

RRND NEWS



NEXT CLUB TRIAL

Venue

Faygate, West Sussex.

Date

Sunday 25th March

Start

11.00am

Entry

18 and over £10.00 under 18 £7.00

Clerk

Pete Jenkins

Directions

Follow the main A23 London to Brighton road to Crawley, as you pass Crawley follow the signs for Horsham A264 (A2220 Horsham Road), at the fourth roundabout take the first exit left and follow the RRND signs, entrance to the trial is on the right.

Course

Five laps of eight sections with a break after two. It is preferred that riders ride the course as laps starting at which ever section they prefer and not keep riding a section continuously.

Sections

This trial will have four routes and there will be a break after two laps when sections may be changed.

General

Please note all Parents/Guardians 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 the course alone but in small groups observing each other in the sections. Always check that the section is clear before entering and no practicing before or during the trial in the sections, if caught practicing you may be disqualified.

Helmets are optional but you are strongly advised to wear one. All under 17 riders MUST wear a helmet!

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

To save time when signing on, entry forms can be downloaded from www.rrnd.co.uk and submitted on the day.

PRACTICING

The Club organises regular practice / beginner sessions at Don Barrett's, Betchworth, Surrey between Reigate and Dorking on the A25. For details of the next practice see our Club diary on the inside back page.

Club members can use the land at weekends for practising at a cost of £3.00 per person. To organise access to the land call Keith on 07730 919940.

Please remember that motorsport is dangerous and when practising you do so at your own risk. Never practice alone and always wear suitable boots, helmet and gloves at all times. When leaving the site please take your litter home, failure to follow basic rules may lead to offenders being asked to leave the site and not return.

South Coast Group trial

Usually in January I would do the star group trial. But as I had not pre entered and I've ridden at Bagshot Heath several times before, the South Coast trial at Crowborough, Kent appeared a better option. As usual the day was a mixture of highs and lows such is the nature of trials as we all know!

The land is great for trials with a stream running through the many steep gullies. Much like Blacklands Farm but with larger rocks in the stream and more muddy bits all around. My first lap was rather poor with loads of needless dabs, mainly due to getting a bad case of nerves. Strange as I have ridden many trials before and should know better by now. The second lap was much better and the silly dabs disappeared along with my nerves. The third lap also went quite well and I was able to concentrate on ridding over the rocks with a bit of style rather than the open throttle and hang on approach! Here's a tip for riding rocks that you may find useful. Bend your legs as much as you can and use them as suspension as you go. It does work but the old legs do start to "burn" after about 30 seconds. As they say, no pain no gain. Lap 4 was cancelled as it was getting dark. Just as well for Jonathan Redman as he had broken his bike half way round lap 3. It would appear trials bikes don't like being up side down in a stream, or their riders for that matter! Eric Clarke had tough day with a few big crashes along the way, one of the hazards of riding the white route. Anthony Read had a good day with a win on the red route, and Stuart did well on the whites with a good score on a very hard route. Nice to see Catherine Ross at the trial and taking video footage for future amusement.

Overall a good trial but the lack of parking was a bit of a problem. Also with about 100 riders at the trial of ten sections, there were always queues to negotiate which resulted in the last lap being cancelled.



By Pete Jenkins

CLUB NIGHT

Held on the first
Wednesday of the
month. New venue at
the Dog & Duck pub,
Outwood from 8.30pm

Next Club night
7th March 2007

CLUB TRIAL

Sunday 25th March
Faygate, West Sussex.
10.30am Start



By Antony Read

RRND Website finds Missing Person

One evening in January I received an email from someone in Eastbourne who lived in a block of flats and 6 months earlier one of their fellow residents had disappeared with no further contact. They were so concerned they had reported him as missing to the police. Some how through searching the internet they found the same name on our Clubs website, he had rode in our South Coast trial in August and was listed in the results. They asked if we could contact the person to see if it was who they were looking for. I had no address so as he had entered under Eastbourne I forwarded it to the Eastbourne webmaster. He replied saying he felt certain it was the same person and would contact. The next day and a few more emails later the case was resolved. I don't know the circumstances but he contacted the person concerned and I later received a thank you from them.

South Coast Trial

The January trial was held at Hourne Farm near Crowborough and run by the Eastbourne club. It's the same piece of land used for the centre team trial and consists of rocky streams and banks which needless to say were wet and slippery, I rode most sections in third gear. For both Stuart and myself we had a great day and both had good rides, for Stuart it was his best result so far and finished 6th in the Expert class on 56. Myself taking the easy option won the Clubmans on the red route on 19. Mike husband was second on 27 and Pete Jenkins third on 31. Jonathan Redman had his debut ride and finished 16th. Eric Clarke rode the white route but did not have the best of days so we will not mention his score. For us it was an excellent day with different to normal sections the only down side was that 100 riders turned up and there was quite a bit of queuing.

Don Barretts

Sorry still no news, this is dragging on and still with solicitors to sort out a few issues before the sale can be completed.

Honorary Members

The committee have decided to offer Honourary membership to two of our long service members, Ron Dumbrell and Dave Figg, in recognition of their support with running the club over the past 30+ years. Having been a member myself since 1977 there are not many who joined before me but both Ron and Dave joined in the early 70's and every year since they have both

been regular observers at the big trials we run and helped with club trials and clearing. Both have been dedicated members and without such members the club could not function or run so many events. Thank you to both of you.

And Finally

Congratulation to David and Shelley on their Wedding 20th Jan. On behalf of the Club I would like to congratulate you both and wish you all the best for the future. With David being editor its difficult for him to report about himself but that is no reason for this not being put in the newsletter so he is under instructions from me to print a photo.



MEMBERSHIP

Renewals have been coming in steadily and currently stands at 80, but that does mean there are 74 unpaid.

If you have not paid you will find another renewal form enclosed. If you no longer wish to be a member please let me know by email antony.read@monotypeimaging.co.uk

FOR SALE

2000 Montesa 315
£900
Telephone Antony
01293 783447

Talmag trial

The last Sunday of January is the Talmag trial (what's that). The talmag trial is the largest pre 65 trial probably in the world for 4 stroke solos and sidecars at Hungry Hill Aldershot (where we have the old codger) it's not only a trial but a meeting place. For those of you that help with the codger you know the size of Hungry Hill, well the flat parking area is full as well as the road in, with about 250 riders and hundreds of spectators it is a super day.

This year only Nick and myself took part both of us riding AJS with Nick on ex Tony Tutts machine. Unfortunately I had magneto (sparks) problems so was not able to finish. With so many riders and only 15 sections twice round you queue on every section but this is part of the Talmag because you sit a chat and laugh with the other riders its a sociable day out as well as the riding.

I suppose the difference between the Talmag and normal trials is that we are all old blokes on old bikes but all motorcyclists and not just trials riders.

The trial and what it means was brought home to me when I heard two blokes say leaving the trial "see you at next years Talmag".

So if you're not doing anything on the last Sunday in January next year come and have a look, you never know you may want to ride a real bike.

Neville

Ducati Specialists • New & Used Sales • Servicing & Tuning • Bespoke Projects

PRO TWINS

Pro Twins Ltd

Unit J17 Lambs Business Park, Tilburstow Hill
Godstone, Surrey RH9 8LJ
Tel: +44 (0)1342 892888
Email info@protwins.co.uk www.protwins.co.uk





PICTURES

Thanks to the Dark family for submitting these recent pictures, much appreciated, please keep sending them in.



CLUB CHAMPIONSHIPS 2007

Championships are run over 12 rounds with best 9 scores counting.

		Handicaps	
Solo			Andrew Mercer 180
Luke Thomas	12	Alan Aslett	185 Stan Metcalf 180
Pat Lloyd-Jacob	11	Keith Baker	160 Ian Miller 130
Ian Miller	10	Tom Baker	180 Steve Mims 180
		Mike Blackman	170 Stephen Mitchell 130
Inter		Joe Beard	150 Nick Moreton 160
Danny Haste	12	Nuredin Brash	135 Jack Newlyn 170
Peter Jenkins	11	Trevor Bolton	115 Philip Oakley 190
		Samuel Brightman	165 Rick Parish 160
		Jim Bringlow	160 Richhard Perrotton 155
		Gordon Brown	160 Fred Pidcock 170
		Nick Burr (snr)	170 Jake Pope 165
		Nick R.Burr (jnr)	165 Adam Purchase 100
Over 40		John Carrington	130 Andy Pyke 170
Antony Read	12	David Charman	150 Antony Read 185
Richard Coles	11	Thomas Charman	150 Stuart Read 170
		Eric Clarke	170 Jonathan Redman 150
Novice Blue		Keith Cross	125 Robert Richardson 165
James Lloyd-Jacob	12	Malcolm Coles	160 Catherine Ross 155
David Charman	11	Richard Coles	130 Chris Roos 170
Martin Howell	10	Ken Cornish	160 Kerry Saxby 150
Keith Cross	9	Chris Dark	160 John Smewing 145
		Grace Dark	140 Graham Stratford 170
		Scott Dark	150 Craig Stewart 170
Novice Red		Coiln Don	145 Tom Shea 120
Phil Oakley	12	Matthew Don	165 Roy Spencer 140
Graham Stratford	11	Ron Dumbrell	180 Ian Taylor 155
Keith Baker	10	Chris Drew	145 Lewis Taylor 145
Graham Jung	9	Brian Edwards	180 Luke Thomas 170
John Smewing	8	Dave Figg	175 Ian Thompson 100
		Brian Flook	155 Emma Thompson 170
Pre 67		Tom Flook	170 Julie Thompson 150
Dave Figg	12	Kieran Grimes	145 Kevin Thompson 180
Roy Spencer	11	Ian Hanness	145 Barry Tickner 175
		Biff Harrison	175 Elliott Tickner 90/185
Under 16 Blue		Danny Haste	160 Graham Tickner 175
Malcolm Coles	12	Nick Herridge	165 Richard Tickner 130
		Peter High	140 Derek Tickner-Wand 120
Under 16 Red		Michael High	180 Philip Tickner-Wand 135/170
Jake Pope	12	Jo Holloway	105 David Wooster 150
Thomas Charman	11	Gregory Hopkins	155 Adam Wooster 190
		Tom Hopkins	120 Andrew Wooster 150
Handicap		Martin Howell	120 Jack Wooster 175
Jake Pope	25	Mike Husband	140 Karl Wooster 180
Grace Dark	24	Peter Jenkins	155/190
Malcolm Coles	23	Graham Jung	175
Graham Stratford	22	Alex King	110
James Lloyd-Jacob	21	Daniel Lambert	60
Richard Coles	20	Neville Lewis	170
Roy Spencer	19	James Lloyd-Jacob	160
Thomas Charman	18	Pat Lloyd-Jacob	145
Keith Baker	17	Callam Mackrell	130
Ken Cornish	16	Graham Mackrell	170
		Kieran Mackrell	165

Rider	Class	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Total	H/C
Michael Weller*	Expert	0 1 1 0 0 3 0	0 0 0 0 0 0 0 3	0 0 0 0 0 0 0 1	0 0 0 0 0 0 1 1 0	0 0 1 0 0 0 3 0	15	
Luke Thomas	U16 Expert	0 0 1 0 0 5 5 0	0 0 1 1 1 1 3 0	0 0 0 0 0 1 3 0	0 0 0 0 1 1 3 0	0 0 1 0 0 1 3 0	32	207
Jon Faulkner*	Expert	1 1 0 0 0 0 5 0	0 1 2 0 0 1 3 0	0 0 5 0 0 1 5 0	0 1 0 0 0 2 5 0	0 0 0 0 0 5 0	38	
Pat Lloyd-Jacob	Expert	1 1 5 2 0 2 5 1	1 0 2 1 0 5 5 0	1 1 0 2 0 1 5 0	1 0 1 0 0 2 5 0	1 0 0 1 1 2 5 0	59	204
Ian Miller	Expert	0 0 2 3 2 5 5 0	0 1 1 0 5 3 5 0	0 0 5 1 1 5 5 2	0 0 1 2 2 5 0	0 0 2 0 3 3 0	75	205
Jake Clements*	Inter	1 0 0 2 0 1 1 0	0 3 0 1 0 3 1 0	0 3 0 1 0 3 1 0	0 3 0 1 0 3 0 0	0 2 0 2 0 2 0 0	34	
Danny Haste	Inter	0 5 0 2 0 5 1 0	0 5 0 1 0 1 2 0	0 3 0 0 0 2 0 0	0 1 0 1 0 1 0 0	0 1 0 1 0 5 0 0	37	187
Peter Jenkins	Inter	0 3 0 3 0 5 5 0	0 2 1 0 0 5 0 0	1 3 0 1 0 3 0 0	0 1 1 0 1 0 2 0 0	1 2 0 1 0 2 0 0	42	197
Rob James*	Inter	0 1 0 5 1 5 2 0	1 2 0 0 3 0 3 0	0 0 0 0 0 5 3 0	1 5 0 2 0 3 3 0	0 0 1 5 0 3 0 0	55	
Paul Weller*	Novice Blue	0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0	3	
James Lloyd-Jacob	Novice Blue	1 2 1 3 0 0 1 3 0	1 1 0 2 0 0 0 0	2 1 0 0 1 1 1 0	2 0 1 0 1 0 1 0	1 0 0 1 0 1 0 0	28	178
David Charman	Novice Blue	1 1 3 0 0 1 1 0	0 0 1 3 0 3 0 1	3 1 1 0 3 0 1 2	0 1 0 3 3 3 0 0	0 0 2 3 0 1 1 0	45	195
Martin Howell	Novice Blue	3 2 2 3 2 1 3 3	2 1 3 2 1 3 2	3 2 1 3 0 3 2	3 1 2 2 0 0 3 1	3 1 1 3 1 0 2 0	71	191
Keith Cross	Novice Blue	3 0 1 3 5 1 3 3	3 0 1 5 2 1 3	2 0 2 5 1 0 5 5	3 0 1 3 1 0 3 3	0 0 1 1 3 2 0 2	77	202
Anthony Read	O40 Blue	0 0 0 0 0 0 3 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	3	188
Richard Coles	O40 Blue	3 5 1 3 1 0 5 0	2 1 2 5 1 3 5 0	0 0 1 0 1 2 0	0 1 1 3 0 0 5 0	0 0 1 1 1 0 5 0	59	179
Louise Cannom*	Novice Red	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0	
Lee Wolfe*	Novice Red	1 5 0 1 0 0 1 1	0 1 1 0 0 0 0 0	0 0 1 0 0 1 1 0	0 0 1 0 0 0 0 0	0 0 0 0 0 1 0 0	29	
John Bragg*	Novice Red	1 5 3 0 0 1 1 0	3 1 3 0 1 1 3 0	1 0 3 0 3 1 0 0	1 0 3 0 0 3 0 0	2 0 2 5 0 0 0 0	45	
Josh Bragg*	Novice Red	0 3 5 1 5 1 0 0	0 0 2 0 0 1 0 0	0 0 1 0 1 2 3	1 0 0 1 0 0 0 0	0 0 1 1 1 1 0 0	50	M M
Simon Huber*	Novice Red	1 5 3 1 0 5 2 5	0 1 1 0 3 1 0 1	1 0 0 0 0 5 0 1	1 0 0 0 0 0 0 0	0 0 1 1 0 1 0 0	55	M M
Adam Lambert*	Novice Red	0 5 5 2 0 5 2 0	1 5 0 2 5 5 0 2	0 1 2 0 3 3 0 0	0 1 1 0 1 1 0 3 1	0 0 2 1 0 0 1 1	60	
John Carrington	Nb Card							
Phil Oakley	O40 Red	0 0 0 0 1 2 0 0	0 0 5 1 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	9	199
Graham Stratford	O40 Red	1 0 0 0 0 2 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0	0 1 0 0 0 1 0 5	0 0 3 0 0 0 0 0	14	169
Nik Moreton*	O40 Red	1 0 1 5 0 5 0 0	0 0 0 1 0 2 1 0	0 1 1 0 0 0 0 0	1 0 0 2 0 0 0 1	0 0 0 0 1 0 0 0	23	
Keith Baker	O40 Red	2 0 2 0 1 3 1 0	0 2 0 1 0 2 1 0	0 0 0 0 0 0 0 0	2 0 5 0 0 0 0 1	0 1 0 0 0 0 0 0	24	184
Ken Cornish	O40 Red	5 0 2 1 0 3 1 0	0 0 1 0 1 1 0 0	0 1 0 0 0 2 1 0	0 0 0 1 5 0 2 0	0 0 1 0 0 0 1 0	26	186
Graham Jung	O40 Red	5 5 3 3 1 3 0 0	2 1 2 0 0 0 0 0	2 0 5 0 1 0 0 0	1 0 1 1 1 2 0 0	0 0 0 0 0 2 0 0	37	212
John Smeewing	O40 Red	5 5 0 5 0 0 1 1	5 3 2 3 0 0 0 0	1 0 1 0 0 1 1 1	2 0 0 0 5 0 1 0	1 1 0 0 1 2 5 5	58	218
Dave Figg	Pre-67	0 0 1 0 0 1 0 0	0 3 5 5 0 0 0 0	0 0 0 0 0 0 1 5	0 0 2 0 0 0 0 0	0 0 1 0 0 0 0 0	41	199
Roy Spencer	Pre-67	1 0 0 5 1 1 0 0	1 1 5 1 1 0 0 0	0 0 1 0 5 3 0 0	2 3 0 0 0 0 0 0	1 0 0 2 1 5 0 1	24	181
Malcolm Coles	U16 Blue	2 0 1 0 0 1 0 0	2 0 0 0 0 0 0 0	0 0 0 0 0 0 2 1	3 0 0 2 0 0 5 0	0 0 0 0 0 0 0 0	19	164
Frazer Cannom*	U16 Red	0 0 1 0 0 1 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	3	
Jake Pope	U16 Red	0 0 1 1 0 2 0 0	1 1 0 1 0 1 0 0	0 0 0 2 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	10	155
Thomas Charman	U16 Red	2 0 2 1 1 2 0 1	1 1 2 0 0 1 0 1	1 5 0 1 0 0 0 1	2 0 0 1 0 0 0 1	0 1 2 0 1 0 1 0	32	182
Samuel Brightman	U16 Yellow	0 0 5 0 0 0 5 0	5 2 5 0 0 0 0 0	0 0 0 0 0 0 1 0	0 0 1 0 0 0 5 0	0 1 5 0 0 0 0 0	35	
Grace Dark	U16 Yellow	0 0 3 1 0 0 5 0	0 0 5 0 0 1 3 0	0 0 2 0 0 0 5 0	0 1 3 0 0 0 3 0	0 0 5 0 0 0 3 0	40	160
Nevill Lewis	Pre 67 Yellow	0 1 1 0 0 0 0 0	0 0 5 0 0 0 3 0	0 0 0 0 0 0 1 2 0	0 0 0 3 0 0 0 0	0 0 0 3 0 0 0 0	20	190

* Guest Rider

India Challenge 2006



Last year a chum told me he had changed his job and so was unable to complete the India Challenge for which he had already been generously sponsored, mostly by members of Surrey Chapter UK. I agreed that someone ought to justify their giving by doing the ride in place of Dutch and then in one of those out of body moments I heard myself volunteering to raise yet more money for the Tadworth Children's Trust and do the challenge on his behalf.

The journey out involved an overnight flight from Heathrow, lunch in Delhi, a six hour 1000 km train journey (not on the roof as we went first class) and finally the nine of us arrived in Amritsar late in the evening. We visited the

fabulous Golden Temple the next day AT DAWN then picked up our 500cc single cylinder Royal Enfields. These have gears on the right, rear brake on the left and are still built in India based on a 1950's British design but updated with electric starting, gas rear shocks and a disc front brake.

The REs proved to be exactly the right machine for the job. They were the biggest bikes on the road and at 100 kph also the fastest, not least because we were only one up and not carrying a family of five! The RE's are the Indian equivalent of a Harley and attracted a crowd of drooling onlookers wherever we went. We were led by a chap called Matt Barrett who makes a living leading motorbike and bicycle

rides in India, see www.mountainindia.com. We also had a rider back marker, a van with loads of spares, an MPV and four driver/mechanics. Little did we know seven of us were to fall off, some more than once and we were to need the services of the back up staff, a medivac plane and two hospitals before the week was out.

It is difficult to describe the traffic in India without using the words amazing, unbelievable, chaotic, exhilarating and the only way to make progress is to adopt the "he who dares wins" principle. If you'd like to see what the traffic was like go to www.youtube.com/ and search for "india driving" or my favourite which is "chicken crossing the road". Its not just chickens on the road in India. There are camels, elephants, buffalo and people all pulling carts; three wheeled 250cc taxis with a dozen passengers, families of five on mopeds and of course Holy cows just wandering about wherever the fancy takes them. Some bus chassis are so twisted they drive sidewise like a crab and they really do have people on the roof but at 60 kph they can move relatively quickly. Trucks are big, slow, belch black fumes, have poorly secured loads and do not give way. Everyone sounds their horn as they overtake as most vehicles have no mirrors but amazingly, amid all this chaos there seems to be no road rage.

The first day on the REs we rode 215 km via Pathankot to Dharamsala, home of the Dala Lama in the Himalayan foothills. It doesn't sound so far but at practical max of 50 kph on a clear road and given the traffic, one rider's collision with a donkey and two others falling off it took us a whole day but we arrived just in time to see hundreds of Buddhist priests process through the town by candlelight.

The next day we had a chance for our behinds to recover on a shorter ride to Bir on open roads with less traffic which swooped wonderfully through the beautiful countryside. Matt would tell us to go at our own speed

straight on Highway 20 for 30 kms to the junction with Highway 15 and he'd see us there at the roadside café, then off he'd go trying to leave us all behind. It was great to chase along in Matt's wheel tracks for a while then stop and take a few piccies of the others going passed before jumping back on the bike and trying to catch up with Matt again. We had lunch that day under a parachute canopy before riding up a mountain track, (only one faller on this section who managed to bounce off a car which didn't even bother to stop), to Billing which is apparently one of the best paragliding launch sites in the world. Paragliders jump off a perfectly serviceable piece of rock to hang thousands of feet up in the air on bits of plastic and string, THEY ARE COMPLETE NUTTERS!!

My RE had already needed a new front wheel bearing and we had a few minor breakdowns which the mechanics dealt with most efficiently but the next day we were to really need our back up team. As we approached Manali unlucky Mike Loveluck dropped his RE at speed negotiating an undulating section of road while heading towards a bridge and a sharp bend over a river gully. Lucky for Mike he didn't go down into the gully, two of the other riders were doctors and there was an experienced fire officer, (me), just behind him to deal with the situation. We judged it was safe to get him into the car which carried our luggage and the driver took him to hospital. The RE had slid across the road, bounced off some rocks and was nose down into a ditch. We pulled it out and it only had a dented tank and two broken mirrors. A mechanic jumped on board and it started first time so he rode it to the hotel, unbelievable! By the time we got there Mike had been to the hospital and was waiting for us brandishing an X-Ray. It appears he not only had a broken collar bone as we thought but also had a broken shoulder blade. This meant he had to be medivaced by plane to a Delhi hospital the next

day where he had an op and flew back to UK a week later.

Day four we headed for Simla, the summer capital of British run India. This particular day had some of the best riding which twisted, turned and swooped 175 km through a breathtaking chain of hills. We also crossed the Jalori pass which is at 10,000 feet. The last 10 km to the top was a broken loose surface of stones and mud and my off road riding expertise came in handy. It was just after the monsoon season and we

found the road repairers use whatever they can find locally, including mud, to fill in gaps when a road has been washed away.

The fifth day on the road we headed down out of the hills through the different but still beautiful flood plains to Rishikesh "Yoga capital of the world". After some 280 km we arrived at a hotel of tents pitched on the sandbanks beside the Ganges which is a Holy River in the Hindu faith. Fortunately we were upstream from where most of the bathers come to be cleansed. So as the water looked clean we took a chance and all had a dip.

The final day's 250 km took us to Delhi. These roads were very busy and "daring to win" became a way of life. Some roads had stretches of excellent tarmac surfaces with only a few potholes but were full of cows, goats, bicycles, taxis, buses and trucks instead. Some roads had potholes in which you could hide a spare wheel off a car. Riding into one of these at 50 kph could send you careering across the road, dent your wheel rim or blow your tyre. There were often so many potholes they joined together and were unavoidable at speeds over 10 kph. The only way through at a reasonable



speed was to brace against the handlebars and hope the trusty RE would drop in but somehow bounce out again, which they did but several more front wheels and bearings had to be replaced but this only took the following mechanics a few minutes to do at the roadside.

The smog in Delhi was so thick it prevented the sun getting through and kept the temperature comfortable. By this time we were riding as a well honed pack and were able to ride very closely and defend ourselves against the swarming traffic. This was just as well as it wouldn't be easy to find your own way through the city. We toured some of Delhi's architectural sights and as the sun was setting headed for our hotel ready to hand in the REs and get the flight home the next day.

What an adventure but what a challenge and on behalf of such a good cause. Would I do it again, YES! Would I recommend it to others, YES with the caveats that to complete the challenge you need to be a confident, competent and adaptable rider and most importantly of all able to bounce!

Steve Whitmore

Positions after Pete Simmons Trial,
14th January 2007.

		Novices		Pre 67A	
		Tim Cheetham	25	Graham Barton	25
		Mark Alway	22	Andy Bamford	22
		Jack Vinall	20	John Johns	20
		Colin Don	19	Steve Scott	19
		Steve Bellars	18	Bernard Rodemark	18
		David Bleddyn	17	Nicolas Burr	17
Clubs					
Thames	210				
Haslemere	202				
Tongham	151				
RRND	137				
Horsham	106	Twinshocks			
Sunbeam	103	Roger Wait	25	Pre 67B	
Talmag	57	Peter Smith	22	Roy Enticknap	25
Croydon	46	Steve Austin	20	Roger Davy	22
		Martin Kemp	19	Seth Enticknap	20
		Brian Foster	18	Joan Westbrook	19
Experts				Stan Metcalf	18
Sam Connor	25	Over 40		Douglas Johnson	17
Tim Connor	22	Tim Paddock	25		
Jim Howell	20	Pat Smith	22	Youths	
James Connor	19			Scott Dark	25
Gary Brown	18	Over 50			
Dan Lawry	17	Derek Cranfield	25		
		Paul Sims	22		
Intermediates		Colin Morgan	20		
Jon Yendell	25	Jeff Morgan	19		
Jez Sang	22	Peter Haines	18		
John Laker	20	Norman Gray	17		
Mick Ratcliffe	19				
Phil Birmingham	18				
Nigel Hains	17				

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 cannot 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. We are also affiliated to the BMF (British Motorcycle Federation) through the AMCA Club. Although the main interest is motorcycle trials we still 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). At Club trials we normally lay out 8 sections run over 5 laps with a break after two and have four or five routes as follows:

White - hard sections aimed at good experienced riders on modern machines.

Blue - challenging but not too hard sections, this is the most popular route catering for the older machines.

Red - easier than the blue route catering for Pre67 machines and the less experienced riders.

Yellow - for beginners and young riders on small bikes (note we do not always run a yellow route as this depends on location/conditions).

We also have a (Novice/Inter) which consists of four Blue sections and four White sections which is used as a stepping stone for those wishing to move up to the White route.

We run several championships: Expert, Inter, Novice/Inter, Over 40, Under 20, Under 16, Twinshock, Pre67 and Handicap.

Under AMCA rules helmets are optional but strongly recommended, as a Club we do insist that 'Under 16' riders wear gloves and helmet.

We recommend that if you are a total newcomer to the sport that you spectate at one of our Club trials before entering so as to get an idea of how the events are run. You will be most welcome to do this before actually joining and members will be more than willing to explain anything you do not understand.

The ACU Club is a member of Star Group which is a group of clubs that take it in turn to run a trial on the second Sunday of each month and compete for Club and individual championships. Upon becoming a member of our ACU Club you will be able to enter these events and any other Open to Centre event being run, but you will require The Sporting Motorcyclist magazine for entry forms and details. You will also be required to affiliate to the ACU before you can enter events (cost £10 per year, forms available from Mem. Sec on request or ACU web site).

From 2006 we also became part of the South Coast group which is a similar regional series to Star Group but run under AMCA, this is also run on the second Sunday of the month, entry is on the day.

In addition to Club trials we also run a Star Group Trial, South Coast Trial and a National Pre-67 trial where members are expected to come and help with at least one of these events.

We also have various social events including a fun camping weekend over the August bank holiday weekend and road runs in the summer. The Club also meets socially once a month.

CLUB**SOUTH COAST****STAR GROUP**

7 March	Club Night, Dog & Duck, Outwood from 8.30pm
11 March	South Coast Trial, Crawley Club, Venue TBC, Start 10.30am
11 March	Star Group Trial, Haslemere Club, Chapel Bank, Start 10.30am
25 March	Club Trial, Faygate, Start 11.00am
8 April	South Coast Trial, Bognor Club, Elsted, Start 10.30am
22 April	Club Trial, Betchworth, Start 11.00am
13 May	South Coast Trial, Horsham Club, Rome Woods, Start 10.30am
20 May	Club Trial, Birchanger, Start 11.00am
10 June	South Coast Trial, Bognor Club, Miscombe Woods, Start 10.30am
1 July	Club Trial, Dunsfold, Start 11.00am
29 July	Club Trial, Hookwoods, Start 11.00am

Above fixtures are provisional, dates and venues may be subject to change. Club championship points will be scored at all weekend Club trials.



Man in green jacket

FACTORY
IPONE
53
IPONE
BELGIUM
T.M. SCHAEREN
T.M. SCHAEREN
T.M. SCHAEREN

Man in blue jacket