

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	



July 2018

Presidents Report

Well what a good day. Luckily the weather was kind to us at this trials, I thought that it had the potential to crack up. I must admit after the last wet trials I was a bit worried about how many riders we would have. Having a big field of 34 with some usual members and families away I think we did pretty well in regards to numbers.

The sections were well set I thought. The front of the Joy is a bit of an interesting challenge when its wet. There were no real big steps or anything massively challenging in the sections, although trying to tie the entire section together for a clean was tougher than it looked. The slippery dark rocks tricky and the shale was hard to get moving on. Not to mention the skatey logs. Plenty of knees out moments and getting low on the bike to get it happening for the trials.

The atmosphere of the trials was good, everyone was riding around having a good enjoyable ride. Sometimes section that are challenging can rise the tempers of the riders. Guilty? I think that having an observer on all sections made the day enjoyable and a laugh.

Great to see a few new comers, old comers coming back and some new bikes in the club. I see some kids really taking their riding seriously and wanting to take their ability to the next level. Look out Aussie titles we have some kids on the way.

A few tips from the day on the bike I noticed is.

Tyre pressures, I said to Nobby a few times trough out the day 'wow look at that tyre bulging' with sarcasm in my voice.

Foot position on the pegs. The more moved back on the pegs you are the more flexible you are on the bike, especially through your legs. When trying to find traction like we were on the shale and slippery rocks, the more you can get the knees out on the turns, the more you can lower yourself and drop the heels the more traction you'll find.

Slowing the ride down. Sometimes it's a matter of just slowing the corner down and not rushing it. Slowing the corners down will allow you to be in control ready to power on and put the power to the ground where it's needed. Rushing corners in slippery shale conditions will cause the front to push, your body to be behind the 8 ball and you'll miss the chance to put the power where it needs to be. SLOW IS THE GO.

Anyways, all in all it was a great trial. Thanks to those for coming to help set the event. The sections were a great standard.

Regards Chris Bayles

Round Wrap Up – Mt Joy

Awesome acrobatic antics aboard adventurous anatomically anemic assets. Bring your bike, boots and brain, be brave but bereft of blockheadedness to beautifully calculate, correct, control and caress your cool clean cycle through complex crafted contortions of crag and cut down carbon converters. Don't drop, ding or dent your dohickey in the dirt or dialogues with dealers may dial up diabolical debt. Every enticing escarpment ensures exciting entry and entertaining exits, your expertly engineered example of excellence exudes explicit energy, no excuses. Feet fixed firmly forgo fives, failure forces fixes in form, fantastic fun for families. Glorious Gas Gas gear goes good with GRO goo, goading grip from greasy gunk gets greater gains.

I started writing up about Mt Joy and remembered a mate had sent me a link to a video where a guy rattled on, in the same way I did above, for the whole alphabet about his home, land and hobbies. For some weird reason I thought it'd be cool to do it. After rolling her eyes so hard they must have almost detached, Ashlee said it was the opposite of cool and suggested I stop. Looking at it now, she's right, but I'm leaving it there anyway. If even one person says they like it, I'll do a part two, from H to whatever until I get a paragraph.

Anyway, onto something slightly relevant... How about that weather? Last time we were at the Joy, it was the Tas Titles, there was a real risk of snakes, the sun was out, riders were covered in sweat, and it was hot. This time, there was a real risk of slipping in mud, the sun was hiding, riders were covered in misty rain, and it was almost cold. It could have been worse (Oatlands last month? Royal George 2013?) and we were lucky to not get a huge downpour. Had a heap of rain fallen, some of the sections would have been mightily tough. There seems to be a grip drought, with not much grip around at all. I'm considering starting a GoFundMe to buy some more grip for Mt Joy, if anyone knows a wholesaler, hit me up.

Section one was different, no logs or large rocks, just tight turns, uneven rocks and steep banks, with a fairly decent chance of a bath for A, B and Expert riders. (Un)fortunately, they all got away without a quick dip, even though Chris gave it a red hot crack.

Section two was typical Mt Joy Quarry stuff. Tight turns, rock steps and shale. It seemed to take people a couple of goes to sort this out – C and C+ riders discovered the longest path is often the best path to take, looping down from the drop off and twisting back up and around instead of riding across sloped tree roots. Pretty obvious in hindsight huh?

Section three, I'm sure the rock step in the middle was a C grade line a couple of years ago? This year they got to go around it, we'll sort that for next year. Again, shale at the start, followed by some logs to criss cross for the upper grades, it was pretty easy to drop points here.

Section four. Wide open spaces, a bunch of different lines, avoid the loose rocks, turn tightly on the moss, challenging but not scary.

Section five owes me a new gear lever because I am a spud. I wasn't alone with my spud ways, plenty of others found taking off on an angled, wet, mud and moss covered ledge pretty tricky, and it got trickier during the day as more mud and moss was dragged up.

Section six, the C and Clubman catcher, how many missed the arrows requiring a right turn at the end of the log? In the dry it would have been a doddle of a section, but the slipperiness caught out plenty.

Section seven. Impressively big for Expert and A grade, multiple lines to choose from, it was like a "choose your own adventure" section where every option sucked! Ian took it upon himself to "reimagine" this previously used pile of ~~disappointment~~ rock and made a great section for bumping the scores up. Nah, just joking, it wasn't THAT bad. At least this year no one ran out of fuel on these rocks mid-section, hey Will Thornbury?

Rider of the day has to be Nigel Gumby Munday, a name he gave himself, who told me his first card was the worst he'd ever ridden, but cleaned it up for a perfect last lap. Tell me your secrets on how to be a temporary Gumby, I need to know. He had a big stack on section seven, which drew many ooohs and ahhs from the peanut gallery watching. This was followed by more ooohs and ahhs from Nigel.

Jack Salter's Gas Gas developed a bit of an issue during the day, not wanting to start or idle, but it didn't stop him from continuing his winning ways, cruising to a victory in Clubman, even showing off his perfectly clean two laps to me on section seven. What's the record for the youngest C grade rider? Justin Da Costa came along for his first (I think) event and picked up second on his Sherco Six Days edition. Oliver Groenewold had new wheels and finished in third place. Mum and Dad sponsorship is the best, are there adoption openings available at the Groenewold household?

Toni Bou picked up his 100th win on the weekend but rumour has it, he can't retire, he's scared Mike Travica will beat his class win record, such is Mike's complete domination of C grade. Ian Gabbedy tied with (I think...) first time metaphorical podium finisher Jordan Mcneair, Ian having 20 cleans to Jordan's 19.

Mick Luscombe came oh so close to his first ever win, tying with soon to be B grade rider Will Thornbury. Both riders finished on 15, the win going to Will with 28 cleans to 26. Mick said afterwards the beauty of this sport is that a 59 year old can tie with a 13 year old, in the same grade. He's right, there's very few sports where this can happen. John Denison rode very well to third place.

Daniel Fenton was topped the class in B grade, dropping just 20 points, 32 points clear of second place Connor Evans. Mick Amey wasn't far behind in third place but might have put a few scratches on his Sherco. Special mention goes to Callum Millar who got got the properly bent (but thankfully not broken) bars award for a stack on section five in the afternoon.

Five A graders, this is promising! Dylan Bayles finished third in a very close battle with Jordan, which has been raging all year and will no doubt continue for the next few months too. Brendan Smith, balance-bike-trials-riding-toddler-observer, took a break from that important role to ride some sections and finish second. Kurt Pickering keeps improving the four stroke, or on the four stroke, maybe both, to take the win.

Chris tackled Expert and came away with the win. Mark my words, this kid is one to watch.

Committee meeting

On the 4th of August after section setting at Royal George there will be a committee meeting at the Man O Ross Hotel in Ross. It's a general meeting, all topics are up for talking about with some discussion towards idea and dates for the 2019 Australian Titles in Tasmania.

All club members are welcome to attend. Committee members are encouraged to come. All people that support and would like to have some input into the 2019 Australian Titles are more than welcome to come put some ideas on the table.

Pick has booked a room at the hotel for 5pm Saturday 4th August (Antler Room).

If you have some ideas on anything you think needs mentioning or changing or advising then please do not hesitate to put your thoughts forwards. There's no such thing as a silly topic.

If you cannot make it and you have something to put forwards then please get in contact with a committee member and they can put your ideas on the table to discuss.



Mini Scottish Six Day Trial Event July 8th July 2018



Ken Hosking

The Scottish Six Day Trial is one of the oldest motorcycle events in the world, having being first held in 1909 as a reliability trial run by the Edinburgh Motorcycle Club. This first SSDT started and ended in Edinburgh but ventured into the far west of Scotland in what must have been a gruelling event given the primitive nature of the machinery in those days. Over the years, the trial has changed in nature from being primarily a reliability trial to taking on its present format of an observed trial with a combination of marked sections, cross country riding and road work. However, a number of the original reliability trial rules still remain, including tight time limits with associated penalties for lateness and motorcycle durability checks that can involve the loss of points for damage, such as the loss of a side stand. A feature of the trial is that there are no graded lines in the sections: every competitor rides the same line.

Over the past years, several SSDT style events have been held in other locations, including the Japanese Ihatove trial and its New Zealand offspring the Ihatove NZ event, but there is nothing quite like the real SSDT for challenging the endurance of both the rider and the bike over six long days of riding.

Inspired by their experiences in the 2018 SSDT, Chris, Matt and Ian felt that a mini SSDT event in Tasmania could be a good fund raising event for this year's Trial des Nations, and that the Mt Joy property would be an excellent venue for the event. So it was that a mini SSDT event was held over one day at Mt Joy on Sunday 8 July.

The start was at the Mt Joy homestead, in a biting wind with rain threatening. It felt just like being in Scotland! Riders started in three groups, in a similar way to the SSDT start, but the bagpiper had gone missing, probably worried about the wind blowing his kilt about. The first section was in a small pit along the access road to the homestead, following which the sections were spread around the property on the opposite side of Mt Joy road, taking the riders on a long lap of the property. The sections were of C standard with the occasional C+ challenge, but with many riders decided to try different lines of greater severity. It was a very laid back event compared with the usual club championship events, with more than a little laughter and a number of friendly pranks.

The lunch stop was at the usual venue of the annual Two Day Trial. Lunch, including hot soup, was provided. Fuel for the bikes was also brought in. Thanks to those who made the lunch stop such a success, as the weather was still cold and windy and the food and drink were most welcome.

Following the lunch break, the next stop was the spillway area at the base of the massive dam that has been constructed in recent years. This section was perhaps the hardest of the day with a very Scottish-like section following the rocky creek up to the base of the dam wall. It was here that the third group were given an additional handicap when Michael Bayles decided to open the release valve in the dam face to flood the section (after all of Michael's group riders had completed the section of course). The section looked even more like a genuine SSDT section after that.

From there the course continued around the property and up to the trig station before dropping down again and heading back towards the road and the homestead. It was evident that some riders were beginning to feel a little frisky, behaving oddly by riding sections in formation and performing other unusual riding activities.

On arrival back at the homestead, we packed up and headed for the wool shed for a social drink or two and some more food while the results were calculated. Ian had prepared Special First Class awards, First Class Awards and Second Class Awards, just as in the real SSDT. It was apparent that some riders had been competing intently whereas others had taken the ride somewhat less seriously, but that all added to the atmosphere of the day.

This event was probably the most enjoyable day that I have had on the bike for a long time. I loved the long rides between sections, the laid back attitude of the riders and organisers and the open, flowing lines in the sections. I believe that all riders had a great time and would like to see this style of event repeated. Most importantly, the event raised over \$1,000 for the Australian TdN team. Thanks to all who organised and assisted with the trial as well as to the riders who attended. The enthusiasm shown by all involved demonstrated clearly what a great little trials club we have here in Tasmania.

Oatlands MX day

Jenna Lupo

Last Saturday July 14, the Southern Tasmanian Motor Cycle Association held a fundraiser/practice day for our Trial des Nations team at Oatlands MX track. Alistair Creed (a club member) took the time to prepare the track which resulted in a good turn out of riders who were keen on a snag and a few laps. After all the rain during the week, the track was a little wet in the morning but by lunch time it was mint. I had the chance to speak to everyone about our team, the event, and how it all works, and Chris did some wheelstands and rode over the water tank. It was fantastic to have a club of a different discipline take interest in our team. Thanks to STMCA for the support, and for the use of the track. All ride fees were donated, which was \$540, and STMCA covered all permit costs and other fees relating to track hire. All proceeds from the BBQ will also be donated. Thanks again, from the Aussie TdN team

Club T shirts

Our club needs some cool form of identification, and thankfully Daniel Fenton is on the case. He's getting some fresh modern designs drawn up for us to preview online and in the flesh so we'll be able to order some shortly.

I don't think we've had t shirts since the early 90s, back when you could get red or white TVTC (Tamar Valley Trials Club) long or short sleeve tops. It'll be great to have some club identification, especially at interstate events.

Southern Training Day

I haven't got much information at the moment, but there's possibly a training day at Peter's garden on the 6th of August. You'll be learning from Chris and maybe Kurt, it'll cost, and all money paid will go to the TdN effort. This is all a bit vague but once details have been worked out properly and we've got things set in stone, it'll be all over Facebook (and SMS for the Southern kids)

2018 Brass Monkey Ride

Ian Pickering

The date has been set for the Brass Monkey Ride this year – 11th and 12th of August at Tim and Vonette Meads Holiday Home at Moina. The tracks were cleared last month – I hope they are still clear after all this wild weather.

The Brass Monkey Ride is one of our most enjoyable social events for the trials year. Riders AND THEIR PARTNERS and children are invited to the Meads holiday home at Moina, for a weekend of food, wine and tall stories. We only just fitted everyone in last year - so be quick to book your beds.

While the riders go for a trip around the trails, rivers and monster hills near Moina, the partners can have a relaxing weekend next to a log fire or visiting Cradle Mountain. Moselle used to be the drink of choice.... but I think Pinot Gris is taking over lately.

It is a full weekend event with a ride leaving 10:00am sharp on Saturday until mid afternoon. Saturday night is a Christmas in July feast and social drinks. Sunday is a morning ride, returning to eat the last of Saturday night's feast for lunch, then travel home in the afternoon.

You can turn up on Friday night if you let me know, if you have a long travel or want a quiet Saturday morning.

Last year the Saturday night entertainment, before our Christmas in Winter feast) was Ian Gabbedy, who is a University trained Beer Maker at Boags. Ian gave us a presentation on types of beer, with lots of

samples ... ha ha. This year we will give a presentation on what happened at the SSDT with photos and videos and comments from the riders.

There is also a full-length pool table, a huge open fire, lots of vinyl records (bring one of your own if you want to play it.) and board games and books to read. No TV reception and very patchy mobile, so come prepared to have a talk to everyone.

There are many rooms and beds in Tim & Vonette Meads Holiday home, and you can bring your camper if you have one.

If you want to attend you MUST REGISTER via SMS to Ian Pickering on 0418131341 with the names in your party coming to the Brass Monkey Ride and I will do my best to get everyone a suitable room/bed/floor space. Everyone will be allocated some food item to bring along, which when put together will create the feast. I will SMS you later with what part of the Christmas in Winter Feast you need to supply. e.g. 2 x Chickens or enough peas & carrots for 6 people or dessert for 6 people, etc. Location details will be texted to you. BYO drinks.

I usually ask you to donate towards a gift for Tim & Vonette Mead to thank them for the use of their Holiday Home. This year Tim & Vonette are donating that towards the TDN fundraising, so if we all contribute \$30 per adult - children free - we will be helping Chris, Jenna and Daniel get to the TDN as well as having a fantastic weekend.

Thanks again to Tim & Vonette for hosting us at their holiday home.

This is a special weekend – Don't miss out!

BRASS MONKEY RIDE – Registered People so far, SMS me if you want to be on this list!

Brett & Rosanne Langworthy

Ian, Toni Kurt Pickering

Aaron & Oliver Groenewold

Nigel & Fiona Munday

Harvey & Sue Wynne

Ian & Jen Gabbedy

Mike Travica

Jordan Perkins

Saturday afternoon and evening only (social butterflies)

Bob Perkins

Bridie Perkins





Next State Round events

You know what never gets old? Jokes about getting out the Corgis and having tea and scones at Royal George. I've made that joke every year, it's still funny! And I'm sure Bridie Perkins said she'd make scones for me/us and still hasn't come through with the goods. Anyway, scones or not, there's a trial there, it's always good and there's a bloody massive rock which looks super impressive with a bike on it. Hoist thine bike upon thine carriage and head to Royal George, and don't spare the horses James!

- August 4th – Section setting, Royal George
- August 11th-12th – Brass Monkey Ride
- August 19th – Round Six, Royal George

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

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
0418 122 009**

ken@betaracingtasmania.com.au

VENUE: Mt Joy

DATE: 22/07/2018

Expert	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Chris Bayles	13	3	0	0	6	0	15	37 Gas Gas	1

A Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Kurt Pickering	0	17	0	2	3	0	19	41 Montesa	1
Brendan Smith	6	15	0	0	10	0	13	44 Sherco	2
Dylan Bayles	12	21	7	0	9	0	17	66 Gas Gas	3
Jordan Perkins	11	21	10	5	5	1	15	68 Sherco	4
Peter Lockhart	15	18	9	10	14	1	19	86 Gas Gas	5

B Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Daniel Fenton	0	17	0	0	0	0	3	20 Beta	1
Connor Evans	0	19	1	3	7	7	15	52 Gas Gas	2
Mike Amey	2	17	21	1	6	5	11	63 Sherco	3
Callum Millar	2	18	11	7	13	6	11	68 Beta	4

C+ Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Will Thornbury	5	4	0	0	0	0	6	15 Gas Gas	1 (28x0)
Mick Luscombe	0	2	6	1	4	1	1	15 Sherco	2 (26x0)
John Denison	0	7	7	2	2	2	9	29 Gas Gas	3
Ian Pickering	5	6	1	2	6	6	4	30 Ossa	4
Anton Rosenzweig	1	11	3	2	4	0	12	33 Sherco	5
Jenna Lupo	0	5	5	4	10	3	10	37 Gas Gas	6
Nobby Gabbedy	1	11	4	4	12	3	5	40 Gas Gas	7
Nigel Munday	0	10	11	2	6	4	10	43 Sherco	8
Shane Bayes	2	12	9	3	8	1	11	46 Beta	9
Samuel Lockhart	1	9	8	7	17	2	19	63 Gas Gas	10 (11x0)
Mike Hull	1	8	13	4	15	7	15	63 Gas Gas	11 (7x0)
Ken Hosking	10	11	8	10	13	7	14	73 Beta	12

C Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Mike Travica	0	11	0	1	3	0	8	23 Sherco	1
Ian Gabbedy	1	12	4	0	1	3	8	29 Beta	2 (20x0)
Jordan Mcneair	1	10	6	0	4	2	6	29 Gas Gas	3 (19x0)
Brennan Mcneair	1	10	7	1	1	3	9	32 Gas Gas	4
Samuel Evans	11	12	3	1	4	3	8	42 Gas Gas	5
Bob Perkins	2	15	13	6	5	7	13	61 Sherco	6
Ron Liestra	1	13	13	13	13	9	17	79 Scorpa	7
David Parker	8	16	14	7	17	17	21	100 Ossa	8

Twin Shock	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
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Clubman	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Jack Salter	1	1	4	0	0	4	2	12 Gas Gas	1
Justin Da Costa	7	2	10	1	0	0	3	23 Sherco	2
Oliver Groenewold	0	0	12	1	2	8	3	26 Gas Gas	3
Broc Gabbedy	0	0	13	0	0	17	0	30 Beta	4
Ellie-Mae Evans	7	17	19	12	0	19	15	89 Beta	5

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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For all enquires please contact

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