) After twenty minutes or so the bike stopped producing smoke and we crossed our fingers that it would be ok for the final stage.

Stage Three is very straight forward. A time limit of an hour was set in which the novice riders had to complete three laps using the start gates of the sections as checkpoints, whilst the experts had to do four laps. By this stage there had been a few retirements so some of the groups at the start were a bit thin on the ground. I completed my four laps in the hour and knew that Dad would also be in on time having seen him out on the course - although he had been having a problem with a stripped bolt in the gear lever. Pete also finished his three laps with time to spare so was obviously getting on far better with the DRZ on the more open going!

There are four or five three stage trails held in the South East over the year. Surrey Police hold a three stage trial, again to be at Bagshot, in October. Details will be circulated in this newsletter. Why not have a go?

2010 ACU Normandale Trials Championship – Welsh Trophy

Steve Forrest, Mike Husband, Marcus Faulkner and myself rode the Welsh Trophy Trial recently, which was the sixth round of the Normandale 'Classic' Trials Championship and was hosted by the Mid Wales Centre in the town of Rhyader, in Central Wales.

I won't bother repeating the series format as I did that in my article on the first round run by the Colchester Club in January. This series has a good following due to the non-stop observing format and 'traditional' sections and a lot of riders travel all over the Country to compete in all

the rounds. I have missed all the intervening rounds but Steve and also Mark Stubberfield rode the round in Newquay a few weeks ago.

Anyone who has driven to Central Wales will know that it is not the easiest place to get to – we opted for the M4 and then turned right and headed north into Central Wales. When you come off the M4 you tend to think that you are 'nearly there' but in travel time you are probably only about half way! We left on the Saturday afternoon anticipating a leisurely drive and then shower and dinner. It ended up taking a bit longer than we anticipated, mainly due to weekend traffic in Wales.

The lads told me that they had booked a 'nice pub' which was yards from the start and ideally located. Well – the start is in the cattle market in the town centre and the pub was in a tiny road at the back of the cattle market! We parked in the cattle market and walked to the pub – my apprehension about the location increasing as we crossed the threshold into the dark interior of the pub. Sticky carpets are not my idea of a good welcome, but the landlord was friendly and signalled our 5 rooms were all together upstairs over the bar area. 'You're in luck tonight lads' we were told 'there is a party on tonight and we have live music in the bar – until 2am!' Groan – any thoughts of a good night's sleep evaporated there and then. The en-suite facilities that we take for granted these days were in fact one bath, basin and bog – down the hall – and for all 5 bedrooms! The shower was a hose over the bath – which barely produced a dribble of tepid water!

Anyway, we had a good night – the pub food was excellent and Rhyader had some 'sights' to keep us entertained as the night went on. We tried to play pool in one pub but the table had a wooden cover on it – when we asked why, we were told that the 'ladies' like to dance on it later on. Sure enough – the ladies were fighting to get on it later – and quite why some wanted to show off their dancing abilities I am not sure!!

A few sore heads in the morning were rectified by a full-on traditional breakfast and a leisurely stroll across the car park to sign on. There were only 90 riders for this round, but this was supplemented by Sidecar crews who were riding in the 'Challenge Lusky' series running in sections adjacent to ours.

The day was a beautiful sunny day and the opening section had a massive queue when we arrived. We soon saw why – a very slippery stream with a big step at the end. Eventually people started to ride it, and Mike Husband took a nasty tumble on the slippery rocks. Luckily he was ok, just badly winded, and was able to continue after sorting out himself and the Gasser. I was glad to get out of the section for a three as I saw plenty of fives and people getting drenched in the fast flowing water – before the trial had even started!

This was actually one of the worst sections all day and by and large they were pretty straightforward. There were some lovely rocky gully sections as well as mud and tree rooted climbs. This year the course was over two laps of twenty sections, whereas last year it was one lap of forty. I assume land and observer issues probably caused this change.

Steve Forrest didn't start too well but then when we started the second lap he hit a vein of form which started when he got through the first section for a one – which was an excellent ride – as most of the rest of us fived it on the second attempt! We kept on the move on lap two as time was getting on and there was a time limit – which we then found was not enforced at the end!

A good day out, even if it was a long way to travel. Another very enjoyable trial and the section severity was about right. If I can get a pass I would like to do a few more rounds as they are normally good trials run in great parts of the country.

Cheers

Eric Clarke

Letters

'Hi Carol and Debbie,

Just thought I would drop you both a line to ask you to pass on my thanks to your relevant 'teams' for laying out a very enjoyable trial yesterday, and with 10 sections as well! It's just a shame that more riders didn't bother to turn up and participate - I know that there was a clash of events with work/enduros and other trials all running yesterday, but I thought we might get more riders than we did. It was a shame as they missed a good trial.

I thought that the white sections were spot-on, so please thank Scott for his hard work - all were cleanable - even if not by me!

Also, thanks for doing the signing on and paying for the land.'

Eric Clarke

' I just wanted to say a big thank you to the Dark and the Don team who gave up their Saturday to do a great job of laying out the Club trial at Betchworth in April.

Rob McKenzie rode around the first lap with me and both of us agreed that it seemed more challenging than the Blue routes at recent trials, I certainly rode over a few obstacles that I wouldn't have otherwise attempted in just the first two sections. After a shower of rain early in the morning, the sections just got better with every lap as the ground dried out. Unfortunately I still dropped points on section one every lap, must practice getting over branches suspended two feet off the ground.....'

Rob Edwards

Training Trial 18 April 2010

Brilliant sunny weather greeted those who turned out to ride April's training trial, which was kindly run by the Edwards family.



Total scores on the day were as follows, with full scores appearing on the Club's website at www.rrnd.co.uk:

J Thompson	Yellow	6
C Newman	Yellow	16
J Dark	Yellow	28
G Cumberland	Yellow	43
P Newman	Red	6
B Edwards	Red	30
G Dark	Red	34
M Hammond	Red	41
L Edwards	Red	45

Club Trial Old Quarry Betchworth 25 April 2010

This trial was laid out on the Saturday before by Colin Don and the Dark family. There were groans in the Don household on Sunday morning, when waking to find it had rained earlier that morning. A quick whizz around the laid out sections and one or two adjustments meant that the trial could get underway, in improving weather conditions.

Carol Dark did the signing on, using the fabulous new Club gazebo, kindly received from NGK via Pat Lloyd-Jacob.



New signwritten Club gazebo in use at the Old Quarry

A couple of competitors were heard to say they thought some parts were too hard, but on the whole, it seemed like the right note had been struck, and people seemed to enjoy the trial. Judging from the scores, it seems it was set about right.



Colin Don tackling a log at Old Quarry

It was a shame that not more Club members turned up to ride - 29 riders signed on - so it is doubtful whether costs were covered this month.

Best on the day were as follows. Full scores can be found on the Club's website at www.rrnd.co.uk:

	1st	2nd	3rd
White	Scott Dark - 8	Stuart Read - 11	Eric Clarke - 25
Inter	Chris Dark - 10	Sam Brightman - 33	Mike Husband - 54
Novice Blue	Rob McKenzie - 37		
Blue Over 40	Rob Edwards - 26	Andy Hutchinson - 39	Colin Don - 52
Blue Under 16	Tom Charman - 52		

Red	Paul Newman - 5	Keith Cross & Dave Charman - both 10 (with 33 cleans)	Tony Roberts* - 10 (with 32 cleans)
Red Under 16	Tom Hutchinson - 10	Ben Edwards - 47	Grace Dark - 63
Yellow	James Dark - 14	Rob Relton* - 32	Mike Hammond - 34

* denotes Guest Rider

Next Beginner Training Trial

This will be held on 30 May 2010 at Harts Lane, South Godstone. Start time 11am. Contact Richard Coles for further information on 0777 0543337 or by E mail at richardguy.coles@virgin.net.

Next Club Trial at Faygate - 23 May 2010

As you will see from the following, volunteers are needed to lay out routes at this trial. Please contact Eric Clarke on 07879 690766 if you can help, or E mail him at eric.clarke@btconnect.com.

Venue	Faygate
Start	11am on 23 May 2010
Clerk	Eric Clarke
Laying Out	White: Stuart Read. VOLUNTEERS ARE NEEDED TO LAY OUT THE OTHER ROUTES.
Course	May be either five laps of eight sections or four laps of ten sections. In both cases there will be a break after the second lap. It is preferred that riders ride the course as laps starting at whichever section they prefer and not keep riding the same section continuously.
General	Please note that all parents/people with parental authority are responsible for under 18 year old riders and it is required that you sign their entry forms. Under 18s do not have personal insurance cover, only third party. For safety reasons do not ride around the course alone but in small groups observing each other in the sections. Always check a section is clear before entering and no practising in the sections before or during the trial. If caught practising you may be disqualified. Helmets are optional for adults but you are strongly advised to wear one. All under 18 riders MUST wear a helmet. This is an AMCA event run by Reigate & Redhill North Downs Motorcycle Club.
Entries	Please download an entry form from the website at www.rrnd.co.uk (under What's on) and bring fully completed to save time when signing on, together with the correct money

Surrey Mirror Article

The Committee have been looking for ways to increase the profile of the Club amongst the local community, with a view to gaining more members. We invited a reporter from the Surrey Mirror to come along to a Club trial to see what we are all about.

Those who rode at the Club trial at Blacklands Farm will recall that there was a reporter present at this event. A full page article on the Club and its activities has hit the press in this weeks edition of the Surrey Mirror (last week of April), and it appears to be a positive piece.

Please let any member of the Committee know if you have any ideas for raising the Club's profile.

RB Fun Day

As part of the push to raise the Club's profile, we are now members of the Reigate and Banstead Sports Council, and are having a stand at the Fun Day in Priory Park, Reigate on Sunday 2nd May.

Unfortunately, we are only allowed to have a static display, unlike the 1940s when the Club had a team of riders doing a fire jump at displays.

If any of today's members had been members of the Club then, who do you think might have made up the team?

Here is one member that comes to mind! Can anyone guess who it is?!!



For Sale

Paul Brightman has for sale a Beta Rev 50 2004 manual trials bike. The asking price is £1,395. Contact Paul on 07802 278666 for details.

Articles for next Edition

I am grateful to this month's contributors - but you will note that they are both all members of the Committee, and the same people who regularly send articles for publication - they cannot be the only Club members who are doing anything interesting bike related! Please could you all consider writing a piece for future editions of the E News. All articles should reach me by the 1st of the month for inclusion in that month's edition.

Debbie Don

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