

NETA Observer

The newsletter of the New England Trials Association

July 2003

The NETA Youth Trials Team recently returned from the Youth Nationals in Tennessee with a string of National titles along with the trophy for the best performing club. Congratulations to all involved and thanks to team managers Dave Allen and Steve Forsley for all their work.

Thanks to Beta USA/Ron Commo for donating "Best Club" Trophies
Thanks to Ron Commo and Dave Aldo for donating the 11 riding outfits.

Thanks to NETA/Dan Williams and the various dealers who donated items for the raffle.

Thanks to Mainiac Trials for the Helmet raffle.

Thanks to Beta USA for donating a coupon with a discount off a new Beta.

Thanks to RITC for help with the Fun Trial.

Photograph: Back row l-r

William Altman, fifth 12-year old class

Dan Allen, first 13-year old class

Louise Forsley, third 14-year old class and second Women's class

Charlie Ives, fourth 13-year old class,

Caroline Altman, seventh 10-year old class and sixth Women's class

Front row l-r

Ron Commo III, first 12-year old class

Dave Aldo Jr, fifth 11-year old class

Caroline Allen, sixth 10-year old class and fifth Women's class

Tyler Merrihew, first 7-year old class

Stephanie Commo, fourth 8-year old class

Nick Commo, third 7-year old class

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Gunstock Vintage Trial, June 7

The US CRA North American Vintage Observed Trials Championship at Gunstock Ski Area on June 7 was an outstanding event thanks to a lot of help from NETA members. John Rodis was the Clerk of the Course and his challenging sections drew universal praise from the almost 70 entries. Dave Allen and Mike Green helped John Rodis organize the event, and many NETA members came out to check and help with registration. A lot of NETA members also rode their old bikes in the event, and a great time was had by all. A big vote of thanks goes out to everybody that makes this such a quality event for riders and spectators.



Bob Manifold entertained the crowd on his 200cc Fantic outfit. Dan Allen was recruited as the passenger after former Cemoto East sales rep. Bill Haas was ejected into the river and retired hurt.



Former AMA National Trials Champion Jerry Young showed up at Gunstock to help a friend in the roadrace. When Young heard there was a trial being held he borrowed a Bultaco and a helmet from Dave Allen and promptly won the Intermediate class



Wayne Galvin won the Expert class. Above, he receives his handsome trophy from former BSA factory racer Jody Nicholas. Nicholas won the last Laconia National at Gunstock 40 years ago. Below, he rides off the teeter-totter under the watchful eye of NETA President Dan Williams.



Every year Ron Gluck shows up at Gunstock with this immaculate Matchless single and gives the crowd a taste of trials before the age of Spanish two-strokes.

2003 NETA Event Schedule

August 17	Highrock Road	Foxboro, MA	King Philip Trail Riders
August 24	Route 1	Arundel, ME	Seacoast Trials Club
August 30, 31	Fortin Road	Highgate, 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

Note that the August 24 event has been moved to Arundel, Maine.

Green Mountain Plonkers Trial (www.greenmountainplonkers.org)

August 30 & 31, Highgate, Vermont

Saturday August 30 event starts at 12:00pm. Sunday August 31 event starts at 11:00am.

Directions from Connecticut (Meriden Area): I-91 North to I-89 North. Take Exit 21 (Swanton). Take a right off the ramp and an immediate left onto Frontage Road. Follow to stop sign and go straight through onto Fortin Road. Watch for arrows. Parking will be on the left.

Directions from Rhode Island: I-95 North to I-93 North to I-89 North. Take Exit 21 (Swanton). Take a right off the ramp and an immediate left onto Frontage Road. Follow to stop sign and go straight through onto Fortin Road. Watch for arrows. Parking will be on the left.

Accommodations:

Within 5minutes drive:

Swanton Motel	802-868-4284
Europa Motel & Restaurant	802-868-9860

Within 15 minutes drive:

Comfort Inn & Suites	802-524-3300
Econolodge	802-524 5956
Bayview Bed & Breakfast	802-524-5609

Within 30-45 minutes drive:

Clarion Hotel & Conference Center	802-658-0250 or 1-800-clarion www.hotelchoice.com/hotel/vt039
Super 8 Motel	1-800-800-8000 or 802-862-6421 www.super8.com
Holiday Inn	802-863-6363 or 800-465-4329 www.holiday-inn.com
Sheraton Hotel & Conference Center	802-865-6600
Fairfield Inn by Marriott	802-655-1400
Radisson (Downtown Burlington)	800-333-3333 or 802-658-6500 www.radisson.com/burlingtonvt

Camping:

Exit 21	Lakewood Campground	802-868-7270
Exit 18	Homestead Campgrounds Inc. (15 minute drive)	802-524-2356
Exit 16	Lone Pine Campsites (30 minute drive)	802-878-5447

Primitive camping is available at the event site Friday evening through Monday morning. Someone will be available to make a run to town each afternoon for ice and other supplies if needed. Any other questions, please contact Paul or Sonya Royce at 802-868-5423 or email @ roycepad@adelphia.net.

Rider Profile – Brian Nagengast



This month's featured rider is Brian Nagengast from East Burne, near Albany in upstate New York. Brian has been riding at NETA events for almost 20 years, and many of the years have been spent in the Expert and Champ classes. Brian won the Expert class on the Saturday during the weekend event at Berwick, Maine, and he is hoping to challenge Don Sweet for the NETA Expert title this year.

Brian started riding trials with a Honda RTL250 in 1984. He advanced from the Novice class to the Intermediate class in his first year, and finished second in the Intermediate class in 1985 at age 19. In 1986 he won the NETA Amateur class and was fifth overall for the season. Brian started riding in the Champ class and spent the next few years competing against Ron Commo and Geoff Aaron. It was tough competition, but it honed his skills.

Riding in New England wasn't enough for Brian. He started riding in the Nationals with help from Geoff Aaron's parents, and he finished third in the Sportsman class in 1986 and second the following year. He soon moved up to Champ class, and in 1993 he finished ninth overall, reaching his goal of finishing in the top ten at the national level. His best finish came that same year—a fifth place in Texas.

Brian rode an Aprilia from 1990-94 with backing from Ron Commo, and Commo helped him with Beta support from 1995 to 2002.

"Ron was always a great help to me," says Brian. "He helped me get to all the Nationals, and I really appreciate everything he did for me. Over the years I also got a lot of help from my parents and from Geoff Aaron's parents."

For 2003 Brian is being sponsored by Bob Silvernail and his new Gas-Gas dealership, Adirondack Trials and Trails.

Brian lives in East Burne with his fiancé Stacey. He works for the Albany County Highway Department, and he was still clearing snow when Meriden held the first NETA event of 2003 back in April.

What is Brian's advice to the upcoming trials rider?

"Have fun and take it slow. Take your time, practice, and the results will come. You have to spend time on the bike, and it will come around."



Brian Nagengast
and sponsor Bob
Silvernail.

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.

Classified Ads – Free to NETA members

2001 GasGas TXT280

Very good condition, Novice ridden machine that is ready to ride and/or compete. Asking \$2800.

Call Scott at 401-647-2935(days) or 508-824-6696(nights) or email me at Scott_Bentley@kopin.com

2001 Sherco 290

About 250 hours on bike, all new plastic (2003 style), Aktive reeds and jetted, aftermarket shock spring, new fork seals, rear wheel bearings, and linkage bearings. Usual scratches and dings. Very smooth and ready to go. Tim Thorp 401 334-4820 Rhode Island, \$3200 or BO.

Meriden MC Freestyle Exhibition by Steve Nichols

The Meriden Motorcycle Club hosted a freestyle trial exhibition after the July 13th NETA Trial. The riders were each given three minutes to showcase their talents on a collection of man-made obstacles consisting of huge tires, arrangements of 270 gallon tanks, large wooden spools, logs, and a ten-foot high ramp. The riders were given technical scores based on which obstacles and trials techniques they successfully completed.

Riders were divided into 2 classes: Expert for those riders that compete in NETA Advanced and Expert classes and Intermediate for those that compete in all other NETA classes. Andy Johnson, Ron Commo Jr., Keith Dumaine, Dan Allen, and Ron Commo III performed in the Expert class, while Jareth Johnson was the lone Intermediate rider.

Keith had the honor of starting the show and pulled out all the stops. After successfully negotiating most of the obstacles, he took a shot at the "Wheel of Destiny," a large wooden spool suspended off the ground so it could rotate. Keith was one of three riders to get over the spool, but his trip ended in an endo. No technical points there, but a bunch of audience appreciation style points.

Jereth took the stage next and provided a very entertaining show, finishing with a spectacular smoke show from the top of the huge vertical tire—all without a tire sponsorship. The crowd loved it!

Ron Commo III and Dan Allen were next to show their stuff. These young guns successfully tricked on every obstacle except the "Wheel of Destiny." Near the end of his show, Dan took aim at the wheel, but did not get over. Dan attempted to climb the "Measuring Tree." The "Measuring Tree" was marked up to approximately 12ft. The goal was to use a ramp to climb the tree as far as possible—the trick was getting back down. Dan got to over 6ft, but had to dismount on the landing. Near the end of Dan's ride, Texas Charlie, the style judge, placed a can on the ground. Dan jumped off the large tire and crushed the can squarely. Dan and Ron rocked the crowd with very impressive displays and finished 3rd and 4th respectively.

Andy Johnson and Ron Commo Jr., battled for the top position with very different styles. Andy rode first with a very flashy style, splattering the "Triple Tanks" and riding many of the obstacles on the rear wheel. Andy cleaned the "Wheel of Destiny," and even balanced on the top for a second or two. He also climbed the "Measuring Tree" to 10 ft cleanly. Ron used a more calculated style, trying to get every technical point possible and fluidly transitioning between obstacles on the rear wheel for style points. Ron rode the "Wheel of Destiny" but took a dab on the dismount, saving himself from an endo. Ron got his splatter points on the large horizontal tire. In the end it was Andy first with 97 points, Ron Jr. second with 94 points, and Dan third with 74 points.

Thanks to all the riders for providing a spectacular show! The results follow:

Expert: 1. Andy Johnson (97); 2. Ron Commo Jr. (94); 3. Dan Allen (75); 4. Ron Commo III (71); 5. Keith Dumaine (68).

Intermediate: 1. Jareth Johnson (59).



Beta rider Andy Johnson en route to winning the Meriden MC Freestyle Exhibition.

Riding The Nationals by Dan Allen

PENNSYLVANIA:

I hope most of you NETA riders will come to any Nationals near New England next year because like this event it is always a great experience and gives you a challenge especially for our Advanced and Expert riders. This national was held in Farrandville, PA, which is an old mining town because of this great big stone gate in the side of the valley. Well, anyways the trials looked good except for the rain the night before which forced the sections to be changed. The terrain was very slick and almost a copy of Meriden's landscape, but with tons of shale and big, big hills. So day one started with our favorite, rain, steady and uncomfortable. Section one went up a little hill turning left and right with a weird hit near the end, not to bad, I got a two the first time. Section 2, what a scary section, up an incline then wind your way down, the hard thing was staying on the 4 inch line down otherwise you would become a tree hugger real quick or go over the bars on a rock. It was one of those hills that you have no stopping power at all, just slide. Fives for me, but section 3 promised a less dangerous ride with a short 5 inch deep muddy approach to a nasty hill, fives all day. Many people would like four, very technical, but no mud, a very good rainy day section took a one there over the log. And on this went a few nasty sections with a technical one in-between. My dad, Steve Forsley, and Louise Forsley, and I were riding together when section seven came up. Under the trees came the biggest hill climb you or anyone else has ever seen, just 200 ft. of SHALE, but the section just turned back down halfway up. Now walking it was a chore and even 3rd gear on a Pro 280 didn't get me up there on my second loop, but it was great the first time with your body crouched, the throttle wide open and slipping the clutch the whole time, wow. Well the rest were mostly threes and fives with nothing to memorable except for an occasional lucky one. I finished with 114 and got 8th, not good, but what can you do when you weigh 120lb.?

Day 2 was fun, that sums it up, not too many hard sections and just enough one sections that made you feel good when you cleaned them. One, two, and three were fun and very technical with many rocks and dirt yes dirt not mud. No rain except for little sprinkles today and that felt great. Four was fun because the section went up a little hill and then you had to jump this three-foot in diameter slick log and I got many ones there. I think six was a little climb over shale and then a minor log with a final 4 foot high hit right into roots. What a rush to wind up in second gear and blast up that vertical wall of roots and it was slippery too. Seven was nasty with some 4-foot high suspended logs and some nasty turns and drops near the end, ones and twos. The hill climb today was awesome not too hard, but fun to ride with twists and turns and a final zippy ending. The next sections were set in a streambed and surrounding rocks making it a very technical ride with no traction at all. The loop both days were long and kind of tiring especially if you didn't make the hill climbs and had to push or turn around. So you're taken to the top of the valley for a fun final section involving a twisty and turny shale section with one fun hit where the challenge was to hold traction over the shale above it. The second day I got 71 points for the day, fourth or fifth, but not to far behind the top four. This was really a fun ride for everyone and I encourage more NETA riders to ride nationals. These events are much more testing than our events, but it toughens you up.

Rhode Island:

Well, this would be my second straight week of nationals after PA and next week I'll be in Tennessee for the Youth Nationals, and we haven't had a break. This national was great because we got there Wednesday and practiced everyday almost all day and then went for a swim. The temperatures were up in the 80s and 90s, but it cooled off for the event. Saturday started well with a rather easy section one in a streambed, but for some stupid reason, I couldn't clean it, and there I am watching high school, senior classes, sportsman, and women classes clean it! Anyways section two was a little harder because of this trick S turn that was really slippery, another one. Section three was one of my favorites, a classic New England stream that was very cleanable, but I saw many a riders bumble and spin their way through. Four was the best section of the weekend set up by Jeff Salois. You would start with a weird sweeping turn on a slab of rock followed by a tight turn while jumping a gap, then up a hit and then came the hard part, you had to ride up this 40 degree rock slab. The only problem for us riders was how to get the traction to ride up it when you are already parallel with it. I got a one on the first turn and cleaned the last part. Six was the next support section and this was a little downhill with a big, big slick hill climb with a little step at the top. This was fun the second and third loop because I managed to get up it. Then we hit another slab section and then we got another fun rock/slab/hill climb section. Then we moved onto the giant 30ft. wide riverbed. Then sections here were dry riverbeds with very slick rocks that kept heading uphill. The day was capped off with a manmade section that was fun, but easy. You start by going over a big log then jumping over three concrete pipes stacked on each other, and then you rode a big log lengthwise followed by stump and two logs close together. The pipes were fun to ride on as was riding the log lengthwise.

Sunday I thought would be more fun than Saturday, but both days turned out equal. Section one was held in a place that was a 1975 World Round section; imagine Sherpa T or a TY 175 going up that same plate rock sticking straight up in the streambed as you! Section two was another slab section with high traction everything, my favorite. The trick here was a triple step that got a little bigger each time and then the end was a tricky dirt to nasty slab transverse to the exit. Section three was a hilly section where you had to go up a slab and down a camber leading to a hit then a hill climb. Very high traction so this section was rather easy, but fun. Four was hill climb with a long triple step in it. This was a great ride too. Five was hard because of one long ten-foot slab that you hit at an angle and had to jump off. Finding traction on my last loop felt great because the tire just spun and then hooked up like magic. Six was a downhill turning section with a hit at the end, but it was very low traction.

Riding the Nationals continued...

On to the mud, nine was full of it, a foot deep in places with hits and nasty turns, and nine got me for twos and threes all day. Ten or eleven was a very muddy and slippery, but surprisingly cleanable all day section. This one started with a few muddy turns then a nasty hit and drop off into more mud. This was the highlight of my day. Twelve was totally uphill with a gap and little hits, but not too bad. Fourteen was all river and you jumped over it, across it, and went straight up it too jump out the exit gates, loads of fun all day long. Finally, manmade fifteen, the same section as Saturday, but backwards. Once again the pipes were the real fun and both days ended well. I got fourth both days and got my first national trophies. I hope this story dispels the memories of the last national because it was labeled a very hard event. Well I hope everyone here will get around to riding a national next year.



NETA Treasurer Leo O'Shea organized the checkers for the RITC National. It was a mammoth task that required over 40 well-trained volunteers over two days of competition. NETA members came out in force to help out, and helped make the Rhode Island event the best National of the 2003 season.

Riding the Tennessee Youth Nationals by Louise Forsley

This year the Youth Nationals were just as fun as last year, but it was even better seeing so many people from NETA. The first morning of the three-day event I went up to the practice area, which was a bunch of different sized logs, to practice a little before my start time. It was really fun seeing all the NETA kids geared up in the Rittratosport gear that we all got from Ron Commo. Dave Allen had put our names on the back and the NETA youth logo on the front.

While I was riding, I got to see a lot of the NETA kids in the sections. The Altmans were together helping each other in every section I saw. Beta Champ Andy Johnson was minding for Stephanie and Nick Commo. It must have been fun having a National champ helping you in the sections. Stephanie was looking very good for her first year of competing, and Nick had that look on his face that he was ready for anything.

Tyler Merrihew also did very good, taking first all three days. Charlie Ives was looking very good in the one-line, which is the hardest. I was extremely impressed to see Caroline Allen do so good in the sections every time I saw her. She was doing just as good, and even better, than the girls that have been riding for a few years now. Danny Allen won the thirteen-year old class and came second overall against the 13- and 14-year olds.

Dave Aldo Jr. Also did good and looked good. Ronnie Commo III looked very smooth on his Beta with is dad minding for him and also helping other NETA kids. I was really happy to finish third in the 14-year old class with nine boys in it. I came in second in the Women's Expert class behind Debbie Evans Leavitt.

The whole trip was really fun, and it looked like everyone else was having fun. There was also bicycle trials, swimming, and fireworks, and many other things. Thank you Dave Allen, Ron Commo, and all the other parents for helping us go to the Youth Nationals.



NETA National Champion?

With three wins under his belt, and three rounds remaining Kevin Moran is leading the Sportsman class in the NATC National Series. Kevin has amassed 245 points and is over 100 points ahead of the second place rider.

When was the last time NETA had a National champion?



NETA Reminders

You must wear a helmet at all times during an event. That means you must wear a helmet while riding any machine at the event site at any time. If you are camping at the event, you must wear a helmet in the evening.

Riding backwards on the loop is not allowed. If you miss a section, you should not try riding back on the loop to find the section. In addition, you should not cut through the woods to find the section. If you miss a section, you should ride the entire loop to get back to the section you missed.

Every rider should carry a fire extinguisher in their vehicle. You never know when it might be needed.

NETA Newsletter
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