

Press release - Royal Mons Auto Moto Club

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7 & 8 November 2015 in Mons **58th Trial du Mont Panisel**

The **Royal Mons Auto Moto Club** is a main actor in the life of the city of Mons by organizing: in spring, the **International Motocross du Bois Brûlé** in Ghlin; end August, **commemoration of the Liberation: Tanks in town** (the most important rally of tracked vehicles worldwide); and, in November, the **International Trial du Mont Panisel**, funded by Jean-Claude Busine, still active in the organization. More info on www.rmamc.be

Timing Trial modern bikes

Sunday from 8 am, registration **under the tent at Terril de Cibly (new this year !)**

9:30 am, first start

4:30 pm, end of trial

6 pm, prize-giving ceremony under the tent at Terril de Cibly

Timing Pre65 Trial

Saturday from 10 am, registration under the tent at Terril de Cibly

12 am, start of trial

4 pm, end of trial

5 pm, prize-giving ceremony under the tent at Terril de Cibly

7 pm, dinner for trial volunteers and pilots

Sunday from 8 am, registration under the tent at Terril de Cibly

10 am, start of trial

3 pm, end of trial

3:30 pm, Hill-Climb

5 pm, prize-giving ceremony under the tent at Terril de Cibly

For spectators : permanent free show at Terril de CIPLY
rue de Goispenne, 7024 Cibly, GPS 50.410646, 3.941940

Saturday from 12 am, pre65 trial, 3 laps of the terril, 8 sections

Sunday from 9:30 am, 8 sections modern bikes, 12 sections pre65 trial, 3 laps

3:30 pm: Pre65 HILL CLIMB

58th International Trial du Mont Panisel

The Trial du Mont Panisel was created in 1956 by Jean-Claude BUSINE, talented pilot at that time and still implicated in the organization of the event. Our trial is the oldest in Belgium and is taken into account for the Belgian championships in the following categories: Internationaux, Nationaux, Juniors, Seniors, Randonneurs, Gentlemen, Loisirs, Espoirs.

Pilots must run three laps of 20 km and 12 sections each. The route starts from Terril de CIPLY to Terril de l'HERIBUS, HYON and MESVIN then back to CIPLY. Two sections are located in MESVIN (Saint Gobin), eight sections in CIPLY (terril) and two in CUESMES (terril de l'HERIBUS).

Trial sport is poorly known in Belgium and generally neglected by the medias however it is very spectacular. Engine capacity of trial bikes varies between 50 and 300 cm³. They have no seat and the pilot generally rides standing on the bike. The important is not speed but balance. The pilot must overcome sections with obstacles made of tree trunks, stone steps, vertical walls, impressive up and downs, tight turns... but without setting the foot on the ground unless facing penalties that will determine the overall ranking. Great show !!

Agility, self-control and control of the bike, concentration and balance, resulting from intense training, are the main qualities needed for trial, also useful in everyday life.

It is a great opportunity for spectators to rub and admire national and international champions. A nice day for the whole family... access is free !

Note that this year, the trial office and start of the race for modern bikes will be moved to the tent at the terril de Ciplly

34th Pre65 Trial

More than 100 pilots, from a dozen countries, attend the Pre65 trial of Mons : a record on the continent ! How did we get there ?

In 1982, for commemorating the 25th anniversary of the modern trial, classic bikes were invited to attend. Some phone calls, a short article in a motorcycle journal... resulted in a real success. For the first time in Belgium, 16 pilots, among them 4 from France, awakened memories of the golden age trials.

The Pre65 Trial was organized again in 1983 (37 pilots, of which 5 English !). *(Why Pre-65 ? 1964, last year marketing of the pre-unit Matchless. 1965, arrival of the light Bultaco 4 speed: trial will never be like before).*

Year on year, the number of pilots will regularly grow ! All other organizations (outside UK) had to be open to Pre80 categories to collect a sufficient number of participants, but Mons remains the only trial dedicated to Pre65 bikes (tolerating Pre67 and some "special" bikes but not too much !).

One of the reasons for success: the Pre65 Trial of Mons is primarily designed to showcase the authentic motorcycles. No need to transform a framework, the sections are drawn for the old bikes. No need to install a hydraulic clutch, the turns are not too tight. That's why museum pieces in their original state only come out once a year, at the trial of Mons.

The best pilots compete in the "Experts", where most of the sections are of middle difficulty, two or three selective sections being provided to decide between the best pilots. The category "Historics" only offers easy sections, even when requiring minimal trial experience; the pilots who find this route too easy are encouraged to move to the "Experts".

Five motorcycle classes are also scheduled to showcase the oldest bikes, both in “Experts” in “Historics”: parallelogram fork and rigid frame, pre-unit, unit, Pre67 and specials. For the choice of category, the organizing club relies on the honesty of the driver.

Hill Climb “Bob Edgar Trophy”

The “impossible climb” takes place on Sunday late afternoon; it is reserved for motorbikes registered to participate in Pre65 Trial. Spectacular images are to be found on YouTube! The late English pilot Bob Edgar, died in 2006; according to his last wishes, his ashes were scattered in the path of the Hill Climb and the trophy is named in his memory.

Want to participate? All information on www.rmamc.be

Nostalgic spectators of yesteryear trials or lovers of nice bikes?

**Do not miss this unique show on the continent. Let us meet at Terril Cibly for this big trial festival !
Saturday 7 November, 12 am to 5 pm; and Sunday, 8 November, 10 am to 5 pm**