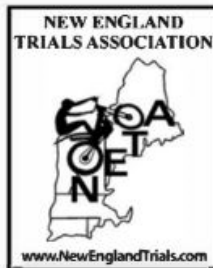


April 2023



NETA Observer

The newsletter of the New England Trials Association

April is an exciting month for NETA! Not only is there the RITC Practice Day, but there is also the first NETA event of the year. If you would like to help out at an event, checkers for sections are always needed. Contact Bob Poetzch or Chris Antezzo if you'd like to help with the MMC even on April 30th. Contact Max Parks if you would like to help with the SLMC event on May 15th.

Since this month really kicks off the competition season for NETA, this month's Newsletter is all about getting into trials! At one point we've all been beginners. And even seasoned riders can always learn something new.

I've created a chart with some information on many of the trials clubs or groups in New England. This month's issue also has an excellent article by Stu Preston with 10 Reasons To Ride. Whether you're looking to get out and compete, need riding tips, or just looking to meet new trials people, there is something for everyone in this month's Newsletter.

NETA Board of Directors:
President – David Scarbro
VP/Scorekeeper – Kayla Lovejoy
Treasurer – Bill Bonneau
Secretary – Christian Hayes
Membership Chair - Lee Bourque
Sporting Steward - Gary Bourque
Rule Committee Chair – Dave Allen

Turning Basics

<https://trialstrainingcenter.com/wp-content/uploads/2008/12/BasicTurnsTrialsComp05.pdf>

Trials Training Center Tutorials

<https://trialstrainingcenter.com/how-to-ride-motorcycle-trials/introduction-to-tutorials/>

Trials Central Forum - Breakthrough Techniques

<https://www.trialscentral.com/forums/topic/57291-breakthrough-techniques/>

Getting Into Competing

<https://newenglandtrials.com/getting-started/>

Enjoy,
Kayla Lovejoy (NETA VP/Scorekeeper)

10 Reasons To Ride

With the winter season still upon most of us, thoughts of the Spring ahead are surely on our minds. Planning for the riding seasons ahead helps to pass the time productively, while awaiting the warmer temperatures and sweet traction that returns with them. Whatever your favorite off-road riding may include, today I am here to suggest 10 good reasons to consider Trials in your riding future ! So with no further ado, please consider the following :



#1 - FUN ! Whatever reasons that drew us to 2 wheels in the first place, you can be sure that Trials will remind you of the first time experience that hooked us all one way or another. Ups, Downs, along with tight turns and obstacles of every form imaginable are all a regular part of the sport at every level, so it is truly fair to say that with Trials, the fun never stops !

#2 - Accessibility. It is possible to train and practice Trials almost anywhere. Even a one car garage or basement area can be used for engine-off balance practice, and the bike movement skills such as hopping

and turning the bike with your body and balance alone can be great skill builders. Most Trials bikes are so quiet and unobtrusive that they allow riding in your own yard or driveway as a viable option, without the worry of bothering your neighbors in the process. A few extra minutes after work or whenever some free time becomes available can now become a great chance to ride your Trials bike at your leisure, greatly adding to your riding opportunities and enjoyment throughout the seasons.

#3 -Affordability. While no true motor sport can really be considered as economical. Trials is about as low budget as it gets for off-road motorcycle competition in general. The bikes themselves last much longer than most, with many 30 to 40 year old examples still evident at local, regional, and even National competitions around the world. The low speed, low rpm nature of the sport lends itself to engines and chassis that last for generations of usage, and still keep coming back for more. A decent Classic or twin shock bike can be had for as little as \$1000 or so, and used bikes run the gamut of price ranges. Some great deals can also be had on many late model used bikes for Trial, so there is bound to be the right bike at the right price for almost anyone willing to take the time to look for one. And as I already mentioned, once you have a decent bike up and running, it will likely last you for a long time with minimal expenditure when compared to most other types of off road bikes out there.

#4 - Health Benefits. Trials will work every fiber of your body like no other sport on earth. I know that at first glance it may look slow and simple to most of us, but believe you me, a few minutes on the bike will convince you otherwise ! Muscle strength and flexibility will be improved, along with core, and balance muscles to give both fast and slow twitch muscle fibers a chance to develop together. Focus, concentration

and reaction times are improved. The very nature of Trials provides some of the best interval training possible as the rider tackles the loop on the way to the scored sections, where they then wait their turn to ride under observation through the section to be scored. With an average of 32 to 40 scored rides a day, events usually last between 4 to 7 hours for a long term workout indeed ! Hydration and nutrition become important elements in the game, and teach the rider to live a healthier life as a result of all these factors combined. So this now leads somewhat naturally to my next pick on this list.

#5 - Trials is a Lifelong Hobby. It is literally possible to ride and practice Trials for nearly a lifetime ! A rider can start on the bicycle at an early age and be on a Trials electric or gas bike before the age of 5. That same rider can grow to ride and enjoy Trials well into their 80's ! Currently we have some very capable, cunning, and competitive riders over 70 and even 80 years of age in our own NETA organization . With so many years of experience, these senior riders often find a line that others might miss, and come up with some great scores as a result along the way. Bottom line is that Trials will keep you young ! And just as the bikes of Trial tend to outlast most other types of off road machines, the riders themselves are also at much less risk of injury due to the low speeds usually involved, helping to prevent the kind of major setbacks often encountered in other forms of off road riding where speed is most often the goal.



#6 - The People you meet. Here is a big one, and perhaps it should have been higher on the list, but either way, there is no doubt that the people of Trials are the best. Most Trials riders are folks who are not turned away by a challenge. In fact they tend to embrace challenge more than most others out there in other sports. You see, Trials can be very humbling at the beginning stages of learning the basics that will someday allow the rider to progress their skills more rapidly into the future. Those of us who have stuck with it long enough to gain some of the rewarding

feelings that come along with dedicated time and effort are always happy to help with encouragement and coaching for those still at the lower end of the game. We all want to see them succeed and as such the camaraderie among fellow Trial riders is very strong indeed ! Big egos don't usually last long in Trials, as they tend to get frustrated early and move on to other things, while the folks with an ability to be humbled and laugh at themselves in the process are the ones that tend to stay in the game the longest, and have the most fun at the same time. A positive and optimistic attitude can go a long ways in this sport for sure. Trial peeps also tend to be tech-heads that enjoy understanding how their bikes work, and learning how to better work with them for better scores in the sections. These are the kind of people I am lucky enough to ride with on a regular basis, and I am grateful for the bond we share as fellow sportsmen and women of the sport of Trials !

#7 - The Locations. There is no doubt that Trials will provide the widest variety of locations, terrains, climates, and conditions when compared to any and all other motorsport on earth. Indoors or outdoors, from

shorelines and beaches, to mountain ranges, and the valleys in between I have been lucky enough to ride in so many great locations over the years, and continue to look forward to even more in the future as well. I have seen forests of every kind, along with some epic views from remote locations not likely to be seen otherwise. From the hottest heat ever, to the coldest cold I would ever want to feel. From dry and dusty to deluge thundering rainstorms, I have ridden Trials in all of them, and will still be looking forward to more for many years to come.

#8- The Bikes themselves. You might be surprised at the technical evolution of the bikes used for the sport of Trial, as they are often among the most innovative bikes built for public consumption. The first production dirt bikes to have water cooling were for Trials, along with the first disc brakes, inverted forks, aluminum chassis, hydraulic clutches, and many other developments that were first seen in this small but important segment of motorcycling. With light weight as a priority in Trials the bikes tend to be the ultimate distillation of only what you need, and nothing that you don't. This imbues the bikes with an elemental appeal that provide the special charms of engineering, form and function in such ways as to make these machines almost irresistible for many of us out here in the dirt bike world. If you have not done so already, please take the time for an up close look at these hand built, low production machines, and see for yourself just what I am talking about here when I say these are some of the most elegant, functional and well designed machines on wheels !

#9 - Tradition/ History. Once involved with the sport you will likely become aware of the long and rich history of Trials. The Scottish 6 Day Trial is an annual event that dates back well over 100 years, and is still going strong to this day, with many potential entries having to be turned away due to the large number of riders who attempt to sign up each season. Trials was originally a test of machine reliability, from back in the days before paved roads, and even rubber tires ! If a machine was able to tackle the rough roads from one town to another without a breakdown, it was proof of great engineering by the manufacturer, who could then parlay this reliability into sales for the brand. Over the years, the bikes became more reliable, and the courses used became more difficult to better test the newest designs. Eventually the courses got so tough they became a test of rider skill and ability, as well as those of the machine, and the Sport of Trials was defined in this process. This rich history of bike development, and the skills used to ride them, are all wonderful aspects of Trials that will keep you enamored for years on end as you explore the traditions of the sport over the past century.

So all this brings us to #10 - Share-ability. Trials is wonderfully approachable by people from many walks of life, and as such it can be very easy to share the fun with newcomers to the sport. While I would not consider putting a beginning rider on a race oriented off road bike as a first experience, I have been able to introduce many fine folks of all ages to the fun of riding on a small bore Trials bike. These lightweight bikes with their smooth linear power and low gearing are the perfect bikes for learning the basics of riding. The



heavy flywheels help prevent stalling when learning to master the clutch control needed for smooth riding. Low seat height (or often no seat at all) makes touching the ground with both feet an easy proposition, which adds greatly to the confidence of any new rider. The bottom line is that Trials is an easy sport to share with friends and family alike, and as the old saying goes, the more the merrier ! Many long time riders of Trials will keep an extra machine around for exactly this reason, and there is no better method of recruiting new participants than offering up some first hand riding fun, to a first time Trials enthusiast !



As always, here at Jack's Cycles we are ready and able to welcome any and all of the NETA readership to visit our shop for a first hand introduction to Trials at any level, from beginner to pro. If it's Trials related, you will find it here !

Until next time, keep smiling and keep your feet on the pegs,

Stu

Trials Clubs, Groups, and Places to Ride

STATE	WHEN	HOST	REQUIREMENTS/INFO
Maine Acton	Sundays @ 10am (typically alternating between Berwick)	Bob Crawford (207) 252-6158	Trials bike, helmet, and trials boots or work boots. Confirm with Bob before coming out. All skill levels are welcome to come out and ride!
Maine Berwick	Sundays @ 10am (typically alternating between Acton)	Rock & Roll Trials Club Contact Jareth Johnson (207) 604-2323	Trials bike, helmet, and trials boots or work boots. Confirm with Jareth before coming out. There are some marked sections for more structured practice, but most riding is done in the woods on various types of terrain. All skill levels are welcome to come out and ride!
Maine Newfield	Most Fridays Spring-Fall Starting @ 4pm	Beau Allen (207) 251-5162	Trials bike, helmet, and trials boots or work boots. Confirm with Beau before coming out. There is a grill and it often gets used after riding. There are several areas to ride that can accommodate beginner-advance level riders.
New Hampshire Sanbornton	Most Saturdays starting @ 9:30. Sundays TBA	Granite State Moto Trials Contact Christian Pearsall 603-496-7043 or Josh Porter 603-998-7294	Trials bike, helmet, and trials boots or work boots. Confirm with Christian or Josh before coming out. There is a grill which is often used. Riding area/play area for beginners. There are some marked sections for seasoned beginners through advanced riders as well as some open woods riding on hilly/rocky terrain. All skill levels are welcome to come out and ride!
Vermont	TBD	Green Mountain Plonkers Trials Club Scott Armstrong (802) 309-3449	Trials bike, helmet, and trials boots or work boots. Ride days are communicated through e-mail. Contact via the facebook page or website to be added to the e-mail list. For upcoming events go to https://greenmountainplonk.wixsite.com/greenmtplonkers/upcoming-events
Vermont Guilford	TBD	Southern Vermont Trial Rider's	For ride location and times it's best to contact someone via the Southern Vermont Trial Riders Facebook page. A Trials bike, helmet, and trials boots or work boots are required to ride.
New York Providence		CATRA Capital Area Trail Riders Association	To ride, a membership is required. Members are allowed to bring a guest with them. CATRA has 400 private acres for club member use in single track dirt bike riding as well as trials. Club officers are good at connecting prospective members/riders with

			existing members of similar riding styles for tours and general riding sessions. Anyone that is interested should go to the website and use the "contact us" section to get in touch with an officer that can handle the rest!
New York Petersburgh		SLMC State Line Motorcycle Club	To ride a membership is required. Annual membership dues are \$160
New York Mahopac	Saturdays and some Sundays	Team Powerhouse (Powerline Cycles) Contact Tom or Marc at 845 528 3401 or powerline340@gmail.com	Trials bike, helmet, and trials boots or work boots. It's best to confirm with Tom or Marc before coming out. Some sections are comparable to Rhode Island.



Visit the JACKSCYCLES shop

Sales and Service for all major makes of Trials bikes! The shop has new and used bike available.

We accept trade-in's or assist you with private sales via our free classifieds, low cost shipping, and bike crating services for all brands.



Contact: Stu Preston

Phone: 207-337-1274

Email: prestonstu72@aol.com

Address: 72 Mountain Rd.

South Berwick, Me. 03908

For more info, Check our website: www.JACKSCYCLES.com



45+ YEARS- STILL DOING WHAT WE LOVE!

****RIDING COURSE****

****LESSONS****

****TECH ADVICE & REPAIR****

****TONS OF TRIALS STUFF****

THANKS FOR YOUR SUPPORT!

