

# Trials Club of Canberra

## January 2015



Keira Collins and her 2014 Tim Seary Trophy

### TCC committee members

<b>President</b>	Glenn Crafter	<b>Public Officer</b>	Dennis Walker
<b>Secretary</b>	Trevor Bennett	<b>Property Officer</b>	Mick Rummery
<b>Assistant Secretary</b>	Paul Saunders	<b>MNSW Delegate 1</b>	Bob McGlinchy
<b>Treasurer</b>	Wendy Bennett	<b>MNSW Delegate 2</b>	Glenn Crafter
<b>Facebook &amp; Website</b>	Bryan Bennett	<b>MNSW Delegate 3</b>	Trevor Bennett
<b>Newsletter Editor</b>	<i>Vacant **</i>	<b>Publicity Officer</b>	<i>Vacant **</i>
<b>Women's Development Officer</b>			Bev Anderson
<b>Junior Development Officer</b>			Don Murray
<b>Fairbairn Park Control Council Delegate</b>			Mick Rummery
<b>General Committee</b>	David Wicks	Brian Connell	Cheryl Bennett
	David Wynn	John Porombka	

Check out the vacancies, in red, above.  
If you fancy a try at either position, please call me. **Trev.**

<http://trialsclubofcanberra.ridenet.com.au>

[www.facebook.com/trialsclubofcanberra](http://www.facebook.com/trialsclubofcanberra)

At this point we are having a Club ride at Fairbairn Park on Sunday February 15<sup>th</sup>.

Start time will be 10am.

Fees will be \$30 per rider, but only \$20 if you have a Competition Licence.

Please have a look at the Draft NSW Trials calendar below, as amended by me.

Note the green highlighted lines.

These are TCC days and will go ahead because TCC members will put their hand up to co-ordinate them. Each of the Club Days will need 4 Licenced Key Officials, a Steward, a Clerk of Course, a Race Secretary and a Scrutineer.

Ride Days need one Licenced Official to open the gates, collect monies and generally oversee the day. The more of you who become Licenced Officials, the more Club ride days we can have at Fairbairn.

Mick and Sam Rummery, have each got their Officials Licence. Have a chat to them to see how easy it was.

<i>Draft</i> NSW 2015 Trials Calendar				
	School Holidays in NSW			<i>as of 22-1-15</i>
Month	Date	Event	Club	Venue
February	15-Feb	Ride Day	TCC	Fairbairn Park
Saturday 21st	22-Feb	SHATTER		
March	1-Mar	Club Trial	TCC	TBA
	8-Mar	Club Trial	WMCC	Mt.Kembla
	15-Mar	Club Trial (Twin Shock only)	Denman	TBA
	22-Mar	Club Trial	Pacific Park	Pacific Park
	29-Mar	Club Trial	Manly Warringah	Pacific Park
April Easter	4 / 5 Apr	Glennmaggie easter Trial	TCV	Glennmaggie
	12-Apr	Club Trial (Any Bike)	Denman	TBA
	19-Apr	Club Trial	WMCC	Kiama
Anzac weekend	26-Apr	Club Trial	TCC	Anchow Hill Lane
May	3-May	Rd.1 NSW Trials C/ships	Lower Mts MCC	Catti ??
	3-May	Club Trial (Twin Shock Only)	Denman	Wine & Food fair
	10 - May			

	17-May	Club Trial	Pacific Park	Pacific Park
	24-May	Club Trial	TCC	TBA
	31-May	Club Trial	WMCC	Mt.Kembla
June Queens B'day weekend	7-Jun	Qld State Championships		
	7 - 8 Jun	2 Day Club Trial (Twin Shock only)	Denman	Sandy Hollow (Denman)
	14-Jun	Club Trial	Manly Warringah	Pacific Park
	21-Jun	Club Trial	TCC	TBA
	28-Jun			
July	5-Jul	Club Trial (Any Bike)	Denman	
	11 - 12 Jul	2 day Trial	BWP	Eastern Creek raceway
	19-Jul	Rd.2 NSW C/ships	Bucca	Coffs Harbour
	26-Jul	Club Trial	TCC	TBA
August	2-Aug	Club Trial	WMCC	Kiama
	2-Aug	Club Trial (Twin Shock Only)	Denman	TBA
	9-Aug			
	15 / 16 - Aug	Victorian Trials C/ships	TCV	Sedgewick
	23-Aug	Sherco Womens Cup / Howard Wallace Masters Shield	TCC	Fairbairn Park
	29 / 30 - Aug	Australian C/ships	Combined NSW Clubs	Pacific Park
September	6-Sep	NSW Classic & Post Classic C/ships	Denman	TBA
	13-Sep			
	20-Sep	Club Trial	Manly Warringah	Pacific Park
	27-Sep	Club Trial (Any Bike)	Denman	TBA
October Long weekend	4 - Oct	Club Trial	Pacific Park	Pacific Park
	11-Oct	Club Trial	WMCC	Mt.Kembla
	18-Oct	Club Trial (Twin Shock Only)	Denman	Martindale
	25-Oct	Club Trial	TCC	TBA
November	1-Nov			
	8-Nov	Club Trial	Pacific Park	Pacific Park
	15-Nov			

## **Trials Park gossip**

Hello all and welcome to 2015.

On Wednesday 21/1/15 we had Matt Zarb ( the man who got us the sheep in the first place) kindly come to the park and shear our 3 sheep and give them their yearly drenching.

Matt has also indicated that he will get another 20 sheep to trim the park vegetation back a touch. The extra mowers will only be onsite for a couple of weeks but in that time the gates will need to be kept closed at all times.

Over the past couple of weeks there has been a few onlookers that are keen to buy a trials bike and use our facility after watching how much fun we are having.

In the coming weeks it would be great to get a social ride happening on a Sunday and get everyone to lend a hand for an hour to chip out some of the prize sized weeds that have grown in some of our sections.

Social ride co-ordinators have now grown to Mark Walker, Glenn Crafter, Michelle Coleman, Mick Rummery and Sam Rummery. So if we are lucky we should be able to have the park open every other weekend.

I have arranged for about 8 big logs from Canberra's newest suburb Moncrieff to be delivered to site next Thursday. In the coming months my excavator will be back onsite and another 6 or so sections will be manufactured.

**Mick Rummery**

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## **A message from Wright Motorcycles at Yass**

Hi all... Despite my want to get amongst TCC trials last year with the Beta representation we have at Wright Motorcycles, the purchasing of a house and the lack of all riding from me is why my face wasn't around.

I hope to get along to more, and even if I can't, I will convince my apprentice Rory Pearsall to take our demo bike to as many events as we can.

Hope you all had a good Xmas and New Year and see you all soon.

**Marty Wright**

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**WELCOME TO THE TCC'S NEWEST MEMBER**

**Pat Rush** from Batemans Bay, NSW

Troy Houlihan has this excellent condition **Sherco 50** for sale \$2000.  
3 owners, little use.



Troy also has this **12.5 Oset** in excellent condition,  
one lady owner, very little use. \$900.



Contact **Troy Houlihan**  
0404 262 535  
Located Blue Mountains.





Grahame Marriott has a **2000 Sherco 290** for sale.  
\$2500.  
Mobile: 0417668729.

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**Falco Axis Womens Riding Boot LD7**  
Road riding boots (too small for Cheryl)  
Purchased new July 2013, worn only twice  
\$110



**Trev** 0406 375 676

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For sale  
**2015 Sherco 300**  
Raptor footpegs  
Has a few scratches, .  
\$7750  
Glenn Crafter 0428 106 240

**Editors note:** Please take the time to read David's article. We keep telling you that our Club can only move forward if our Members take the responsibility of becoming a Licenced Official and share the load. Trev

## TCC Officials - Christmas 2014.

With the transition to a new TCC Committee (albeit – some returning Officers,) I would like to take this opportunity to reflect on my involvement with the Club and particularly those Officials that have helped us hold and host events.

I began an association with Trials Club of Canberra attending events as a bystander and then as an Observer in September 2001 at "Boutime"- Gundaroo. In April 2002 my daughter Sarah and I attended one of Trevor's popular "General Officials" Seminar's in Cooma (even then, he had been orchestrating MNSW seminars for some time). At the time, this was an all-day seminar. (No half day measures or on-line facilities then!). From then I filled out the obligatory paperwork and I sent off for my Officials accreditation. At the time Sarah was just under 16 years old and was precluded from obtaining any form of Official accreditation – even as an Observer! The ink on the paperwork was barely dry and my first Trial as a "Key Official" came soon after - as an Assistant Clerk of Course in April 2002 at "Caloola Farm" - Naas. As Clerk of Course, David Wynn signed my logbook. I observed at my first Open Trial (round 4 NSW Championships) at Gundaroo September of the same year. In June 2003, I again assisted as Assistant Clerk of Course at "Ballantrae" Burra – as Clerk of Course, Bob Coleman signed my logbook. During these years, I also took my children along and they assisted Observing at various local events.

From then, I progressed as Clerk of Course in various and many Trials Club of Canberra Club events. My record books are dogged with annotations of Observer at ....

October 2005 is worth a special mention as I was involved with the Australian Master's Games in Adelaide – the feature event being named the Joe Tarabini Trial in honour of one of Australia's long time participants in the sport! Colin Behn signed me off as Assistant Clerk of Course for this, while Malcolm McKenzie - as Clerk of Course, signed my logbook for the 'Games themselves when I acted in the role of Venue Team Leader for the organising and overseeing body.

In 2006, I assisted ACTMCC with their running of the Australian Junior MX titles as Assistant Scrutineer and Marshall. I have also assisted them in running many Kick Start and Junior Training Programs. In recognition of my cross-discipline involvement, they awarded me a "100%+" plaque in 2007 and a "Kick Start - Junior Rider Training Program" plaque in 2008.

In 2007, Kerrin Phillips and I attended a 2 day course at Bateman's Bay for becoming accredited Level 1 Coaches. From then, I have helped organise and orchestrate many training and coaching activities – both for Trials and ACTMCC at Fairbairn.

In July 2008 at Gundaroo, I had my first Trial as Steward in Training – signed off by (the almost always there, and always reliable) Clerk of Course, David Bingley. My second time in this role was November the same year at "Ballantrae" – as Steward for this event, Trevor Bennett signed my book. Another year on, in October 2009 and I acted as Race Secretary for a Club event at "Boutime" Gundaroo, David Wynn – as Steward, signing my book.

Also in October 2009, I performed the duties of Clerk of Course at Appin under the guidance of Steward – Bob McGlinchy. As you can see, there were many events during these years, with multiple rounds of NSW Championship events as well as the usual Open and Club days. Working as an "understudy" to these various experienced Officials gave me a broad understanding and appreciation of the depth of Trials and diversity of people's perceptions of the rules we play and (mostly) abide by.

From 2010 to now, I have performed duties of any of the 3 Key Officials and organiser at many of the TCC events and also assisted in running Open and Championship events as well as organising and overseeing multiple static displays, "demonstration" events and training activities to promote the sport of Trials to the public.

Including, those people mentioned above, I would also like to take this opportunity to mention and thank others that I have worked alongside of – and have put themselves forward as Key Officials in one or more capacities to allow, promote and engender an appreciation of trials: Cheryl Bennett, Wendy Bennett, Bryan Bennett, Dawn Bartlett, Michelle Coleman, David Johnson, Marion McAlister, Peter Mowat, Bob Tindall, John Porombka, Dennis Walker, Mark Walker, David Waller and Warren Wood. Scott Eggins has also helped out TCC on occasions as a Scrutineer, as have others in various roles – Martin and Deena O'Connor, Gary Boniface, Peter Whalan .....

During my last 14 years, I have been an Observer at 35 events, Race Secretary of 9, Clerk of Course of 22 and Steward of 5. These have included such opportunities as: Various NSW Open and Championship events; 9<sup>th</sup> Australian Master's Games – 2003 - Stromlo in Canberra; 10<sup>th</sup> Australian Master's Games & Joe Tarabini Trial – 2005 – Adelaide; Australian Titles - 2007 Adelaide, 2009 Sydney & 2014 Tasmania; Scottish 6 Day Trial -

Scotland UK – 2009; 2013; World Championships 2012 & 2014 in Victoria. I have also assisted at or organised 35+ Kick Start and Coaching events.

While I would like to think that I have contributed to our sports' success and continuity, I am sure that there are others who have equal or greater contribution to the continuation of Trials in Australia.

This brings me to reflect on who we currently have in the Trials Club of Canberra that are likely to continue to be involved in the sport and step forward as an Official in one role or another to allow us to be able to hold Club level events. David Bingley continues to be capable of any of the 3 Key roles, David Johnson has his Level 1 Clerk of Course, Paul Saunders has his Level 1 Race Secretary and Clerk of Course, Mark Walker has a Level 1 Clerk of Course, David Wicks has a Level 2 Clerk of Course. You may notice that I am not mentioning those that have Scrutineer or Measurer accreditation. While it is great that we have several people able to fill this role, it comes down to needing 3 "Key" people to stand in as Key Officials – Steward, Clerk of Course or Race Secretary to allow an event to be held. There is, of late, a position of "Race Steward" that combines the roles of Steward and Clerk of Course at Club Trials only – however, MNSW have ruled that on these occasions, the Race Secretary also cannot ride!

While the likes of Bob McGlinchy, Bob Tindall, Trevor Bennett, Peter Mowat, also have multiple credentials to Officiate. I am of the opinion that the use of any of these as an Official at a Club event is a misuse of resources and that more emphasis should be given to resourcing and upskilling of those who are more "local" to our Club and ride in our Club events on a regular basis. Over the years of my association with TCC, Trevor has run many "starter" and role specific courses. There is now also the opportunity to sign up via the on-line system with MNSW to initiate Officials accreditation. Trevor has often mused to me that of those who attend his courses, it would be fantastic if just a couple more attendees went on to fill the paperwork and gain formal accreditation in the seminar they have just attended and take on the role they thought they could aspire to! I'd like to conclude by strongly suggesting that for the purpose of maintaining a viable and healthy club that more of our members take on a variety of roles which allows the Trials Club of Canberra to continue to excel in the sport. As a last mention – with the anticipated multiple rounds of Open and Championships events to be held in NSW in 2015 there are fantastic opportunities for Level 1 & 2 Officials to take on gaining Level 3 accreditation.

**David Ault**

Level 2 Steward, Level 3 Clerk of Course, Level 2 Race Secretary, Level 1 Coach.

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Roberto Porro sent us this photo showing his Italian Championship placing Fantic sporting a TCC sticker.






## MNSW Affiliation Certificate

This certificate shows you are a member of Trials Club of Canberra. You get one with your Membership renewal receipt.

Please sign it as soon as you get it.

Bring it along to any of our TCC club events and that will help whoever is taking the entries to know if you are a current TCC member.

	<b>Motorcycling New South Wales Inc.</b> <i>This Certifies that</i>
	Surname: <u>BENNETT</u>
	First Names: <u>TREVOR</u>
	is a Financial Member of <b>Trials Club of Canberra Inc.</b> Club
Signed:  (Club Secretary)	<b>LIFE MEMBER</b> Membership Expiry Date
<i>I agree to abide by the Rules and Regulations as prescribed by the Club, MNSW Inc. and the Manual of Motorcycle Sport of MA.</i>	
Signed:  (Member)	Date <u>11 JAN 2000</u>
Signed: _____ (Parent/Guardian)	No. <b>14206</b>

I've also been including one of my cards with your Membership renewals. Feel free to pass it on to any prospective new members. They will then have an easy source of further information.



**Trials Club of Canberra**  
Life Member

**Trevor Bennett**  
Australian Trials Historian

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**Editors note:** Most of you will know Alastair Farquhar as the bloke who's always Observing at our Open Trials, some know him as the organiser of fun twin shock trailrides, some even know that he actually (occasionally) rides a trial. Have a read of this article about his APC epic ride. **Trev**



## **WHERE THE HELL ARE WE!**

I really can't be sure how it came about ... but a few months ago I suddenly found myself hurtling through the Brindabellas on a motorcycle that weighed 3 times that of a trials bike ... with absolutely no idea where I was going!

Darkness was fast approaching as I rounded a corner to be overwhelmed by the crevasse that doubled as the track to the top. I had learned over the past day that speed was my friend when punting the "BIG BLUE BEAST" across unsteady ground, so now was not the time to back off. A millisecond glance at the GPS confirmed my need for haste and the bark of the exhaust as I wound the handle my need to hold on.

I think I got perhaps a third of the way up before the heartbreak of being thrown off line and then off off. Graham had taken a more promising line and did well, though despite close, no prize for reaching the top. I clambered up and together we got Graham that last 20 metres, but my job was more challenging as I backed off and gave it another crack. Drawing every scrap of my riding ability was just not enough ... it all came down to brute strength and I realized that upgrading the carburetor was a fantastic idea ... just wind the handle a bit harder.

One look down the track on the other side drew a response "there is no bloody way I am going down that hill in the dark Graham"... So that was to be our campsite for the night. The following morning it was with trepidation that I raised my throwaway campfire line from the previous evening ... "be funny wouldn't it Graham after such an epic struggle up that mountain if we had taken the wrong turn"

I had indeed made an incorrect decision with my fleeting glance of the GPS and the great irony was to be that this was to be one of a few navigational blunders we would make over the forthcoming couple of weeks. We were only in the early stages of our big adventure that was the 2014 APC RALLY. The APC has been run annually for a number of years now and is in some ways a pinnacle for a beforehand unknown breed of motorcyclists known as AVENTURE RIDERS. By contrast Graham and I were to be exposed as mere BABES IN THE WOODS.

This ride would eventually take us around 7500 kms through 4 states, traversing plains, mountains, rivers and deserts. Well over 90% of riding was on dirt. It was a compilation of local trail knowledge throughout southeastern Australia and all Graham and I had to do was follow a simple pink line on a GPS. Well, camping out on that windswept mountain in the Bridabellas you would have to say we had a lot of learning to do.

We got better at navigation and it wasn't to be long before we found ourselves packing a wet tent on to the back of the bikes in the Victorian high country predawn then struggling through the pea soup fog, adhering to our rule that it was safest to ride on the "uphill" side of the track. The course had a couple of "easy" diversions in the high country for those less brave, but somehow our belligerence or maybe our blindness found us committed to a point where the only way out was straight up, or down and it was "go hard or DON'T go home". Red clay became a red flag to me with more than one occasion of unplanned step offs. Usually fairly unspectacular though there was at least one occasion where I responded to Grahams verbal concerns as to my wellbeing that I would be a little happier when he got his bloody bike off me.

Out of the high country hospitality and following the Murray through Northern Victoria and Southern NSW was fast country lanes which was comparatively cruisy until the odd deep sand patch at 100kph becomes a bit of an undoing.

Roos of course were a hazard as were the constant network of intersecting laneways. The GPS sophistication was great with warning of upcoming lanes however there's more to be done from Garmin on Roo Alert.

The tranquility soon came to an end at the not so well known Victorian location of Hattah, home to motorcyclings notorious "Hattah Desert Race". It took me no time at all to realize that the best thing about crossing the Hattah Desert was that in truth I would never have to return there. I learned that sand and overburdened motorcycles are a big no no. I learned that there was a reason that I was carrying 4 litres of water. I finally learned that the best cornering method (for me) was indeed not to corner at all ... simply follow the straight line and let the low scrub pull you up. This enabled a controlled backing off and aiming the correct way once again without dropping the bike into the deep sand yet one more time. I learned that picking up such a heavy bike lying in deep sand requires super human strength. I also learned that despite my life flashing before my eyes on more than one occasion, that was not to be the day where I was to die.

After all darkness comes the dawn and our dawn was to be the ancient beauty of the Flinders Ranges. A spectacular mix of fast tracks, open sky, great pubs special campsites and an introduction to the joys of what was to become a succession of many flat tyres.

Heading north to Arkaroola and the days are filled with the wonder of a special vast emptiness and the terror of rutted roads, bulldust and the savage rocks which seemed attracted to tyres despite your speed relative to them. Then there is always the unexpected pleasure of Emu Roulette because you never really know if its next bounding footstep will follow the direction of the last. Arkaroola itself seems to be the locus of the local helicopter tour operators and as a central Australian helicopter mechanic in a past life, Graham had found his Nirvana.

There was talk of strapping bikes to the skids of helicopters and taking the comfy road out of that vast wilderness, but despite my enthusiasm for such an unconventional option it was decreed not to be in the spirit of the ride. Besides; our Spot Trackers would reveal all and we would become the laughing stock of this burly group collectively known as "Adventure Riders".

The Strezlecki Track was ahead of us and amongst the physical challenges, it represented another FUEL RANGE hurdle. Next fuel was well over 500kms and nobody takes kindly to you if you need to be rescued due to miscalculation of your own fuel range.

Grahams bike, affectionately known as the EXXON VALDEZ had this range however taking no chances an extra 10 litres was strapped on the back. My own bike had a fuel range of about 450kms

so another 10 litre fuel bladder was strapped aft and off we headed. Top heavy really is the enemy of this type of riding and right now things were not stacked in our favour.

The Strezlecki is not known for high human population density (or any species for that matter) but within 10ks we found 2 guys grading the track, presumably just for us. I decided to return the favour by getting off the track to let them past. BIG MISTAKE. Another lesson ... when on solid ground ... STAY on solid ground. As he lent his back in assisting uprighting me one of the grader drivers laughed ... "lost count" of the number of bikes he had picked up over the past week. So it was "thank you" and off I went again. Graham and I had agreed that we would only stop every 100 kms as we had to cover big distances that day, so we laughed about it under the shade of a river gum in a dry creek bed an hour or so later. I always new he was not far ahead as the sight of the dust carries for kilometers.

We pushed on, continuing to perfect our skills at and counting our luck passing road trains. We also came to regard the professionalism of these drivers once we understood that the left and the right side of the track no longer applied when overtaking them ... they move to the down wind edge to allow you to pass ... the only way it could work really. It was now a sprint for a warm bed and a cold beer at Cameron Corner and nothing was to stand in our way ... or so we thought. A flat tyre just on dusk an hour or so west of Cameron Corner saw us setting camp and enjoying the vastness of the western sky ready to press on at first light.

But it was not to be. Tyre repair was one thing ... but a collapsed wheel bearing was an entirely different league. This is another story for another day, but the upshot was that Graham rode close to 1000kms in resolving the problem that day.

During the course of that day, over the horizon came the Queensland knights in shining helmets. 3 of them, fellow riders, one of whom had a spare wheel bearing in his kit. I had many spares ... but I didn't have a wheel bearing. And so it was ... within 20 minutes I was up and running again and my saviours bided goodbye and off they went.

That was the way it was with this rally ... everyone helped each other ... no one ever rode past and no one ever left another rider stranded. In fact whilst I was packing our campsite along came Marcus and Ben on the KTM990s. We had been helping each other out all the way and whilst not riding "together" we basically shadowed each other for 2 weeks.

So we all headed for the pub, met up with the Queenslanders, drank beer, told stories and ate well. Graham arrived just on dark, absolutely buggered needless to say.

Starting to smell the pungency of the spinifex and feel the return of moisture to the air .....

**Alastair**