

# NETA Observer

The newsletter of the New England Trials Association

MAY 2003



## RITC Fun Trial, Escoheag Hill Road, May 18

Don't forget Dave Allen's Fun Trial that will be held on Escoheag Hill Road in Exeter on Sunday May 18. The money raised at the event will go toward the New England Trials Youth Team that is competing in the Youth Nationals in Tennessee in July. The event starts at 11 am. Entry fee is a \$20 donation. Dave promises something for everybody and challenges you to "Ride the rocks that Dougie and Fujinami conquered." For more information you can call Dave at (508) 285 6074 or email him at [trialsriders@hotmail.com](mailto:trialsriders@hotmail.com).

## USCRA Vintage Trial, Gunstock, NH June 7

There is not a NETA-sanctioned trial at Gunstock this year, but the USCRA's North American Observed Vintage Trials Championship returns to Gunstock for the fourth year. The event is being organized by NETA members John Rodis, Dave Allen, and Mike Green and will be run on Saturday June 7. They are hoping for a good turnout of vintage bikes again this year, and are expecting riders from as far as Canada and Tennessee. Bring out that old iron and spend a day riding in the mountains of New Hampshire. You can read the USCRA's trials rules on their web site at [www.race-uscra.com](http://www.race-uscra.com).

NETA members are also invited to come up and work as checkers. Experienced trials riders working as checkers will help make this a quality event, and checkers will receive free admission, a free event t-shirt, and a free lunch. Checkers are also allowed to camp in the trials pits and can use the clean, heated restrooms and the nice hot showers.

Call Dave Allen at (508) 285 6074 or Mike Green at (860) 774 8614 or email them at [trialsriders@hotmail.com](mailto:trialsriders@hotmail.com) or [mike.green@newenglandtrials.org](mailto:mike.green@newenglandtrials.org). They will put you on the worker list and get a worker's wristband to you so you can get free admission into the facility on the day of the event. Gunstock is the site of the original Laconia road races that ran from 1939 to 1963, and Saturday's vintage trial is followed by a day of vintage road racing through the woods and the campground at the recreation area. There will also be a swap meet during the weekend. The Gunstock weekend kicks off Laconia Bike Week.

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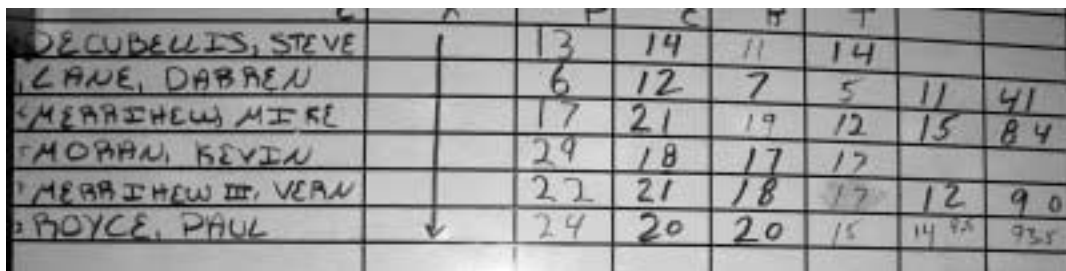
## Meriden Motorcycle Club, April 6

The NETA season kicked off with the event at the Meriden Motorcycle Club's headquarters on April 6th. The Meriden Club put on an excellent event, just as we have come to expect. The loop was the typical gnarly Meriden loop which didn't give you a second to relax. Expert riders rode five loops and everybody else rode four. Many riders squeezed in close to the finishing time, and a few were allotted time points.

Everybody was complaining about the long, cold winter we have just come through in New England. Many competitors had not ridden since last fall, and everybody was feeling out of shape and slightly apprehensive about riding again. Despite the long winter, 75 riders showed up and were treated to some great sections from Clerk of the Course Mark Lazarski.

Darren Lane won the Expert class after losing 41 points for the day, 26 ahead of second place Steve DeCubellis. Don Sweet was missing from the scoreboard because he was checking for the day.

"I cleaned everything once during the day," said Darren, "so everything was doable. I managed to get some practice in a couple of weeks ago, and this morning I arrived early to get in tune."



DECUBELLIS, STEVE		13	14	11	14		
LANE, DARREN		6	12	7	5	11	41
MERRIHEW, MIKE		17	21	19	12	15	84
MORAN, KEVIN		24	18	17	17		
MERRIHEW III, VERA		22	21	18	17	12	90
ROYCE, PAUL	↓	24	20	20	15	14 <sup>PS</sup>	93 <sup>S</sup>

**Check out Darren Lane's first loop at Meriden.  
What a great way to start the 2003 season.**

## Trials on the Web

Rascal's Cycle has entered the Internet age and now has a web site at [www.rascalscycle.com](http://www.rascalscycle.com).

Finding the results of the trials Nationals on the Internet is surprisingly difficult. One of the most reliable places to look is the web site of the Northern California Sacramento PITS trial organization, who describe themselves as the "The Official Source for NATC Results." The NATC results are at [www.sactopits.org/natc](http://www.sactopits.org/natc).

## 2003 NETA Event Schedule

April 6	Stantack Road,	Meriden, CT	Meriden Motorcycle Club
May 4	815 Putnam Pike	Chepachet, RI	Rhody Rovers
July 13	Stantack Road	Meriden, CT	Meriden Motorcycle Club
July 19, 20	Old Sanford Rd	Berwick, ME	Rock & Roll Trials Club
August 17	Highrock Road	Foxboro, MA	King Philip Trail Riders
August 24	Durgin Rd	Ossipee, NH	Seacoast Trials Club
August 30, 31	TBA	Someplace, VT	Green Mountain Plonkers
September 7	Stantack Road	Meriden, CT	Meriden Motorcycle Club
September 14	Blood Mountain	Dedham, ME	Maine Trials Association
September 21	Shermantown Road	North Kingston,	Rhode Island Trials Club
October 5	Adler's Gravel Pit	Chepachet, RI	Rhode Island Trials Club
October 26	Stantack Road	Meriden, CT	Meriden Motorcycle Club

## Rhode Island National -- June 28 and 29



Jeff Salois and members of the RITC have been busy preparing the 28 sections for the AMA National that will be held at the Stepping Stone Ranch in Exeter, Rhode Island on June 28 and 29. The Rhode Island National will be one of only two that will be held east of the Mississippi in 2003, and it promises to be a well-attended event.

Jeff has set up a separate loop for spectators to walk to the sections without interfering with riders. Buses will transport spectators from the pits and parking area to the riding area. Jeff has supplementary regulations available if you need more information, and he can be reached at (401) 822 9386 or at [jedi120@aol.com](mailto:jedi120@aol.com).

The club is still looking for NETA checkers for the event. Call Leo O'Shea at (508) 832 521 or email him at [leo.oshea@newenglandtrials.org](mailto:leo.oshea@newenglandtrials.org) to volunteer.

The RITC has a new web site with information on the National. The address is

## Classified Ads – Free to NETA members

2001 Beta Rev 3 270cc Excellent condition, well maintained, \$3400.

1997 Beta 250cc Good condition, well maintained Ridden by Senior rider, \$2100.

Max Parkes (518) 663-8107 home or (518) 272-5443 work

1997 GasGas 270 Good shape. This bike has been sitting in the basement for over a year now, and will be a super reliable bike. Have a brand new rear tire, just waiting to be put on. Needs fork seals. \$2700 OBRO Call Ross at (413) 250-1213

## Rider Profile – Wayne Galvin

Wayne Galvin is one of the characters of the New England trials scene that has been around for a long time. He's also one of our best riders, and he competed in the tough Expert class for many years before dropping back to the Advanced class this season.

Wayne grew up in Attleboro, Massachusetts and continues to live there today. When he was a youngster, it seemed like everybody had a mini-bike or a scooter, and his first bike was a Hodaka 100B. "The first thing I did was strip the lights off," said Wayne. "During the school summer holidays I would ride 50 miles a day in the dirt, all summer long. Then I went to a trial with some guys from a bike shop and thought 'I can do this'"

Wayne was 17-years old in 1972 when he got his first trials bike, a 175 cc Greeves Pathfinder from John Freeman in Norton, Mass. He rode in his first event at Meriden in '72, but the only thing he knew about trials was that you had to stay between the ribbons. He learned quickly in '73 and missed becoming an Expert by two points. In '74 he moved up to the Expert class and traded in the Greeves for a Montesa Cota 247. He slowly worked his way up the Expert class on the Montesa, and his best season finish was second place behind Don Sweet. He was now riding a Bultaco Sherpa T and was competing in many of the trials Nationals around the country. His best finish was an eighth in Colorado in '79, and he finished eighth in the season standings the same year.

"In '81 I rode in the World Round at Watkins Glenn," he remembers. "Bernie Schreiber won the event on a Bultaco, but I got nothing but fives. I didn't get through a single section, but at least I can say that I rode in a World Round. It was way too difficult for me."

Wayne bought a Honda TL250, but the heavy bike took a toll on his body, and he took a few years off. In '93 he returned to the NETA series in the Senior A class and won the championship on his new Beta. He moved up to the Advanced class in '95 and returned to the Expert class the following year. In '98 and '99 he was second in the Expert class, in 2000 he was third, in 2001 he was fourth; and last year he was second again. In 2001 he was second in the Senior 45 class at the Nationals, and he was fifth in the same class last year. Wayne hopes to make the Seattle, Oregon, Pennsylvania, and Rhode Island nationals this year. He's ridden a Beta since '93 and credits Ron Commo for helping him out and transporting his bike around the country.



"It was a tough decision to drop back to Advanced this year," said Wayne, "and I had to swallow my pride. I thought about it all winter. Then I rode the course at Meriden on Sunday morning, looked at the sections, and thought about it some more. Two minutes before I signed up, I decided to switch to Advanced. The Expert class is just too tough on me at my age—I'd like to see a Senior Expert class. I won the Advanced class at Meriden, so that made the decision easier."

Wayne has put a lot back into the sport over the years. He has been active with the King Philip Trail Riders and has helped put on NETA events at Rehobeth, Franklin, Wrentham, Foxboro, and Cumberland. He also organized a National at Wrentham in 1982 with the King Philip Trail Riders. The club is returning to the State Forest in Foxboro this year and Wayne will be helping set up the sections. He was also President of NETA for a short time.



# NETA riders in Southern California

Photos by Dave Allen



Danny Allen lines up for a big hit on his dad's new Gas-Gas.



Louise Forsley on the grippy California rocks on her Scorpa.



Kevin Moran fights his Beta through one of the big rock sections.



Ron Commo III avoids some desert vegetation on his Beta.

## **NETA riders at the Southern California National**

Several NETA members made the 3000-mile trip to Temecula, California for the first two rounds of the NATC National Trials Championship. Kevin Moran finished fourth on both days in the Sportsman class. In the High School class Danny Allen tied for fifth place on Saturday, but the tie-breaker dropped him to sixth. On Sunday Danny tied for third, but the tie breaker dropped him to fourth. In the same class Ron Commo III finished seventh on both Saturday and Sunday. Louise Forsley finished sixth in the Woman's class on Saturday and managed to step up to fifth on Sunday. Jack Heminway won the Senior 70 class on both days. Congratulations to all NETA members who competed.

The event was dominated by former NETA rider Geoff Aaron who won the Championship class on both days. Look for an interview with Geoff and his memories of starting out with NETA in the late '80s in the June issue of New England's Motorcyclist Post. Geoff also previews the upcoming Rhode Island National.

### **The California Experience**

Going to California was a great experience. My dad and I started by flying to Pittsburgh and then on to San Diego. The plane ride there was great and finally landing in San Diego felt good. We then rented a car and drove towards Temecula. Those wide highways are really different; I mean 5-6 lanes and more. The event site was in the perfect location for riding. The area was all hills and mountains with scrub bushes everywhere. Some of these hills are covered in green, but these were giant mountains made of all rock and it was like sandpaper. There were semi truck size rocks by the tens of thousands! What great place this would be to ride. So we drove to the event only to forget the sunscreen which I would be sorry for later, and my dad's new 280 pro Gas Gas was right there under the Gas Gas tent. I was going to ride it in the nationals there because I needed the points more than he did. The weather everyday was great, mid 60's to low 80's and bright sunshine all day long.

So I started to wear the bike in because the national was tomorrow and it would be bad if the bike had stiff suspension and you could only rev it to half throttle. The bike felt good and I practiced some old national sections with Jack Hemingway and Kevin Moran. Finally the next day came and with a burnt neck I started the national at 9:09. The first few sections were fun and rather easy; just ride your line without losing traction in the sand. They got harder with the middle ones coming like four and five and then that ugly hill climb. Four and five had to do with some hard turns, sandy uphill and some weird rocks to jump over. The hill climb was very steep and it was a really big sweeping motion. A screw up at the top was okay if you regained traction on that sandpaper. So the rest were easy and at the end of the day, I was beat out of fifth place by one clean in a tie. All I had to do was pull my last loop together.

The second day started later and I felt right at home on the bike. I was right in the middle of the pack today starting at 9:28. Lines were annoying, and the sections were full of easier sections even though the hard ones were much harder. I thought two was nasty because of that little slice of rock that sent you into a pushing and struggling mess after your axle got caught. Four, five, and six were the hard point takers along with one because of that funky corner. Another hill climb graced our riding paths today and this hill made us zigzag and jump off some waist high rocks to reach the tricky rock and corner at the end. I was doing good, and I was in the running for third in the high school class when a five on section one took my morale to zero for a little bit. This was coupled up with the string of really dumb ones at the end which tied me for third and I once again lost on cleans.

So I missed out on third, but that's okay I still got six more nationals to go. A few NETA riders were there including Jack Hemingway, Kevin Moran, Louise Forsley, and the Commo family. Overall this was a great and fun Experience, and I would like to thank Dale Malasek for transporting and getting the 280 ready for the national.

See ya at the next event,  
Dan Allen



## Corrected directions to NETA events

### Foxboro, Massachusetts, August 17

Route 495 to Exit 14(b). Route 1 North for 2.5 miles. To Highrock Road on right. Follow the arrows.



### Brown's Pit , Old Sanford Rd Berwick, Maine, July 19,20

From the South: Take I-95 to Exit 4 (in New Hampshire), Left hand exit: Spaulding Turnpike/Route 16. Follow to Exit 9. Bear Right off ramp and follow signs for Dover, Somersworth, Berwick, and Route 9 East. Go 3.7 miles to Maine state line: go over bridge and turn right then left; still Route 9 East. Go 2.2 miles and turn Left on Old Sanford Road, Follow for 2.5 miles and turn Left on Durant Road (dirt), Follow ½ mile to the end and into field, follow arrows. [Go 2.2 miles past Old Sanford Road to get to Beaver Dam Campground]

From the North: I-95 Exit 2: Wells. Through toll turn Right on route 109 then Left on Route 9 West. Follow to North Berwick, Left on Route 9 and 4, Then Right on Route 9 West. Go 2.2 miles past Beaver Dam Campground and turn Right on Old Sanford Road. Follow for 2.5 miles and turn Left on Durant Road (dirt), Follow ½ mile to the end and into field, follow arrows.

**\*\*\*NOTE\*\*\* NO CAMPING R PREVIEW FRIDAY! PLEASE DON'T COME UNTIL SATURDAY MORNING. CAMPING SATURDAY NIGHT IS OK. NO OPEN FIRES!! BEAVER DAM CAMPGROUND ONLY THREE MILES AWAY – MAKE RESERVATIONS EARLY! QUESTIONS? JARETH 603-767-8502**

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NETA Newsletter  
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