

Tasmanian Motorcycle Trials Club inc.

(The most challenging motorcycle sport)

President: Chris Bayles	First Aid: Fiona Munday, Helen Statton
Vice President: Ken Hosking	Life Members: Neil Berne, Peter Lockhart, Peter Bayles
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Newsletter/web: Samuel Lockhart	Photographer: Ashlee Lockhart
Committee: Neil Berne, Daniel Fenton, Craig Ferrall, Ian Gabbedy, Nobby Gabbedy, Ashlee Lockhart, Peter Lockhart	
Section Checkers: Nigel Munday, Nobby Gabbedy, Peter Lockhart, Kurt Pickering	



October 2018

President's Report

Hello all.

What an eventful month the past month has been. A few club members took off for TDN the day after the Melton Mowbray trials. Then a large number of our riders made the trip to Victoria for the trials week. Once that was done a hand full of riders crossed the ditch and rode the New Zealand championship (Tommy Woodhouse being an Oceania member). Things have been full on for club members that's for sure. I won't say too much about it because I'm sure there is going to be reports further on in this newsletter. One thing I would like to say is that I'm proud and excited to see some really good results coming home for riders after all of these interstate events. Well done club, the mainland won't like us coming home with their trophies lol.

Dilston trials was yet again another brilliant day. The weather was spot on. It's such a great spot to almost complete the year. It was a casual trials, the setting we went into with a very simple tactic of keep it simple and make them fun section. The sections went to plan looking back on how the results look. One grade was possibly a little simple but I don't think it hurts to have an easy trials every now and then. Thanks very much to the setters that took the time to come out spend part of their weekend running tape and building sections.

The event ran smooth and I would once again like to thank all the observers and the helpers who helped to pack up at the end of the day. A special mention has to go out to Toni Pickering for still making an appearance at the trials even though her two men were still galivanting in New Zealand. Well done Toni and on behalf of the club we thank you for still assisting with observer prizes, clickers and cards. I was good to sit at the end of the trials and run through the past events for the month. Safe to say there were a few good laughs and some exciting pieces of history made over the past month. I think we also all enjoyed stirring Woody up about his little traveling companion and new best friend.

The Aussie titles stuff is coming along, dates have been set and we are now in the process of chasing some sponsors. If you have any ideas on who you think would like to get involved as a sponsor, then please do not hesitate asking one of the committee members for some assistance on how to approach it all and get it happening. All is looking good so far. We have had quite a few people seeking info for the up and coming event, meaning people are excited. I have received calls and messages from WA, QLD and also NZ so far.

Anyways, that's probable enough from me. Looking forward to the next event. Should be a good finish to the year. Also if anyone has a request or idea on some fun activities to do on the Saturday of the X Mas break up then please shoot me your idea.

Regards, Baylesy

Fenton burns down the Woodhouse with a roasting at Dilston

Dilston's Wikipedia page needs some serious pumping up. It reads as follows:

"Dilston is a short drive north of Launceston and has a population of just 307."

Come on Dilston, talk it up a bit. You were home to one helluva good trials venue, then they ran a stinking great highway through the middle of it, now you're home to TWO fantastic trials venues. There's big rocks, there's sneaky-sniper-hiding-in-the-grass-ready-to-get-your-attention rocks, more rocks than you can shake a broken rotten stick from a log in section 7 at. And there's some leeches down at section 1, but they're cool and could be used in a specific medical situation if needed, which is unlikely because you're only about 15km from the Launceston General Hospital. But it's nice to know they're there to help, just in case.

Sections were great, and got better during the day. Leech County on section 1 now has the record for the widest ever start gate. Sections 2 and 3 had surprisingly high levels of grip on the steep banks once the top layers of bark, grass and crud were removed. There were great photo opportunities on section 4 for Expert and A grade, and young Millie managed to get a few dismount snaps here. I nearly cleaned up Nobby on section 5, sorry about that, the dead tree to the right of the rock pile was distracting. Section 6 was bumpy, tight and technical, especially for C grade, and section 7 broke away more and more as the day continued.

As the headline reads, which I totally wasn't told to write by one of the names mentioned in the text, the real battle was in B Grade. Having shunted Tom off to A Grade, Daniel only had to battle with one of the Woodhouse family, and he triumphantly triumphed over the guy who sells him bikes, beating Matt 28 to 34. Callum Millar was getting used to a new bike, a huge upgrade from his previous model, to take third.

Do the other grades even matter, now we know Daniel beat Matt? Yes, they do.

Chris won Expert. The clock is ticking, or tocking, or maybe Tom-ing? Speaking of which...

A Grade! A new contender has entered the ring, fresh from kicking arse at the Australian Titles AND winning the Oceanic Cup, Tom Woodhouse made his presence felt with a second place behind Dylan Bayles, just in front of Jordan Perkins. Interesting point to note, there were four A Grade riders and all four were on different brands of bikes. Vertigo, Beta, Sherco and Gas Gas. Cool!

C+ had low scores at the pointy end (probably because they didn't completely balls up their first lap like I did, my first and second cards looked like they belonged to different people) and included a tie. Zak Lunn lost just 3 points for the win. After scaring off the new rider, Nigel "what's your preference" Munday tied with Will Thornbury, but Will's willpower willed Will to second, 31 cleans to 30. Special mention to Bryce Caletti, who came along to his first competition in over 12 months and finished fourth, losing 10 points, both of which came from fives.

Mike Travica is holding off the rising challenge from the Hard Enduro guys. Mike finished first only two points ahead of Brennan McNeair. Peter Ingram-Jones kept the air cooled mono Monty steady for third place.

Welcome back Will! Will Ferrall jumped back on a bike and picked up third in Clubman. Broc Gabbedy rode around with Jack Salter, losing just five marks to Jack's nearly perfect ride with a loss of one. Watch out C grade, he's coming for you next.

There's some very close scores in the overall championship, which I can see and you can't because we don't publish it throughout the year. Maybe we should do that? Not to the extent of a stupid live championship ladder like MotoGP and F1 are addicted to, showing it every time an overtake happens, but just put it on the website and people can see at their leisure? Maybe it'll inspire someone for one final awesome crack in the last round, or keep someone in a grade for an extra round if they think they're going to get a trophy? Let us know what you think, it's not hard to do if you want it. Anyway, it's going to be very tight in a couple of grades and once the two worst rounds per rider are dropped it'll likely make it even closer.

Trials des Nations Daniel Fenton

Our TdN adventure started the Monday after the Melton Mowbray trial. By the time Chris, Jenna and myself got to the airport for our 5pm flight we were all exhausted from spending the day getting our bikes and gear ready for the Victorian and Aussie titles (we were booked on the boat the night after we got back!) 3 flights and a couple of hours in the minivan later we were at our accommodation in Sokolov which we would call home for the next week. After a look around the accommodation, a catch up with the rest of the team, it was dinner then bed for everyone.

Wednesday morning was spent getting the bikes out of the truck and starting the assembly process. We had 6 brand new bikes to prep, some as simple as just setting up for the rider and fitting a lanyard, some went as far as fitting high compression pistons, carbon reed valves and their choice of custom suspension. One individual was even seen attacking his brand new bike with a file! (only a farmer would do that, not mentioning names). It was all hands on deck with everyone chipping in to get the job done. After some lunch it was on to a nice training area the locals had let us in on. It had a mixture of big rocks, big hills, and big rocks in the big hills. We spent the afternoon getting the bikes dialled in ensuring every rider was comfortable.

Thursday morning began with the fun job of supermarket shopping. 11 people in a foreign supermarket with no one being able to speak or read the language was a challenge at times but we all made it out alive so we rewarded ourselves with another ride that afternoon. This was where I believe all the riders upped their game and pushed themselves to the limits in the heat (averaged around 26 degrees). Excellent progress was made and everyone left the session feeling pumped.

Friday was scrutineering and section walk day. We had 15 sections to check out over an approx. 5km loop. Luckily we could drive to/near most sections. It was now we realised how steep and technical the terrain would be. It was a rush back to the parc ferme for a late lunch and riders briefing before heading back to the supermarket for a restock before dinner.

Saturday! Qualification day! Everyone was eager for some bike time. After a warm up and the official practice run at the qualification section, we headed for the hills to get some riding done. It was chaos, with over 100 bikes all training in the one area. We managed to find some good little spots to get some basic practice in before heading down to the creek for a brush up on water riding, as section 2 and 14 were both creek sections with "slippery-er than Scotland rocks" as quoted by Kyle and Chris. It was then time to get ready for qualification. This year a 2 rider format was run, with the best time counted. Our qualifiers were Chris and Kyle for the boys, and Michelle and Jenna for the girls. Kyle was the first Aussie into qualifying and set an impressive time with a clean run. Chris had nothing to lose and everything to gain so he attacked the course as hard and as fast as he could. He managed to keep it clean and also beat Kyles time, and sat on the red bull top qualifier chair for a period of time. In the end the boys were 3rd in qualifying. Solid effort. After some waiting finally it was the girls turn. Kristie was up first and was looking smooth until an uncharacteristic foot down around half way through. She kept her composure and finished the section strong. Michelle was next and rode really well but a little mistake meant she also footed. The girls qualified in 8th which would actually prove to be an advantage.

Sunday rolled around and so did the rain. It didn't stop all day! The boys were off first with the girls around 20 minutes behind them. Although it rained all day, the soil stayed fairly fluffy and didn't really turn to boggy mud, but it made the rocks and roots like ice, so just getting through the sections for all levels was a challenge. The loop was made up of section 1 near Parc ferme which was more like an X trial section, section 2 was a short transport ride away up a walking track and across the road and could be found in the creek with section 3 just above it on the hill, section 4 and 5 were a small trail ride up and around the hillside, before crossing the road again where section 6 could be found. This is where the trail got interesting. A massive hill between 6 and 7 was near impossible to ride up and it was a team effort each lap just to get all the riders and minders bikes up! Section 8 and 9 were also steep, with another short trail ride along the hill where section 10,11,12 and 13 were all quite close and even steeper! We then dropped onto the road and transported back towards Parc for another creek section. Section 15 was the qualifying section and the end of the lap. Times were extremely tight (you only get a certain amount of time to complete each lap) and the lines were often 10 +riders deep with plenty of pushing in happening. The girls pushed really hard at the end of lap, finishing the last section with seconds to spare avoiding any time penalties. The boys weren't so lucky and copped a 6 point penalty.

Lap 2 for both genders was all about survival and avoiding 5's, as clean rides were very hard to come by. Both teams gave it their all and ended the day with the girls in 8th and the boys in 6th. This is where the fun began. 3 pressure cleaners, 150 + bikes and a long wait in the freezing cold. Once the bikes had been pressure cleaned we had to strip down all 6 competition bikes and have them absolutely spotlessly clean ready to come back to Australia. Not a trace of dirt can be found or there is a risk of the bike being destroyed. The weather took a turn for the worst and absolutely bucketed down during this process, which made it heaps more fun...NOT. At one point I was using my whole body weight to stop our quick shades getting blown away. Team Gas Gas and Beta both lost their trucks awnings to the wind. It was crazy! And to top it off when we finally (it was now around 7:30pm and dark) got back to the accommodation the power was out! So a quick shower and off to the next town to find somewhere to eat dinner and celebrate a good event. After dinner we travelled back to the rooms and went to bed. That last line may be a lie, but you will never know!

The next morning was a quick pack of the bags and a 2 hour drive back to Prague to the airport, with half the team flying out at 2pm, the other half (including us Tassie people) at 9pm, so a lot of sitting around waiting for us! I think our programme for the way home was 10 hour wait, 6 hour flight, 6 hour wait, 14 hour flight, 2 hour wait, 1 hour flight. We arrived back in Tassie on Wednesday morning tired, but stoked to move onto week 3 and 4 of our Trials month.

I must say from a minders point of view it was a massive eye opener for me to see a world class event and be apart of it. It was far from a holiday and we were kept busy a lot of the time but I enjoyed every minute of it, making some great new friends along the way. It all wouldn't have been possible without the continued support of our local and interstate trials communities, so from us, thank you all very much!

Australian Titles

This newsletter is getting huge so I'll keep it fairly brief. From a spectator's point of view, Sedgwick would be much better on a bike. The hill was huge, the sections were huge, but it was a very well run event and no doubt plenty of ideas from there will make their way to our own Australian Titles in 2019.

Chris finished fourth in Open Solo. Open Solo had some seriously big gear in it, of course photos don't do it justice but there were plenty of fiascos (channeling my inner World Trials commentator there) for all riders.

Tom Woodhouse added Australian Junior Champion to his resume, Will Thornbury finished 8th in the same grade.

Jenna Lupo finished 5th in Womens, up against some very stiff competition.

Matt Woodhouse finished 6th in Vets 40-55, and it was pretty tight, only 8 points separated the top six. In another close grade, Peter Lockhart finished second in Vets 55+. Nigel Munday and Ian Pickering finished 19th and 20th respectively.

Kurt Pickering dominated on the SWM and became Australian Twin Shock Champion.

Jordan Perkins did a great job to become the Australian Youth Champion.

Daniel Fenton stepped up to Open Solo 2 and finished 6th.

As Chris mentioned, now we're preparing for the Aussies at the Joy next year. These things cost money, money comes from sponsors, and that's where we need you. If you can snag a sponsor, that'd be great. Find out if they're interested to be the naming rights sponsor, sponsor of a grade or of a section, grab their details and pass them on to the club or grab a committee member and ask for a hand if you're not sure. Every bit of cash helps.

Oceanic Cup part 1 Tom Woodhouse

Howdy all. The following is a bit of a run down all the recent 3 day NZ trial. Both Pickerings and Ken all managed to catch all their planes, unlike myself and the old mate haha. After finally getting to the sheep land we all finally got to have a squirt on the trials bikes. Day 1 went well for everyone expect Ken and Matt because Kens knee broke down like Matt's bike, but it was a highlight to Australia winning the first day of competition. Day 2 started with all riders raring to go but minus Ken due to injury, by end of the day the Kiwis came out on top making it a showdown for the following day. Day 3 took us to a third new site with the usual mix of creeks, slippery rocks and dirt hill climbs. Half way through the day Australia and NZ were

basically tied on points, it came down to the last few sections with the experts going point for point. Luckily we came away with the win giving us the 2018 Oceania title. All riders got on well and hoping to see a good number of Kiwi riders next year at the Mt Joy Australian Title. Cheers all, Matt and Tom.

2018 Oceania and New Zealand Trials Championships Part 2

Ken Hosking

Banks Peninsular in the south island of New Zealand is a sizeable volcanic outcrop that, when active long ago, contained two large shield volcanoes. Over time, both of these volcanoes were breached by the sea to form calderas. One of the calderas, immediately to the south of Christchurch and now accessed from the city by several passes and a road tunnel, is now known as Lyttelton Harbour (Whakaraupo in the Maori language). The other is Akaroa Harbour, further to the south.

The local trials club, Pioneer Motorcycle Club, based in Christchurch, has used areas of Banks Peninsular for many decades for trials events, and there are also numerous friendly farmers who host informal trials practices. The region offers a diverse range of trials challenges, including rocky outcrops, rocky (and slippery) streams, boggy areas and endless hill climbs.

When Pioneer won the right to hold the 2018 Oceania and New Zealand Trials Championships, it was decided to use three separate properties on Banks Peninsular over the three days of the trial. The substantial job of setting 12 sections on each of three separate properties was undertaken by numerous Pioneer members headed by the organiser Derek Scott.

With the event being an Oceania Competition, a number of Australian riders made their way to the Shaky Isle. The official Australian team comprised Kevin Zarczynski (Gas Gas) (Open Solo), Matt Woodhouse (Scorpa 125) (Junior) and Sarah Chivers (Gas Gas 250) (Women).

The New Zealand team comprised Jules Huguenin (Gas Gas 300) (Open Solo), Daniel Herbert (Beta 125) (Junior) and Hannah Rushworth (Beta 125) (Women)

Other Australian riders who also participated were Ian Pickering (Serco 250) (Tasmania), Kurt Pickering (Honda TLR 200), Matt Woodhouse (Beta 300) and Ken Hosking (Beta 250).

Practise day of the Friday preceding the event was held at Kaituna, yet another valley in Banks Peninsula with slippery rocks, grassy climbs and the odd patch of bog to catch the unwary.

The scoring system used for the NZ Championships and the Oceania competition is different from that used in Australia as each day of the three days is treated as an individual event.

Day 1, at Living Springs, with its picturesque views over Lyttelton Harbour included steep hillsides, slippery rocks and a little mud. It would be fair to say that the conditions were quite unlike that experienced in the majority of Australian trials, but the

On day 1, Kevin Zarczynski won the open solo grade from Jules Huguenin. Tom Woodhouse was ahead of Daniel Herbert and Hannah Rushworth was ahead of Sarah Chivers. Australia 2 points, New Zealand 1.

Day 2, at Mandalay Farm, accessed as for Kaituna and the third day venue from the road to Akaroa, featured slippery rocks, gullies with streams and overhanging vegetation and the occasional section open to the sun on a hot sunny day.

Jules Huguenin took the win from Kevin Zarczynski in open solo. Tom Woodhouse headed off Daniel Herbert again and Hannah Rushworth finished ahead of Sarah Chivers. Australia 1 point, New Zealand 2.

Clearly it was all on for day 3 in the Oceania contest. Meanwhile, our own Kurt Pickering had been having the ride of his life on a borrowed Honda TLR 200, leading both the Twin Shock and Sportsmans Grade from Paul Jackson. Matt Woodhouse suffered from bike problems on day 1, but managed to complete the day and enter day 2 with a fully functioning bike and in a position to challenge the leaders in the Intermediate Grade (similar to our B Grade). Ian Pickering was riding well in the Clubman grade (C/C+) in Tasmanian terms. As for me, a fall in my second section on day 1 caused me to retire with a twisted knee, later diagnosed as having torn Medial and Cruciate ligaments.

Day 3 was held at Graylees Road, a venue featuring more slippery rocks, streams and dry, steep climbs.

Kevin Zarczynski later described his ride as one of the best in his career as he took the win in open solo from Matt Foster who finished ahead of Jules Huguenin. In the Junior Grade, NZ's Daniel Herbert finished ahead of Tom Woodhouse to add a point for NZ, but Sarah Chivers found her form to finish ahead of Hannah Rushworth to make it a 2:1 point score for Australia and an overall victory in the Oceania competition.

In the Championship grades, Kevin Zarczynski took the New Zealand Championship and the New Zealand Experts Title. Tom Woodhouse was second in the Intermediate Grade and Sarah Chivers was second in the Women's Grade.

Kurt Pickering won the New Zealand Twin Shock Championship as well as the Sportsman's Grade.

Matt Woodhouse finished 7th in the well populated Intermediate Grade and Ian Pickering finished 6th in the Clubman Grade. All in all, it was an excellent result for Australia in taking out the Oceania win and for Tasmania. It seems likely that there will be a number of New Zealanders looking to attend the 2019 Championships at Mt Joy.

Finally, on behalf of TMTC, congratulations to the Pioneer Motorcycle Club for presenting a magnificently well organised trial and for being as friendly and welcoming to our club members and to the other Australian who attended the event. It is an appropriate time for those in the club who might be in a position to offer a trials bike to a visiting Kiwi next year to consider letting the Committee know. Our members were well supported in NZ and it would be great to see this be the case in 2019.

Photos of the event are available here, courtesy of Peter Barnett:

<https://www.flickr.com/photos/nzpeterb/albums/with/72157696939161140>

Christmas Dinner

It's getting near that time of year again, and it's the Southerners turn to organise it. Ashlee has done some work and booked Coast to Coast The Golden Roast and they'll be serving a feast on the 8th of December at Mt Joy. The menu will consist of 3 different types of meat (roast beef, roast lamb, hot ham), a selection of salads and vegetables, hot roast spuds and dessert (French vanilla cheesecake, fresh fruit salad, pavlova, chocolate mud cake, all served with fresh cream). Prices are as follows:

\$27.90 per adult
Half price for kids under ten
Kids under 4 free.

If you're intending on coming, let Ashlee know via Facebook, email (photography@tastrials.org.au), in person, or through the TMTC Facebook page. She'll need to know how many of you are coming.

Next State Round events

Alyssa Milano and Andrew Shue will not be in attendance, and neither will producer Aaron Spelling, because it's at Melrose, not Melrose Place, our next event is not in an American soap opera.

Melrose, last round (wow, where has the year gone) of the season, where there's creeks, almost rainforest and a high likelihood of a lot of sun so bring some shade and some sunscreen. Section setting will be weekend prior, with the event itself on the 18th of November.

SMS Alerts

A bunch of people have signed up, but if you haven't, here's a reminder. If you want to be informed in case of a cancelled trial or some other important situation, send your name and number to newsletter@tastrials.org.au and I'll add you to the notifications. Hopefully it'll never be used, but it's there just in case.

Private Adverts

WANTED

Beginners bike, probably 50cc for a 9 year old girl with minimal experience on a bike. Probably an auto at this stage. Budget is \$1000-1500 or thereabouts.

Bike for myself. Looking at a 250 but happy to look at a 300. Budget of around \$4000

If anyone has anything available for sale that would be suitable please call Brad on 0418142038 or email on brad.withers@lionco.com

FOR SALE: Gas Gas 50 big wheel, good condition, \$2800 contact Neil Berne on 0409 974 118



For Sale

2011 Beta Evo 290

Excellent condition, new main bearings and rings fitted 2016, serviced and ready to ride. Lanyard cut out switch, protectors on forks, frame and exhaust. Nothing to spend on this bike.

\$5,000.00



Contact Ken Hosking

Beta Racing Tasmania

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VENUE: Dilston

DATE: 28/10/2018

Expert	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Chris Bayles	0	19	3	10	1	6	2	41	Gas Gas	1

A Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Dylan Bayles	13	10	9	25	9	6	8	80	Vertigo	1
Tom Woodhouse	19	12	4	23	10	9	11	88	Beta	2
Jordan Perkins	10	14	11	19	13	13	15	95	Sherco	3
Peter Lockhart	19	17	14	25	13	14	14	116	Gas Gas	4

B Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Daniel Fenton	5	6	3	9	3	0	2	28	Beta	1
Matt Woodhouse	1	6	11	6	1	5	4	34	Beta	2
Callum Millar	6	14	14	14	15	9	17	89	Beta	3

C+ Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Zak Lunn	0	0	0	0	0	0	3	3	Beta	1
Will Thornbury	0	0	1	5	0	2	0	8	Gas Gas	2 (31x0)
Nigel Munday	2	0	4	1	0	1	0	8	Sherco	3 (30x0)
Bryce Caletti	0	5	0	0	0	0	5	10	Sherco	4
Mick Luscombe	2	0	0	8	1	3	0	14	Sherco	5 (27x0)
Jenna Lupo	2	0	3	2	0	6	1	14	Gas Gas	6 (24x0)
Josh Statton	0	2	1	7	0	10	0	20	Gas Gas	7
Samuel Lockhart	7	7	8	11	2	9	5	49	Gas Gas	8
Mike Hull	11	9	2	5	5	14	6	52	Gas Gas	9

C Grade	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Mike Travica	0	1	1	1	0	6	0	9	Sherco	1
Brennan McNeair	0	0	2	2	2	1	4	11	Gas Gas	2
Peter Ingram-Jones	1	5	0	1	0	5	3	15	Montesa	3
Jordan McNeair	0	6	2	7	0	1	1	17	Gas Gas	4
Bob Perkins	0	8	2	1	1	6	0	18	Sherco	5
Craig Ferrall	8	0	4	6	0	10	6	34	Gas Gas	6
David Parker	5	4	6	8	2	5	9	39	Ossa	7
Nathan Sutcliffe	12	9	10	5	2	12	11	61	Gas Gas	8
Steve Brezinscak	1	18	16	14	14	19	17	99	Beta	9

Clubman	1	2	3	4	5	6	7	TOTAL	BIKE	PLACING
Jack Salter	0	0	0	1	3	0	1	5	Gas Gas	1
Broc Gabbedy	1	0	0	1	5	1	5	13	Beta	2
Will Ferrall	4	8	3	11	10	2	14	52	Gas Gas	3
Ruby Statton	12	14	3	5	11	6	17	68	Beta	4

2018 NEW ZEALAND MOTOTRIALS CHAMPIONSHIPS

CHRISTCHURCH		DAY 1	DAY 2	DAY 3	TOTAL	RANK
		POINTS	POINTS	POINTS	POINTS	
Kevin	ZARCZYNSKI	25	22	25	72	1
Jules	HUGUENIN	22	25	20	67	2
Matt	FOSTER	18	20	22	60	3
Dylan	BALL	20	18	18	56	4
Stuart	LAWTON	16	16	16	48	5
Blake	FOX	15	14	15	44	6
Carl	ROBSON	12	15	13	40	7
David	TREWIN	13	13	14	40	8
Stephen	OLIVER	14	12	12	38	9
Kevin	PINFOLD	25	25	25	75	1
Tom	WOODHOUSE	22	22	16	60	2
Jason	DAY	20	16	22	58	3
Gareth	WADSWORTH	18	18	18	54	4
Daniel	HERBERT	13	15	20	48	5
Kevin	GUNDRY	16	12	15	43	6
Matt	WOODHOUSE	3	20	13	36	7
Brendon	WADSWORTH	15	10	10	35	8
Gary	SAMSON	8	13	14	35	9
Jason	HIBBS	14	9	12	35	10
Neil	BELVOIR	9	14	11	34	11
Joel	SCOTT	12	8	8	28	12
Hannah	RUSHWORTH	10	11	4	25	13
Colin	DOWNES	6	4	9	19	14
Sarah	CHIVERS	5	7	6	18	15
Gabrielle	GUNDRY	7	6	5	18	16
Shane	BRONS	4	5	7	16	17
Glenn	SMITH	11	-	-	11	18
Josh	STONES	-	-	-	-	-
Hannah	RUSHWORTH	25	25	20	70	1
Sarah	CHIVERS	20	22	25	67	2
Gabrielle	GUNDRY	22	20	22	64	3
Dylan	BALL	25	25	25	75	1
Tom	WOODHOUSE	22	22	20	64	2
Daniel	HERBERT	20	20	22	62	3
Hannah	RUSHWORTH	18	18	18	54	4
Kahu	JONES	16	16	16	48	5

2018 NEW ZEALAND MOTOTRIALS CHAMPIONSHIPS

CHRISTCHURCH		DAY 1	DAY 2	DAY 3	TOTAL	RANK
		POINTS	POINTS	POINTS	POINTS	
Ray	SKINNER	25	25	25	75	1
Peter	OSBORNE	22	22	22	66	2
Nigel	SHILTON	20	18	20	58	3
Ross	BRISTOL	15	20	15	50	4
Paul	JACKSON	16	16	18	50	5
Malcolm	REID	14	14	13	41	6
Peter	HOSKING	12	13	14	39	7
Kim	PEDERSEN	13	12	12	37	8
Neil	STURMFELS	11	11	10	32	9
Phil	COSTELLO	-	15	16	31	10
Colin	KELLAND	10	9	11	30	11
Stephen	ARMISTEAD	8	10	8	26	12
Russell	BEGLEY	9	8	9	26	13
John	LAWTON	18	-	-	18	14
Ken	HOSKING	-	-	-	-	-
Kurt	PICKERING	25	25	25	75	1
Alan	HONEYBONE	22	22	20	64	2
Brent	DOUGLAS	20	20	22	62	3
Graeme	HIBBS	18	18	18	54	4
Liam	FALCONER	25	25	25	75	1
Gavin	FOX	22	22	22	66	2
Francis	SYDENHAM	18	20	15	53	3
Tui	SCOTT	20	16	16	52	4
Simon	HOPKINS	15	15	20	50	5
Ian	PICKERING	14	18	18	50	6
Simon	JONES	13	13	12	38	7
Kahu	JONES	12	11	14	37	8
Stephen	REIJ	11	12	13	36	9
James	BLANCHARD	16	14	-	30	10
Rob	McKAY	-	-	-	-	-
Kurt	PICKERING	25	25	25	75	1
Paul	JACKSON	22	22	22	66	2
Stephen	ARMISTEAD	20	20	20	60	3
Simon	JONES	18	18	16	52	4
Stephen	REIJ	16	16	18	50	5

2018 TEAMS CHALLENGE

NORTH ISLAND		RANK	POINTS
Dylan	BALL	4	1
Kevin	PINFOLD	1	2
Ray	SKINNER	1	2
Francis	SYDENHAM	3	1
Carl	ROBSON	6	2

TOTAL RANK 8 1

2018 TEAMS CHALLENGE

SOUTH ISLAND		RANK	POINTS
Jules	HUGUENIN	1	2
Gareth	WADSWORTH	4	1
Paul	JACKSON	5	1
Liam	FALCONER	1	2
Blake	FOX	7	1

TOTAL RANK 7 2

2018 FIM OCEANIA CHALLENGE

NEW ZEALAND		
Jules	HUGUENIN	0 1
Daniel	HERBERT	0 0
Hannah	RUSHWORTH	1 1

AUSTRALIA

Kevin	ZARCZYNSKI	1 0
Tom	WOODHOUSE	1 1
Sarah	CHIVERS	0 0

2018 NEW ZEALAND

EXPERTS		SCORE	RANK
Kevin	ZARCZYNSKI	37	1
Matt	FOSTER	50	2
Jules	HUGUENIN	63	3
Dylan	BALL	76	4
Stuart	LAWTON	113	5
Blake	FOX	29	6
David	TREWIN	63	7
Carl	ROBSON	67	8
Stephen	OLIVER	73	9

Dealer Adverts

Sherco, Scorpa and Ossa Dealer: See Nigel Munday or call 03 6432 1014 or 0419 155 811

2nd hand bikes available, various makes. Trade-ins considered and photos of bikes are available, bikes can be freighted into Tassie if interested.



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GRO oils and coolants

PTR Engineering bike racks

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