



**HUON ACQUACULTURE
 AUSTRALIAN MOTORCYCLE TRIALS CHAMPIONSHIPS
 2019**

BAYLES BROTHERS FARM, MOUNT JOY, TASMANIA



Australian Trials Champion Kyle Middleton photographed during his winning ride in the 2018 Australian Motorcycle Trials Championships held at Sedgwick, Victoria





Organising bodies and officials

Launceston Motocross and Scramble Club
in conjunction with
Tasmanian Motorcycle Trials Club, Inc
and



Steward:
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Race Secretary:
Scrutineer:

Bob McGlinchy
Col Scott
Gaylene Guy
Kerry Knee

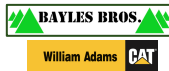
Warning

Motorcycle sport is dangerous. Competitors, support personnel and spectators attending this event do so at their own risk. It is a condition of admission that all persons having connection with the promotion, and/or organisation, and/or conduct of the event, including the owners of the land, the competitors, competitors' support personnel, vehicle drivers and passengers in vehicles are absolved from any and all liability arising out of accidents causing damage or personal injury to spectators, except when reasonable due care and skill has not been exercised.

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Message from the event promotor

Hello from Chris Bayles, President of the Tasmanian Motorcycle Trials Club (TMTC). TMTC are very excited and proud to be given this opportunity to host the Australian Trials Championships in conjunction with the Launceston Motocross and Scramble club.

TMTC welcomes all local, interstate and international competitors to the 2019 Huon Aquaculture Australian Trials Championships. It is a very large commitment to travel to Tasmania from interstate and overseas. TMTC thanks you for your support and hopes that you enjoy the event and your time in Tasmania. The club would also like to welcome all spectators to the event. We are very privileged to be able to organise an Australian Championship for you to enjoy. I'm sure you will be amazed by this spectacular form of motorcycle sport.

TMTC also thanks all sponsors for their support. Sponsors range from local businesses to national businesses that are involved with trials. TMTC are very appreciative of your efforts and support, thank you. Your sponsorship has made our event viable and has enabled TMTC to organise a very professional trial. There are too many sponsors to list here, but you will see a full listing of sponsors within this program.

Our club is lucky to have a rather large number of volunteers and helpers which has made it possible to run the event smoothly. There are a few key committee members who have excelled and put a lot of time into this event. Thank you and thanks to all committee members, volunteers and club members for your time and effort. It wouldn't be possible without you all.

A large thank you to the property owners. The Mount Joy property, owned by the Bayles family and associated businesses, is the ideal venue at which to host the Australian Championships. It is central, the access is good and the terrain is like no other in Australia.

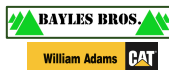
There are a number of officials from interstate here today. Your time and passion devoted to assist with this event is very much appreciated. Thank you also to our Tasmanian officials and to the Launceston Motocross and Scramble club who have backed TMTC right from day one with their Motorcycling Australia affiliation and expertise.

A little about the sport in Tasmania. Our TMTC club is a very family orientated, happy go lucky trials club. We host 9 club events thought the year as well as the two-day State titles. Trials can cater for all whether it be skill or age. Our club has riders ranging from 6 years of age all the way through to 60+ years of age. We have male and female competitors. Skill levels range from novice (club person) to expert (open solo) and everything in between. The club ran the Australian Championships previously in 2014 and this was a resounding success. TMTC has a growing number of members. The club also has some very competitive members that give their respective grades a good shake in national competitions. This event will be a very good representation of the skill and fun associated with trials. Further on in this program there is more info if you are interested in learning more about trials, the TMTC club and the rulings on how the sport is scored.

Thanks again to all involved with this event and for making it possible. TMTC is very excited to run such an event with such a supportive field of entrants from far and wide.

That's about enough from the president, I better concentrate on riding. You will see me out in competition over the two days.

Regards, Chris Bayles



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An introduction to motorcycle trials

A motorcycle trial is a specialised form of motorcycle competition that is based on the ability of the rider and the machine to negotiate various types of obstacles without the rider placing his/her feet on the ground, while attempting to reach the end of an area of challenging terrain.

Motorcycle trials began soon after the development of the motorcycle itself, with newly established manufacturers becoming involved in events that tested the capabilities and reliability of the various brands. Initially these events involved travel on public roads interspersed with off-road activities such as hill climbs on farm tracks. In these early days of trials, the emphasis was on the quality of the machinery as much as rider skill. However, as the capabilities of motor cycles improved, the challenges in the trials increased and the abilities of the riders to keep moving up steep tracks or over rocky countryside became increasingly important.

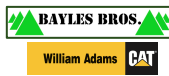
The emphasis on riding skills altered the way in which trials were scored, leading to a “points lost” system whereby the rider was “observed” as he/she rode distinct “sections” of the overall course. The observer’s role was, and still is, to record a score for the rider’s performance. Elements of the original reliability trial remained and continue to do so, particularly in events such as the Scottish Six Days Trial that has a rigid time schedule, large distances to be covered each day and the potential for points to be lost based on the condition of the bike, e.g. a loss of five points if the bike cannot be started from cold within 30 seconds at the beginning of each day.

In most modern trials however, the emphasis is almost entirely on the performance of the rider within each section. If the rider completes the section, usually a short (up to 100 metres long) course with indicators that direct the rider to tackle several obstacles including tight turns, vertical steps, river crossings, logs, boulders and other hindrances, he/she loses no points. Points are lost for errors including footing, riding outside the section boundaries, missing a directional arrow in the section, stalling, dismounting and falling from the bike. The points system used in Australian championship trials is set out later in the program.

Over the course of a day, a number of such sections are ridden by each competitor, usually over a series of laps of the same set of sections. During an event, riders dismount from their bikes as they wish prior to entering a section in order to walk through the section and to decide how best to tackle the obstacles within the section.

In most events there is an overall time limit placed on the day’s competition, but this time limit is sufficiently generous that the trial does not become a race. Rather, a trial is a test of riding skill and machine capability.

When a competitor is riding a section, no other rider is permitted to be riding the section at the same time. A trial is therefore very different from all the other forms of motorcycle sport in that no competitor is able to influence another directly.





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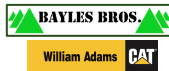


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Format of the Championship event

The 2019 Australian Trials Championship is conducted over two days of competition in accordance with the rules set out in the Manual of Motorsport issued by Motorcycling Australia, the peak body for motorcycle competition in Australia.

Sections

The sections are bounded by coloured tapes within which are various obstacles (rocks, creeks, logs, climbs, boulders and other impediments to progress). Coloured markers placed within the section indicate the course that the riders must take. Different colours are used for each grade in order to provide different levels of difficulty. Each competitor's motorcycle carries a coloured plate that corresponds to the grade of that competitor. The colours used in this trial are green, red, yellow, blue, white and black/white.

Each section has a start gate and an end gate and the rider is deemed to have entered a section when the front axle of the motorcycle has passed the entry gate and to have completed the section when the front axle has passed the exit gate.

There is a 90 second time limit for each competitor to complete each section.

Details of the scoring system

Australian trials are generally run under the "stop allowed" system. This means that a competitor may stop in a section without incurring a penalty, other than those penalties shown below.

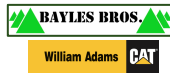
The alternative system of "non-stop", wherein stopping leads to a loss of 5 points, does not apply to this trial.

Competitors lose 0,1,2,3 or 5 points in each section. 5 points is the maximum loss of points for any one section.

Penalty points are lost for the following:

- 1 point for putting one foot on the ground,
- 2 points for putting a foot on the ground twice, or putting both feet on the ground together,
- 3 points for putting a foot on the ground for three or more times,
- 5 points for either wheel crossing the boundary tape,
- 5 points for rolling backwards,
- 5 points for stalling the bike while having a foot on the ground (no points are lost if the competitor is able to restart the bike without footing or rolling back.)
- 5 points for touching, dislodging or riding over a marker that corresponds to their own grade,
- 5 points for dislodging the start or end markers,
- 5 points for failing to attempt a section,
- 5 points for exceeding the 90 second time limit for completing a section,
- 5 points for missing a gate or riding through a gate in the opposite direction,
- 5 points if both hands are not on the handlebars when he/she foots while stationary,
- 5 points if the handlebar of the bike touches the ground,
- 5 points if the rider dismounts the bike,
- 5 points if the rider allows the bike to cross its own tracks.

In this event, competitors will ride three laps of 15 sections each day, excepting Trial 1, sidecars and some junior grades, who will ride two laps only.





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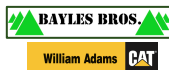
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Grades

Within a trials competition there are numerous grades, each representing different amounts of difficulty.

Trial 1: The premier grade, the winner of which is the Australian Trials Champion. This grade includes obstacles that appear to the uninitiated to be impossible to ride. However, somehow the top riders manage to scale these obstacles with a nonchalance that belies the difficulty. Trial 1 competitors follow the green arrows within each section.

Trial 2: A slightly less difficult grade than Trial 1, but still requiring a very high standard of skill and courage. Trial 2 competitors follow the red arrows within each section.

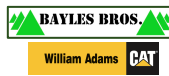
Trial 3: Again, a slightly less difficult grade than Trial 2, but with far from trivial obstacles to be ridden. Trial 3 competitors follow the yellow arrows within each section. Other grades that follow the yellow arrows are Masters (competitors over 35 years old) and Open Youth 13 – 19 years.

Trial 4: A further grade that caters for a variety of competitors including those who prefer to ride a less challenging route than Trial 3, Open Women, Veteran riders 40 to 55, Veteran riders 55+, Twinshock (1986 and earlier trials machines having a traditional rear suspension system as opposed to the modern single shock, linkage suspension technology), Junior Open 12 to under 16 and Junior Women 12 to under 16. All of these competitors follow the blue arrows in each section.

White line: This group of competitors includes Classic Bikes (generally built prior to 1965), Junior 9 to under 13, Junior Women 9 to under 13 and Women 2. All of these competitors follow the white arrows in each section.

No markers: This group of competitors include Junior 7 to under 11, Junior Women 7 to under 11 and Mini Trial. All of these competitors are able to ride in any part of the section from the start gate to the end gate.

Sidecars: Motorcycles with sidecars follow arrows with black and white stripes. There is considerable debate in trials circles as to the sanity of those who compete in sidecar trials. Spectators can expect to see some wild action from these somewhat unwieldy vehicles. In sidecar competition, the passenger, often referred to as the swinger, is not permitted to place his/her foot on the ground, costing the team 5 points if this should happen. The rider may use his/her feet, but incurs the same penalties for doing this as set out for the solo competitors.





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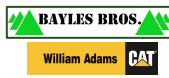
More recently we have been producing a range of fresh juices and fermenting juice to make a truly Tasmanian, authentic range of ciders. Our cellar door is open for tastings and sales daily, we offer non-alcoholic tastings for children and have a short self-guided walk around our nearby working orchards.

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Trials motorcycles A-Z

Modern: petrol engines

Trials motorcycles are specialised machines that feature light weight, manoeuvrability, rapid engine response and low gearing. Modern trials motorcycles are designed to be ridden in a standing position and hence have no seat. The maximum engine capacity is determined by the FIM as 300cc for two stroke engines and 350cc for four stroke engines. Within the overall limits there are other regulations, notably 125cc for junior riders. Electric powered bikes are becoming increasingly popular and there is now a world championship class for these machines.



Beta (Italy)



Gas Gas (Spain)



Honda Montesa (Japan/Spain)



Jotagas (Spain)



Ossa (Spain)



Scorpa (Spain/France)



Sherco (Spain/France)



TRS (Spain)



Vertigo (Spain)

Modern: electric motors



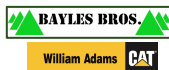
Mecateno (Spain)



Electric Motion (France)



Oset (Britain)





Twinshock (pre 1986)



1980 SWM 320



1975 Yamaha TY125



1971 Ossa MAR 250



1975 Suzuki RL



1983 Fantic 200



Montesa Cota 125

Classic (pre 1965)



Ariel Trials approx. 1960



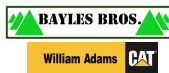
1963-64 AJS 16C 350



1964/65 Bultaco Sherpa 250



Owners of the farm on which this trial is being held.





Young and promising Tasmanian riders

Tasmania not only has one of Australia's top trials riders in **Chris Bayles**, but also has several young and rapidly improving riders who are likely to make their mark in the years ahead.



Tom Woodhouse
Age: 15
Bike: Beta 300 Factory

Tom lives in the North West of Tasmania and followed his father, Matt, into Enduro riding at an early age. More recently Tom took up trials and has rapidly progressed through the grades to Trial 2 (A Grade in Tasmania), with it only being a matter of time before he joins Chris Bayles in Trial 1 (Expert grade in Tasmania). Tom has also continued to ride Enduros with outstanding success.

Tom was Australia's Junior representative in the 2018 Oceania Trials competition, wherein Australian and New Zealand teams of three riders (Expert, Junior and Women's grades) compete for the trials version of the Bledisloe Cup. Tom was instrumental in Australia taking the title that year. Tom is the current Junior National Trials Champion. He finished second in Trial 2 in the

recent NSW State Championships and is the current Tasmanian Champion in A Grade (Trial 2). His ambitions are to represent Australia at the Trial des Nations (World team championships) and to compete in the World Enduro Super Series.

Tom will compete in Trial 2 at this year's championships in a field of experienced and talented riders. He will be worth watching as he tackles this difficult grade.

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Jenna Lupo

Age: 23

Bike: Gas Gas 250

Jenna lives in the North of Tasmania and began her motorcycling career at an early age in Enduro events. She quickly progressed to a high level of proficiency before taking up trials. In trials she has moved rapidly up the grades. She has competed in numerous State and National events and is currently Tasmania's leading female rider. She has represented Australia in the Women's grade in the Trial des Nations in Czechoslovakia in 2018 and in Ibiza, Spain in 2019.

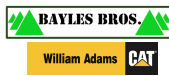


Will Thornbury

Age: 14

Bike: Gas Gas 125

Will lives in the South of Tasmania and is one of Tasmania's rising stars in Trials. Since entering the sport, Will has risen rapidly to Trial 3 (B Grade in Tasmania) and has won this grade in the last two club events, beating much more experienced riders in so doing. This achievement is even more noteworthy given that he is riding a 125cc machine, whereas his older rivals are riding 250 or 300cc bikes. Will is riding the 125cc machine in order to be able to compete in youth classes nationally and at state level, but the size of his bike is clearly not holding him back. Over the two days of the recent NSW Championships, rated as being one of the toughest events of 2019, Will finished third on day one and second on day two in the 13-16 year grade, taking third place overall.





Jack Salter

Age:

Bike: Gas Gas 125

Jack lives in the South of Tasmania and is a Year 6 student at Princess Street primary school. He started riding on a 2007 Gas Gas 80 in 2016 at the Oatlands trial in junior grade and then moved to clubman in 2017. Jack was the clubman state champion for 2017 and 2018 and then moved up to a 2015 125 Gas Gas and into C grade in 2019. Tom's most admired riders are World Champion Toni Bou, Chris Bayles and Tom Woodhouse.

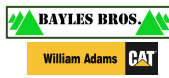
Millie Lockhart

Age: 11

Bike: Gas Gas 80

Millie lives in the South of Tasmania. She announced to her parents that she wanted to ride trials, aged 6. Mum and Dad weren't sure she'd enjoy it, as Millie had only been exposed to the sport for a few months, so a low cost 'eBay special' Chinese 50cc bike was purchased. Millie competed in Junior for two years, but the minimal ground clearance and almost rigid suspension were limiting factors. Still, she persisted and wanted to continue, so in 2016 the Bank of Dad purchased a Gas Gas 80 Rookie. After accustoming herself to the new bike, Millie moved up to Clubman and continues to improve.

"It's loads of fun, I enjoy the challenge and riding around with my Dad. My aim is to represent Australia at the Trials des Nations in the future. I'd love to see more kids my age riding, especially girls. The sport gets you outside and everyone offers encouragement and assistance if you are having trouble."





The entrants

Trial 1: The premier grade, green plate, riders follow the green section markers

Rider	Bike	State / Country	Sponsor
Chris Bayles	Gas Gas 311	TAS	The Hell Team, GRO
Trevor Campbell	Vertigo 300	VIC	Vertigo Australia
Jonathan Chellas	Sherco 300	NSW	Team Trials Make Smiles
Tim Coleman	Beta 300	VIC	Beta Australia
Connor Hogan	Gas Gas 311	SA	The Hell Team, GRO, Jitsie
Kyle Middleton	Gas Gas 311	NSW	The Hell Team
Neil Price	Beta 300	WA	Moto Dynamics
Colin Zarczynski	Gas Gas 300	NSW	GRO, Hell Team, Forma
Kevin Zarczynski	Gas Gas 300	NSW	Dunlop, GRO, Alpinestars

Women: The premier women's grade, Blue plate, riders follow the blue section markers.

Rider	Bike	State / Country	Sponsor
Nicole Casey	TRS 250	QLD	
Sarah Chivers	Gas Gas 250	QLD	
Kaitlyn Cummins	Sherco 250	NSW	
Jenna Lupo	Gas Gas 250	TAS	
Kristie McKinnon	Gas Gas 300	NSW	
Geraldine Vella	Gas Gas 125	NSW	
Lily Yiatrou	TRS 250	SA	





Trial 2: Experts' grade, red plate, riders follow the red section markers

Rider	Bike	State / Country	Sponsor
Luke	Anderson	Sherco 250	ACT
Mark	Atherton	Gas Gas	WA
Dylan	Bayles	Vertigo 300	TAS
Jarad	Boniface	Gas Gas 280	NSW
Jarrod	Bowen	Sherco 30	QLD
Bradley	Bryant	TRS 300	QLD
Alexander	Cowan	Beta 300	SA
Richard	Kent	EM 12K	QLD
Jordan	Perkins	Sherco 300	TAS
Tom	Woodhouse	Beta 300	TAS

Trial 3: Yellow plate, riders follow the yellow section markers

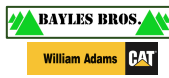
Rider	Bike	State / Country	Sponsor
Daniel	Fenton	Beta 300	TAS
Justin	Gough	TRS	QLD
Joshua	Rees	Gas Gas 280	SA
Simon	Van Balen	TRS	VIC
James	Wager	Sherco 305	QLD
Jack	White	Gas Gas 280	QLD
Matt	Woodhouse	Beta 250	TAS

Trial 4: Blue plate, riders follow the blue section markers

Rider	Bike	State / Country	Sponsor
Sean	Collins	TRS 300	VIC
Noel	Congram	Gas Gas 250	VIC
Benny	DeMasson	Gas Gas	VIC
Trent	Humphries	Sherco 300	ACT
Kalam	Langworthy	Gas Gas 250	TAS
Samuel	Lockhart	Gas Gas 250	TAS
Zac	Lunn	Beta 250	TAS
David	Whitfield	Beta 250	QLD

Twins shock: Blue plate, riders follow the blue section markers

Rider	Bike	State / Country	Sponsor
Andrew	Carpenter	Honda 250	QLD
Gregory	Harding	Honda 250	QLD
Kurt	Pickering	SWM 320	TAS





Veteran 40 to 55: Blue plate, riders follow the blue section markers

Rider	Bike	State / Country	Sponsor	
Scott	Carpenter	Sherco 250	QLD	
Ienn	Crafter	Sherco 300	NSW	M & T Coleman
Anthony	Cummins	Sherco 250	NSW	
Peter	Dyer	Gas Gas 250	VIC	GRO
Russell	French	Beta 300	QLD	
Craig	Genner	Vertigo 250	VIC	
Simon	Langworthy	Beta 250	TAS	
Don	Murray	Sherco 250	ACT	Trialsbike.com.au
David	Parker	Ossa 280	TAS	
Kerrin	Phillips	Sherco 250	ACT	

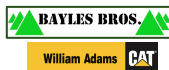
Veteran 55+: Blue plate, riders follow the blue section markers

Rider	Bike	State / Country	Sponsor	
Tony	Bax	TRS 250	QLD	Revolution Trials
Ken	Cook	Beta 300	VIC	
Ken	Hosking	Beta 300	TAS	Beta Racing Tasmania
Peter	Hosking	Beta 200	NZL	Beta Racing Tasmania
David	Johnson	Sherco 300	NSW	
Steve	Johnson	TRS 300	VIC	
Peter	Lockhart	Gas Gas 300	TAS	
Nigel	Munday	Sherco 300	TAS	Nigel Munday Automotive
Ian	Pickering	Ossa 280	TAS	Ossa Academy
Tom	Rafferty	Beta 250	QLD	
Tui	Scott	Ossa 280	NZL	Ossa Academy
Scott	Stephens	Gas Gas	VIC	Lap the Island
Robert	White	Honda 260	SA	
John	Wilson	TRS 300	VIC	
Peter	Wines	TRS 300	VIC	
Richard	Zarczynski	Gas Gas 300	NSW	

Trial Bay Estate
Tasmanian Pinot Noir



Contact Ken Hosking 0418 122 009122009





Junior Open 12 to under 16: Blue plate, riders follow the blue section markers

Rider	Bike	State / Country	Sponsor
Liam Allen	Scorpa 125	QLD	
Haydon Barwick	Gas Gas 125	SA	Rockhopping SA
Hayden Eardley	Oset 48	SA	Oset Bikes Downunder
Billy Gough	TRS 125	QLD	Hell Team, Revolution Trial
Jake Long	Beta 125	QLD	
Jackson Murray	Sherco 125	ACT	
William Thornbury	Gas Gas 125	TAS	

Classic: White plate, riders follow the White section markers

Rider	Bike	State / Country	Sponsor
Trevor Bennett	CZ 175	ACT	
Quentin Cook	Bultaco 250	VIC	
Leo Nolan	Triumph 200	WA	
Paulk Sens	CZ 175	VIC	
Peter Spencer	Jawa 250	VIC	

Junior Women 12 to under 16: White plate, riders follow the White section markers

Rider	Bike	State / Country	Sponsor
Tess Warnest	Gas Gas 125	SA	GRO, Rockhopping SA

Junior 9 to under 13: White plate, riders follow the White section markers

Rider	Bike	State / Country	Sponsor
Jed Grey	Gas Gas 80	TAS	
William Hutchinson	Oset	NSW	
Cooper Owen	Oset	NSW	GD Pilots
Jack Salter	Gas Gas 125	TAS	Stephan Salter Builders
Benjamin Walling	Beta 80	WA	Motodynamics

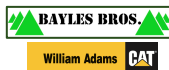


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David Ryan 0407 043 571

Hugh Harvie 0419 312 976

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Junior Women 9 to under 13: White plate, riders follow the White section markers

Rider	Bike	State / Country	Sponsor
Charlotte Cowan	Beta 125	SA	Beta Trialsport
Lucinda Cowan	Gas Gas 80	SA	Beta Trialsport
Millie Lockhart	Gas Gas 80	TAS	
Elysia Owen	Oset	NSW	GD Pilots
Bridie Sutton	Gas Gas 125	VIC	

Junior 7 to under 11: No markers, riders have the run of the section

Rider	Bike	State / Country	Sponsor
Steven Homan	Sherco 80	TAS	Tigers Runn
Harris Murray	Oset	ACT	
Harry Peterson	Beta 80	SA	
Attila Sinkovics	Oset	QLD	
Jack Walling	Oset	WA	Moto Dynamics

Junior Women 7 to under 11: No markers, riders have the run of the section

Rider	Bike	State / Country	Sponsor
Ashley Barwick	Gas Gas 80	SA	Rockhopping SA
Jaye Soininen-Anderson	Oset	NSW	Dad
Bianca Warner	Oset	ACT	Oset

Women Trial 2 (support class, non-championship): White plate, riders follow the White section markers

Rider	Bike	State / Country	Sponsor
Beverly Anderson	Sherco 250	ACT	Austrantr Medical

Sidecar: Competitors follow the black with white stripe section markers

Rider / Passenger	Bike	State / Country	Sponsor
Mark Austin	Scorpa 300	WA	Rockatoo, SJS Moto
Roy Austin			Gatton Power Sports
Glenn Ursino	Montesa 250	WA	
Kevin Reynolds		WA	
Mitchell Willcocks	Montesa 320	QLD	
Ricky Lane			
Tom Wager	Sherco 290	QLD	Trialsbike.com.au
Helena Coleman			





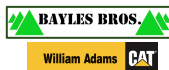
Minders

Minders are personal assistants to their riders and are permitted to be in the section while their rider is competing. There are several reasons for having minders in trials. In the higher grades, the minders play an important safety role in that they can position themselves to catch their rider or the bike on severe obstacles should the rider fail to clear that obstacle. They also guide and advise their rider through the section and monitor the time left to complete the section, thus enabling the rider to concentrate on riding the obstacles. Minders will be heard calling to their riders to adjust their line or to make other corrections prior to attempting an obstacle.

Under Australian trials rules a mechanic may also accompany a competitor.

At the junior level, minders are primarily present for safety reasons ensuring that the younger riders do not injure themselves in falls or lose their way in the section. In those grades, the minders are often the parents of the competitor.

Rider	Grade	State / Country	Minder/Mechanic	
Chris Bayles	Trial 1	TAS	Nobby Gabbedy	Minder
Trevor Campbell	Trial 1	VIC	Adam Ford	Minder
Jonathon Chellas	Trial 1	NSW	Chris Chellas	Minder
Connor Hogan	Trial 1	SA	Brenton Hogan	Minder
Kyle Middleton	Trial 1	NSW	Matthew Broderick	Minder
Kyle Middleton	Trial 1	NSW	Ross Middleton	Mechanic
Neil Price	Trial 1	WA	Simon Price	Minder
Colin Zarczynski	Trial 1	NSW	Mick Zutelija	Minder
Kevin Zarczynski	Trial 1	NSW	Andrew Clements	Minder
Nicole Casey	Women	QLD	Peter Casey	Minder
Sarah Chivers	Women	NSW	Brent Chivers	Minder
Lily Yiatrou	Women	SA	Andrew Yiatrou	Minder
Mark Atherton	Trial 2	WA	Alec Melvin	Minder
Jarad Boniface	Trial 2	NSW	Gary Boniface	Minder
Alexander Cowan	Trial 2	SA	John Cowan	Minder
Liam Allen	Junior 12-16	QLD	David Allen	Minder
Haydon Barwick	Junior 12-16	SA	Jarrod Barwick	Minder
Hayden Eardley	Junior 12-16	SA	Mark Eardley	Minder
Will Thornbury	Junior 12-16	TAS	Rob Thornbury	Minder
William Hutchinson	Junior 9-13	NSW	Stephen Hutchinson	Minder
Benjamin Walling	Junior 9-13	WA	Frank Walling	Minder
Cooper Owen	Junior 9-13	NSW	Gary Owen	Minder
Steven Homan	Junior 7-11	TAS	Shayne Homan	Minder
Harry Petersen	Junior 7-11	SA	Mathew Petersen	Minder
Jack Salter	Junior 7-11	TAS	Stephen Salter	Minder
Jack Waling	Junior 7-11	WA	Kieran Castelli	Minder
Bridie Sutton	Women 9-13	VIC	Patrick Sutton	Minder
Bianca Warner	Women 7-11	ACT	Barry Anderson	Minder





Teams ,as at the close of entries

State Team – Tasmania

Chris Bayles (Trial 1), Tom Woodhouse (Trial 2), Will Thornbury (Junior Open)
Jack Salter (Junior 9-U13)

State Team – SA Wallabies

Connor Hogan (Trial 1), Lillie Yiatrou, (Open Women), Haydon Barwick (Open Junior 12-16)
Charlotte Cowan (Junior Women 9-U13)

State Team – SA Taipans

Robert White (Veterans 55+), Joshua Rees (Trial 3), Hayden Eardley (Junior 12-U16)
Harry Peterson (Junior 7-U11)
Reserves
Alex Cowan (Trial 2), Ashley Barwick, (Junior Women 7-U11)

Club Team – AJS SA ‘Get your rocks off’

Connor Hogan (Trial 1), Alex Cowan (Trial 2), Haydon Barwick (Junior Open),
Charlotte Cowan (Junior Women U13)

Club Team – AJS SA ‘Keep ya feet up’

Robert White (Veterans 55+), Hayden Eardley (Open Junior), Harry Petersen (Junior U11),
Lucinda Cowan (Junior Women U11)
Reserve
Ashley Barwick (Junior Women U11)

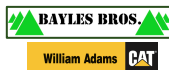
Club Team – Tasmanian Motorcycle Trials Club

Kurt Pickering (Twinshock), Matt Woodhouse (Trial 3), Daniel Fenton (Trial 3)
Peter Lockhart (Veterans 55+)

Club Team – Pathfinders Trials MCC

Leo Nolan (Classic), Jack Walling (Junior 7-11), Ben Walling (Junior 9-13),
Glenn Ursino/Kevin Reynolds (Sidecar)

Additional teams may register after the deadline for printing of this program but prior to the commencement of the event. The final list of team entries will be displayed at the event.





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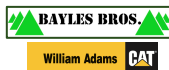
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Tasmanian champion and President of the Tasmanian Motorcycle Trials Club, Chris Bayles, pictured at the 2018 Motorcycle Trials Championships held at Sedgwick, Victoria.

