

# Tasmanian Motorcycle Trials Club inc.

(The most challenging motorcycle sport)



<b>President:</b> Chris Bayles	<b>First Aid:</b> Colin Woodberry, Fiona Munday
<b>Vice President:</b> Ken Hosking	<b>Life Members:</b> Neil Berne, Peter Lockhart, Peter Bayles
<b>Secretary:</b> Ian Gabbedy	<b>Publicity Officer:</b> Ian Pickering
<b>Treasurer:</b> Mick Luscombe	<b>Scrutineers:</b> Mike Amey, Nigel Munday
<b>Newsletter/web:</b> Samuel Lockhart	<b>Photographer:</b> Ashlee Silk
<b>Section Checkers:</b> Steve Harris, Neil Berne, Peter Lockhart, Kurt Pickering	
<b>Committee:</b> Neil Berne, Craig Ferrall, Nigel Munday, Peter Lockhart,	

## May and June 2017

### Presidents Report

Hello girls and boys. It's that time of month again for the newsletter. Let me just say well done to Samuel Lockhart for continuing this newsletter even though he has missed the last few events.

The trials at Royal George was a very good and successful event, the scores were possibly a little low across all grades but I think it's good to have a trial at a lower level every now and then. It keeps the mind and concentration on target with the pressure of there being no room for a simple error or mistake. Well done to everyone that rode, we were blessed with the weather, couldn't have asked for a better day I don't think. It's so good to see new members still turning up mid-year, we hope you enjoyed your trials and that you feel like coming to the next event.

I think B grade is great at the moment seeing a close competition between a number of riders. Jordan and Dylan definitely have a good battle going in A grade too, they will be close in championship points I reckon. Well done to the section setters and to every member of the club for helping pack up at the end of the day, it's makes it so much easier, we have a really good routine going on at the end of events. Thank you all again. I do have a confession to make. You will all be pleased to know that I have already run the tape for the next trials, section one is already set somewhere between the Conara turn off and the Epping Forrest road house, this section only applies for all riders north of Campbell Town. You are probably thinking what the hell am I talking about? So I left the last trials all packed up, picking up the club signs on the way home. The trailer was all good at Avoca and then when Dylan and I stopped at Epping Forrest to say see you to the Luscombe family, we realised that the side wing was open on the trailer. First thoughts were shit the de-fib!!! Luckily it was still in there. Not one bit of tape survived though? It's somewhere up the highway, a club member has picked some up through the week, thank you. So keep your eye out for section one northern people, the section is on the side of the Midlands Highway. Note to self, double check latches on the trailer.

Not much other news other than good luck to all going on the Brass Monkey ride, well done to the Mead family for hosting the club again for a fantastic weekend.

Everyone is gearing up for the Aussies, it will be a good trials week in South Australia.

I'm currently on my way to Sydney for a weekend of training with Kyle and to ride a trials, looking forward to training and getting motivated for TdN.

Keep your eye in the trials Facebook page for up and coming events.

Regards,  
Chris Bayles.

### Carnarvon wrap up

Um. Well I wasn't there, I had all my possessions in boxes while we moved house, but from all reports it was a great trial with no hurricane force winds like last year. The score sheet was uploaded to Facebook but wasn't quite right, so a corrected version has been included in this newsletter. I'm endeavouring to make the scoring system easier to use, if there's any Access or Excel wizards out there, please get in touch. You won't get paid for your services but you'll get a warm fuzzy feeling for volunteering, and at the end of the day, that's all you need.

## Royal George wrap up.

Now this event is one I'm annoyed about missing, but other things sometimes take priority. I love Royal George, it's a beautiful venue and there's some great rocks. Thankfully, Ian Pickering has done my job for me and knocked out a report. Thanks Ian!

We arrived at Royal George a couple of months earlier this year. It made all the difference, it was warm and dry and sunny day.

Seven sections had been set over two days by two different teams. Chris and Dylan Bayles and Mick Luscombe the week before and Paul and Ellie-May Evans and Ian Pickering the day before the trial. Volunteers were a bit hard to find for this trial, please make an effort to assist with the setting of trials for the rest of the year. With enough volunteers, it is good fun thinking of lines to set for the trial. We can complete the sections early and have a practice in the vicinity afterwards. Without enough volunteers, it puts too much pressure on those who do help.

Section 1 (Ayers Rock) had some new lines set, if you could get this section sorted it definitely helped you do well. In C Grade Mike Travica took the large entry rock full on, while Shane Bayes used the extraordinary grip on the rock to ride across the face of the rock. Both got a good result, shows there are usually several lines to consider in a section. Ian Pickering slumped out on the log and went over the bars here. He could have nearly called it planking, the get off was so slow. This was later traced to a sticking rear brake. The first time Mike attacked the double step rock, he got out of shape and ended up way off line riding on the very edge of the rock with a 2m drop off. Trying desperately to turn back to the left and get back on line, his life flashed before his eyes.

Section 2 (The Sleeper) was reasonably easy, but still grabbed some points from the riders. It is usually the "easy" turns that can catch you out as you don't focus on executing them.

Section 3 (Evans Equaliser) had a big rock followed by a second large rock for Chris Bayles, both had Chris' full attention. B Grade and C+ both lost several points here too. Surprisingly the C+ podium lost the most points, I wonder why?

Section 4 (Toni's Teaser) was new and on a steep sandy slope. Momentum was your friend, if you stopped you could have trouble starting moving again. A challenge for most of the grades but C Grade found it easy. A big cheer for Ken Hosking who finally figured out how to get grip around the back of the rock, albeit after the trial had finished. The slope after the exit gate was so slippery, it claimed a couple of riders outside of the section. Dylan Bayles dislodged a rock here, which rolled down and hit Jordan Perkins' bike knocking it over.. STRIKE ! Dylan, this is Trials, not Ten Pin Bowling.

Section 5 (Mick's Marbles) was at the top of the track, it mainly involved low rounded rocks in awkward sequences. It did not cause too many issues except for Clubman. You had to take advantage of all the room you are allowed to make the turns possible in this section.

Section 6 (The Breather) was well ridden by all grades and was a bit of a breather prior to Section 7 that would decide the trial.

Section 7 (Total Control) claimed points from all of the grades, not huge but enough to separate the riders. It was tight and needed good control. I saw both Woodhouses' clean it. In C+ there was a tight turn followed by a tricky descent towards the exit. Some riders were hopping to relieve the tightness, others just riding it... as it was possible. C Grade had a loose climb on the way in and then a tight turn after squeezing between 2 rocks, some riders had to take a foot off one footpeg to get through. All the place getters did well on this section.

Because of the good section setting and the pleasant weather everyone enjoyed the day, Mick Luscombe can hardly wait for a whole year before we ride there again!

PS Bring an observer if you can to the next trial as we only had three observers at Royal George.

## **Next State Round Events**

We're deep into winter, so watch the ice on the roads as you head to Lovely Banks Road, Melton Mowbray on the 16<sup>th</sup> of July. I'll be there, and I am a drawcard for many reasons, so make sure you come along too.

Southern members are setting this on the 2<sup>nd</sup> of July from 10.30am, with the intention of having a ride after the event.

### **Training by Chris**

Speaking of Southern Tasmania, there's a tentative date set for a trials training day run by Chris Bayles for Southern riders on the 15<sup>th</sup> of July, the day prior to the Melton Mowbray trial. Chris is doing this to help us regular people get a little bit better at our sport, and to raise funds for the Australian TdN team. There is a cost of \$60 per rider for some excellent tuition, get in touch with Ken Hosking if you're interested.

## **The Brass Monkey Ride 2017 (The Extreme Enjoyment Ride)**

### **Ian Pickering**

We arrived at Mead Lodge in Moina around 09:30am on Saturday morning to a cool morning with snow on the ground. That's why we call it the Brass Monkey Ride! Apparently one of the parents had to explain what a brass monkey was to one of their children – there is an educational conversation for you. Well I have decided to rename it "The Extreme Enjoyment Ride"

Most people arrived on time except for a lone straggler. Neil Berne... who said he was not far away when phoned up. but did not arrive for another 30 mins. Ha ha. You should get Neil to tell you about the time he was late for the Spirit of Tasmania ...he told the booking office he was only 5 minutes away, while he was actually travelling through Westbury at least 40 minutes away...

We gathered all the riders together and explained the plans for the next 2 days:

- An explanation of the Corner Man System – so we don't lose anyone
- A 6 hour ride with refuel on Saturday
- A Christmas in Winter Feast on Saturday night
- A Beer tasting presentation by qualified brewer Ian Gabbedy
- Tall tale telling for the rest of the evening
- A 4 Hour ride on Sunday
- Lunch consisting of the leftover mains and deserts (Yum)
- Clean up the Moina Lodge
- Drive Home

There had been a couple of weekends work completed prior to the Moina Extreme Enjoyment Ride by Tim and Club Members to make sure the tracks were clear of major blockages.

So off we went at 10:15am with Tim Mead as Lead Rider. In charge of selecting the tracks and allocating corner men to the corners or track hazards. The snow was laying on the ground and in the leaves of the trees, it was very picturesque. We had hardly gone 100m before John Denison flipped his bike and lost the rear guard. Some mumbled excuse involving the lanyard kill switch was given. it sounded farfetched to me, truth can be stranger than fiction.

The 2m high man ferns with drooping fronds were spectacular in my opinion. However, Tim Mead at the front of the ride was the one who had to push past these fronds and had 10cm of snow on his shoulders by the time we got to Dove River, he looked (and felt) like a snowman.

We had one retirement from our riding group on this first ride down to the Dove River. Connor Evans found out how slippery the conditions were, and needed to take his bike back to the lodge after quite a tumble. Luckily Connor did not get injured.

Samuel Evans had the important role of Sweep in the corner an system. The sweep makes sure no one is left behind, so when he arrived he helped sort out what to do and we all waited at the Dove River until he arrived and we knew how many riders would continue.

While at the Dove River Dylan and Jordan could not help themselves and went playing in the water. They found the rounded rocks hard to get grip on, but succeeded in riding rock in the river. Then it was the climb up and out of the Dove, which after 23 bikes on the way down was now slippery on the way up. At least Harvey Wynne had a bike that was capable of climbing a hill this year. It was a close call a couple of years ago, when he had a little Montesa 123. They both made hard work of the climb and I did not know which one was going to expire first.

Tim had cleared a new track that we turned off onto to cut across to another good track that went down to Lake Cethana. While travelling along this track we were crossing creeks and ducking under branches and fronds. Then we had another issue that the bush mechanics had to solve before we could continue. Chloe Bayles had her back brake stick on, making the bike very hard to ride! Dylan Bayles and Matt Woodhouse adjusted some free play into the pedal and a short time later we were off again.

The tracks were fantastic, we were all having a ball. We got down to the lake for a rest and then I noticed a Bultaco was being worked on... no spark. This could be quite complicated and the Bultaco is no lightweight to tow back up the hill! The problem was soon traced to a broken wire, which was then fixed and then fixed again about 200m up the track. Technically that is 2 breakdowns in my book. While this was happening most of us refuelled as we had covered 20km so far.

The ride to the top of the hill is one of the better tracks, it goes on and on. I think it is called the 5 Mile Rise, that gives you some idea of how big these hills are at Moina. This leads to a spot above the lake with a picture perfect view over the valley and the lake, where we all stopped for a photo opportunity.

Then it was back down to the bottom of the lake on a logging road, mostly in neutral for 3km and we all met up down at the lake again. Some chocolate and a drink and we were off on the final leg up the old Van Diemens Land Track that used to join Sheffield to Smithton. Another great track that kept you looking for the next line to take. We all got to the top and soon had the short transport to the Lodge completed.

We arrived back at the shack around 4pm in time to get a hot shower and get cleaned up prior to the Christmas in Winter Feast and the much-anticipated BEER TASTING. When Neil Berne arrived back to the main area after a shower – no one recognised him as he felt and looked like a new man!

The Ladies had been to Cradle Mountain during the day and got their car all the way to Dove Lake. They had still found time to get the turkeys in the oven, the spuds cooking, the casseroles, the ham carved and chickens heated up. We were in for a feast!

After main course we were treated to a BEER TASTING by Ian Gabbedy. It was very interesting to try 6 types of beers, wheat beer, lager beer, malt beer, etc and find out what made them different. We learned the best beer is fresh, kept in the fridge and out of sunlight. Ian did pass on a tip on how to avoid being bloated by some beer types. If you come next year I am sure he will run another BEER TASTING presentation and share it with you. I think we should bring some "Mystery Beers" along next year and see if Ian can identify them. Yes, it is true that Ian has to taste beer for his job... but he tells us it is quite hard to do...

Then all the DESERTS came out – WOW which one to try first?? The problem is they are all of such a high standard – they are everyone's favourite deserts! Oh well I had to take one for the team and try several of them, yum yum.

Matt Woodhouse ran a raffle for some motorcycle related products that his business had donated to raise funds to help Chris Bayles represent us at the TdN, and many tickets were sold. This raffle will continue at the next trial. That night we spent some time playing 8 ball, listening to vinyl records, sitting around the huge log fire, telling even huger stories and having a couple of drinks.

Next morning it was bacon and eggs for breakfast or toast if you preferred. Tim Mead and Melissa Evans were cooking up a storm and everyone was fed and ready to ride by 10am.

Tim had a real treat in store for us with a new track that climbed from the Forth River all the way back up to Moina. On the way, Nigel Munday's Sherco had a front brake lock on, due to insufficient freeplay. Tisk Tsk Tsk Nigel, I am speechless!

Back to the track, hair pin turns, ruts, logs to jumps, leaves wiping across your face at critical moments. vThen after we got to the top the fun was not over as we followed Tim in a roundabout way down the most slippery red dirt track... pick a rut, slide down and hang on. We went across a 30m wide river and up the slippery bank after it. What an awesome track! Finally, we got to the Bald Hill Track down to the base of Lake Gairdner. This was quite a handful, I think it is harder going down it than when we went up it a couple of years ago. There were plenty of cautionary dabs going down.

At the bottom of Bald Hill Dylan Bayles suffered a punctured tyre, but there was nothing to do but ride it home on the flat tyre.

We all arrived back at the Moina Lodge and packed the bikes away. This was then followed by cleaning up the rest of the food, 30% main course / 70% DESERT... just right.

Thanks to everyone who provided their share of the food, the ones who helped in the kitchen, and cleaned up the shack after the event. To the people who cleared the tracks and to Tim & Vonette Mead and family for inviting us to their shack every year.

Next year will be the 5<sup>th</sup> year and we will have to make it a special one – stay tuned.

Gossip from the Moina Ride - I am told that Captain Sherco (Nigel Munday) had his front brake lock on heading down the bitumen towards Lake Cethana, which in turn shot The Captain off the road down a 40 foot down a cliff! Any how a 16-year-old girl on a Gas Gas saved the day by riding down the steep incline and saved The Captain who would have surely perished. The mystery Gas Gas girl also explained to Nigel how to adjust the brake of the Sherco, so Nigel could continue on his way. (The story provided by a TdN sponsor and may contain some shreds of truth)

Now some people think that I take some sort of twisted pleasure out of gathering the data and getting photographic evidence for the award below.....I can assure you that you are correct (evil laugh....Ha Ha HA)

Manufactures Award – Moina Reliability Trial

Goes to ,,,,,,,,Ta Ta Ta Da Da Da DAAAAAAAAA

1<sup>st</sup> Gas Gas: 1 Retirement, 1 rear brake lockup, 1 missing rear guard, 1 flat tyre & exhaust attached with wire (Connor Evans, Chloe Bayles, John Denison, Dylan Bayles)

2<sup>nd</sup> Bultaco: 1 spark issue, but the bike stopped twice with it. (Kurt Pickering)

3<sup>rd</sup> Sherco: 1 Front Brake lockup (Nigel Munday)

Havey Wynnes' Montesa 200 gets an honourable mention for flooding and then having the throttle stick in the fully open position. Brave Harvey then pulled the sparkplug lead off with a wet glove! Now that would have to get your attention.

Please note –

1. No Ossa's were harmed in the running of this event.
2. The fewer people who appear on this list, the less fun we have had.
3. Make sure your maintenance is up to scratch next year if you don't want to make "The List"











Samuel Evans

YESTERDAY AT 6:20 PM



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VENUE: Carnarvon

DATE: 21/05/2017

Expert	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Chris Bayles	18	9	15	9	15	0	0	66	Gas Gas	1

A Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Dylan Bayles	27	31	29	31	0	0	0	118	Gas Gas	1
Jordan Perkins	24	31	35	35	0	0	0	125	Sherco	2

B Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Matt Woodhouse	12	7	4	8	5	0	0	36	Beta	1
Daniel Fenton	16	12	8	10	6	0	0	52	Beta	2
Peter Lockhart	18	15	12	6	4	0	0	55	Gas Gas	3
Josh Lockhart	17	14	13	4	11	0	0	59	Gas Gas	4
Kurt Pickering	22	19	17	16	15	0	0	89	Honda	5
Josh Malcolm	23	25	25	21	16	0	0	110	Sherco	6

C+ Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Ian Pickering	7	3	2	1	2	0	0	15	Ossa	1
Tom Woodhouse	13	1	2	5	1	0	0	22	Beta	2
Mick Luscombe	8	5	3	2	4	0	0	22	Sherco	3
Nigel Munday	9	6	2	6	5	0	0	28	Sherco	4
Ken Hosking	10	7	4	6	2	0	0	29	Beta	5
Josh Statton	8	8	7	5	3	0	0	31	Gas Gas	6
Brooke Lendvay	14	3	6	7	4	0	0	34	Sherco	7
Nobby Gabbedy	13	9	4	4	5	0	0	35	Gas Gas	8
John Dennison	7	9	10	5	5	0	0	36	Gas Gas	9
Mike Hull	11	15	7	13	17	0	0	63	Gas Gas	10

C Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Mike Travica	2	0	0	0	1	0	0	3	Sherco	1
Shane Bayes	0	1	2	0	1	0	0	4	Beta	2
Ian Gabbedy	1	0	1	2	3	0	0	7	Beta	3
Connor Evans	7	0	5	1	0	0	0	13	Beta	4
David Catt	7	6	1	1	3	0	0	18	Sherco	5
Anton Rosenzweig	12	11	2	0	2	0	0	27	Sherco	6
Bob Perkins	10	7	7	2	1	0	0	27	Sherco	7
Will Thornbury	1	10	8	6	2	0	0	27	Sherco	8
Samuel Evans	6	10	6	9	2	0	0	33	Gas Gas	9
Bryce Costello	12	4	4	10	8	0	0	38	Beta	10
Darren McCallum	16	8	8	10	6	0	0	48	Gas Gas	11
Simon Langworthy	16	13	7	5	11	0	0	52	Gas Gas	12
Phoebe Woodhouse	20	13	13	8	5	0	0	59	Beta	13
Chad Talbot	16	15	15	12	9	0	0	67	Beta	14
Terry Wilcox	20	15	13	14	8	0	0	70	Beta	15

Twin Shock	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Harvey Wynne	11	11	9	8	11	0	0	50	Montesa	1

Clubman	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Michael Spratt	0	2	5	2	0	0	0	9	Scorpa	1
David Quinn	2	0	2	1	8	0	0	13	Beta	2
Curtis Mead	3	1	5	4	6	0	0	19	Gas Gas	3
Chloe Bayles	3	4	0	9	3	0	0	19	Gas Gas	4
Elliot Salter	4	5	5	3	3	0	0	20	Beta	5
Jack Salter	7	13	4	6	10	0	0	40	Gas Gas	6
Broc Gabbedy	16	8	11	18	11	0	0	64	Gas Gas	7
Ruby Statton	23	30	35	35	35	0	0	158	Gas Gas	8

Here's the fixed (I think and hope) Royal George results sheet. Again, sorry for any confusion.

**VENUE: Royal George**

**DATE: 18/06/2017**

Expert	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Chris Bayles	1	0	8	1	2	1	1	14	Gas Gas	1

A Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Dylan Bayles	0	1	3	11	5	4	4	28	Gas Gas	1
Jordan Perkins	0	1	9	15	10	9	14	58	Sherco	2

B Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Peter Lockhart	0	0	1	1	0	1	3	6	Gas Gas	1
Matt Woodhouse	0	1	1	1	0	3	3	9	Beta	2
Josh Lockhart	0	1	4	2	2	1	9	19	Gas Gas	3
Daniel Fenton	1	0	11	3	4	6	14	39	Beta	4
Kurt Pickering	1	0	19	11	1	3	13	48	TY175	5
Mike Amey	0	3	14	10	6	6	19	58	Sherco	6
Josh Malcolm	1	7	14	12	9	13	17	73	Sherco	7

C+ Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Tom Woodhouse	1	0	3	0	0	1	1	6	Beta	1
Nigel Munday	5	0	5	0	0	1	0	11	Sherco	2
Mick Luscombe	2	0	3	4	2	0	6	17	Sherco	3
Ian Pickering	5	0	1	3	0	2	8	19	Ossa	4
John Dennison	5	1	1	5	0	6	4	22	Gas Gas	5
Nobby Gabbedy	0	0	0	9	0	2	17	28	Gas Gas	6
Josh Statton	2	1	0	8	1	6	11	29	Gas Gas	7
Mike Hull	0	1	5	6	6	0	13	31	Gas Gas	8
Ken Hosking	8	1	3	17	2	5	10	46	Beta	9
Zak Lunn	8	5	8	13	3	11	14	62		10

C Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Mike Travica	5	0	0	0	0	0	0	5	Sherco	1
Shane Bayes	1	0	2	0	0	0	2	5	Beta	2
David Catt	4	0	0	0	1	1	0	6	Sherco	3
Anton Rosenzweig	2	3	1	0	0	1	1	8	Sherco	4
Andrew Rouse	4	0	2	0	0	1	1	8	Beta	5
Ian Gabbedy	5	0	2	0	1	0	5	13	Beta	6
Connor Evans	7	2	1	0	0	5	5	20	Gas Gas	7
Will Thornbury	4	1	0	0	7	0	9	21	Sherco	8
Bob Perkins	1	0	5	0	2	5	11	24	Sherco	9
Bryce Costello	12	0	6	0	3	0	4	25	Beta	10
Craig Ferrall	6	0	10	0	6	0	10	32	Gas Gas	11
Oscar Healey	15	3	3	3	4	3	8	39	Sherco	12
Samuel Evans	11	2	14	0	2	3	8	40	Gas Gas	13
Paul Evans	13	2	5	0	11	3	10	44	Gas Gas	14

Twin Shock	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING

Clubman	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Michael Spratt	0	0	2	0	0	0	1	3	Scorpa	1
Elliott Salter	0	0	10	1	20	2	5	38	Gas Gas	2
Jack Salter	0	5	8	5	10	0	15	43	Gas Gas	3
Broc Gabbedy	0	0	17	0	13	2	12	44	Gas Gas	4

Junior	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Ruby Statton	11	6	7	0	0	0	0	24	Gas Gas	1
Violet Statton	11	3	9	17	0	0	0	40	Oset	2

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# Tasmanian Moto Trials Club

[www.tastrials.org.au](http://www.tastrials.org.au)

## State Rounds and Tasmanian Titles dates

- February 5th – Section setting, Mole Creek
- February 12th – Round 1, Mole Creek (NW)
- March 4th (and if required, 5th) – Section setting for Tasmanian Titles, Mt Joy
- March 11th and 12th – Tasmanian Titles, Mt Joy (N)
- April 2nd – Section setting, come and try day, Jericho
- April 9th – Round 2, Jericho (S)
- May 7th – Committee meeting, Come and Try Day – Penguin (see Facebook for more details)
- May 14th – Section setting, Carnarvon
- May 21st – Round 3, Carnarvon (N)
- June 11th – Section setting, Royal George
- June 18th – Round 4, Royal George (N)
- July 9th – Section setting, Melton Mowbray
- July 16th – Round 5, Melton Mowbray (S)
- August 6th -Section setting and come and try day, Mt Joy
- August 13th- Round 6, Mt Joy (N)
- August 19th and 20th – Victorian Championships
- August 27th – Committee meeting, Southern Tasmania (TBA)
- September 10th – Section setting, Oatlands
- September 17th – Round 7, Oatlands (S)
- September 30th and October 1st – Australian Titles, Menglers Hill, South Australia
- October 8th – Section setting, come and try day, Dilston
- October 15th – Round 8, Dilston (N)
- November 12th – Section setting, Melrose
- November 19th – Round 9, Melrose (NW)

The Christmas Dinner will be held in the North West, date and location to be confirmed later in the year.