

Tasmanian Motorcycle Trials Club

(Nah, it's not racing, it's slow, over obstacles, it's easier if I show you a video...)



President: C Bayles
Vice President: K Hosking
Publicity Officer: I Pickering
Newsletter/web: S Lockhart
Committee: P Lockhart, M Amey, N Berne, C Ferrall, I Gabbedy, N Gabbedy, A+S Lockhart, N Munday, D Fenton, J Lupo, R Thornbury, B+R Langworthy, J Perkins
Scrutineers: M Amey, J Perkins, J McNeair
Section Checkers: N Munday, K Pickering, P Lockhart, M Gabbedy
Life Members: N Berne, P Lockhart, P Bayles, I & T Pickering

First Aid: F Munday, H Statton
Secretary: K Pickering
Treasurer: M Luscombe
Photographer: A Lockhart

April/May 2019

Not the President's Report

Howdy all. I didn't ask Chris for a report from Gunns Plains, and I wasn't there, and both Chris and Vice President Ken weren't at Jericho, so they can't really do anything for me there either, so I'll take the reigns and ad lib as best as I can.

Things are ramping up in the Australian Trials scene with at least one club already having run their Trials des Nations fundraising to get the team off to Ibiza later this year. We aren't doing the full National Trials Day mostly due to time constraints, but we will be doing our bit on the 7th July at Mt Joy. Keep an eye out for more information closer to the date for that, all reports from last year were that it was a great event and something different to normal.

Kurt's knocked up a fantastic piece about section setting, which I've attached to the end of this newsletter. I highly recommend reading it, especially if you're new to the club. Thank you Kurt, top job.

As I type this, the Scottish Six Day Trial is under way. If you're interested in this event, follow SSDT on Facebook or Twitter, they're putting up loads of pictures and videos, and each day a link to a video of the action. Connor Hogan and Luke Anderson are over there flying the Aussie flag so keep an eye out for them.

Gunns Plains wrap up

This is a farming district, south of Ulverstone. It is noted for the high quality limestone found there. The limestone caves in the area are a great attraction for visitors. It was named after Mr. Ronald C. Gunn who discovered the limestone caves in the district in 1859-60.

Unfortunately I wasn't there, but I did hear it was very similar to Mole Creek and that can never be a bad thing. I can't really write about an event I didn't go to, have a look at the results and let the image tell 1000 words.

Jericho wrap up

A small hamlet on the western side of the Midlands Highway, 13km south of Oatlands. It was an important way station in the coaching days. Its history dates back to the 1820's. Hugh Germaine, who gave a lot of the biblical names in the district, is believed to have named the place.

Pity his name wasn't Hugh Grocks. It'd have been quite fitting.

Twenty two riders braved the chilly blustery conditions in familiar Jericho surrounds, although as familiar as it was, finding section 7 took a bit of skill. I'd like to say what the sections were like to ride, but I only did one lap before I had mechanical issues, so I asked Millie for some help.

Me: "Millie, what were the sections at Jericho like? I didn't really get to ride them much."

Millie: "They were alright."

Hard hitting stuff there, thanks kid.

What I could tell is that they were typical Jericho sections. Grippy rock, but the soil quickly broke up under the tyres and if you got on a sag you'd have no traction. None of the sections were scarily big, they were set well and claimed plenty of points.

Jordan decided to have a crack at Expert, which hadn't been set as Chris wasn't going to be there, so he set them himself. He could have taken the easy option but to his credit he set them at Expert standard. He took his first Expert win.

Two riders rode the high scoring red lines, Dylan finishing only 6 points ahead of Kurt.

The Italian Beta domination of B grade ended on Sunday, thanks to some plucky young Spaniards. Peter took the win from young Will Thornbury, Daniel Fenton finished third.

I'm having a guess here but I think the top three in C+ all finished in their best positions? If I'm wrong, whatever, and if I'm right, congrats guys and girl! Shane won, just one solitary point ahead of Jenna, Anton a few points back in third.

Three C graders, probably the least we've ever had. Jack Salter finished third on a freshly stickered and powdercoated Gas Gas, which looked lovely even when it was flying upside down back off a rock while he was warming up. Spectacular, hopefully there was no damage to rider or bike. David Parker finished second behind Chris Dillon. Like C+, I think this is the best position finish for each rider, well done!

Millie won Clubman, the first time she's done that, and seems to think she wants a 125 now.

Young Braith rode impressively well on his little Honda and won Junior, his Dad mentioned he might need a little trials bike so if you've got one not being used it might be worth having a chat.

Australian Championship

The 2019 Huon Aquaculture Australian Moto Trials Championship planning is going well, we're still after sponsors and we're going to need loads of people to help. If you're able to assist, please let us know.

If you or someone you know would like to sponsor the event, get in touch with a committee member who can pass on any details, or email newsletter@tastrials.org.au
See the attached flyer for more details on sponsorship levels.

If you're a mainlander and you want to come over (of course you want to come over, it'll be fantastic) get some mates together and organise it as soon as you can. Spirit of Tasmania have done us a solid and set up a page for us to book boat travel, giving us special rates and such, check it out here: <https://www.spiritoftasmania.com.au/offers/2019-huon-aquaculture-australian-motorcycle-trials-championship>

Keep an eye on the Facebook page for any other details too, <https://www.facebook.com/19AusChamps/>

Next State Round events

A royal baby has been born, the media is covered in royal news, it's a sign, guess where the next event is?

Royal George! A fantastic venue, I don't remember a bad event here, even when it was pouring rain for the entire day it was still good. Remember this Sunday is Mother's Day, and most Mums don't want to be setting sections, or have their kids/partners/whatever setting sections either. With that in mind, Chris has decreed the following: A few people have come to me with the idea that we leave this weekend alone and set the trials the Saturday 18th before the 19th's event. I know that might not suit some club members, two trips in one weekend. By the amount of people who have touched base with me it's justified the change of setting date. If people still want to help out and set a section or two this weekend then by all means that is still possible. Just have to arrange to get some setting gear. Trailer is at my place or I can meet you somewhere to give gear.

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.

Gunns Plains Tasmanian Motorcycle Trials Club Inc 31 March 2019

	Expert	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Chris BAYLES	3	8	9	3	8	31		31	19	9	3	2	2
	A Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Tom WOODHOUSE	7	13	7	1	1	29		29	21	9	1	1	3
2	Brendan SMITH	6	5	5	11	5	32		32	24	4	1	2	4
3	Jordan PERKINS	12	10	3	9	11	45		45	16	8	4	3	4
4	Dylan BAYLES	12	11	10	9	13	55		55	11	11	5	3	5
5	Matt WOODHOUSE	16	10	9	10	13	58		58	9	11	6	5	4
6	Kurt PICKERING	9	10	15	14	11	59		59	14	9	2	2	8
	B Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Daniel FENTON	13	2	3	3	8	29		29	18	11	2	3	1
2	Will THORBURY	12	6	6	12	4	40		40	16	9	5	2	3
3	Callum MILLAR	9	16	8	5	13	51		51	11	12	5	3	4
4	Zak LUNN	16	11	11	8	6	52		52	14	6	5	7	3
	C Plus	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Nigel MUNDAY	3	6	0	1	4	14		14	26	5	3	1	0
2	Jenna LUPO	8	2	1	3	2	16		16	27	5	0	2	1
3	Ian PICKERING	6	9	0	6	3	24		24	27	3	0	2	3
4	Mick LUSCOMBE	10	6	7	4	1	28		28	24	3	3	3	2
5	John CLAPHAM	13	3	5	5	4	30		30	20	6	5	3	1
6	Ken HOSKING	9	11	18	4	4	46		46	19	4	2	6	4
7	Nobby GABBEDY	14	10	12	7	7	50		50	12	12	3	4	4
	C Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Mike TRAVICA	4	7	1	2	0	14		14	26	6	1	2	0
2	Kalam LANGWORTHY	10	4	1	5	1	21		21	23	7	3	1	1
3	Ian GABBEDY	8	7	5	8	6	34		34	20	4	3	8	0
4	Chris DILLON	10	9	6	7	3	35		35	21	4	3	5	2
5	David PARKER	10	10	10	6	6	42		42	16	7	3	8	1
6	Simon LANGWORTHY	19	6	10	13	4	52		52	18	2	3	8	4
7	Jack SALTER	14	7	19	16	15	71		71	11	5	3	10	6
	Clubman	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Broc GABBEDY	8	2	13	0	5	28		28	27	1	2	1	4
	Junior	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun		Total	0	1	2	3	5
1	Braith LUNN	18	13	16	7	10	64		64	17	1	2	8	7

Tasmanian Motorcycle Trials Club Inc
Round 3 Jericho
28 April 2019

Expert		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Jordan PERKINS	26	23	28	21	16	114	114	3	3	2	14	13
A Grade		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Dylan BAYLES	24	19	11	6	11	71	71	10	7	4	7	7
2	Kurt PICKERING	19	15	19	14	10	77	77	6	4	8	14	3
B Grade		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Peter LOCKHART	7	5	2	6	2	22	22	26	4	1	2	2
2	Will THORNBURY	9	6	8	4	8	35	35	17	8	7	1	2
3	Daniel FENTON	16	5	7	3	6	37	37	18	7	4	4	2
4	Callum MILLAR	16	14	8	6	5	49	49	12	10	6	4	3
5	Zak LUNN	16	9	15	16	9	65	65	11	5	5	10	4
6	Mike AMEY	16	13	19	17	10	75	75	8	6	4	12	5
C Plus		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Shane BAYES	5	6	6	7	3	27	27	20	7	6	1	1
2	Jenna LUPO	8	4	3	4	9	28	28	22	6	3	2	2
3	Anton ROSENZWEIG	14	10	5	4	5	38	38	15	8	6	6	0
4	John CLAPHAM	6	15	10	8	4	43	43	16	8	4	4	3
5	Mick LUSCOMBE	13	6	9	12	8	48	48	14	9	3	6	3
6	Ian PICKERING	19	6	6	15	10	56	56	17	4	2	6	6
7	Mike HULL	11	14	13	15	13	66	66	6	9	5	14	1
DNF	Samuel LOCKHART	16					16	DNF	1	1	2	2	1
C Grade		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Chris DILLON	11	7	7	8	1	34	34	21	7	0	4	3
2	David PARKER	14	9	9	4	6	42	42	18	5	3	7	2
3	Jack SALTER	23	9	15	7	7	61	61	13	6	5	5	6
Clubman		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Millie LOCKHART	15	4	8	12	18	57	57	10	4	7	3	6
Junior		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	Braith LUNN	14	9	17	15	17	72	72	5	3	1	19	2

Full, section by section scores are viewable on the website:
https://www.tastrials.org.au/?page_id=1411

Dealer Adverts



Gas Gas Victoria

Suppliers of Gas Gas trials bike's, parts and accessories to Tasmania offering workshop service and repair facilities

Stockist and suppliers of the following:-

Gas Gas trials bikes

Second hand trials bikes

Genuine and after market spare parts

Trials clothing

Helmets

Boots

Tyres

GRO oils and coolants

PTR Engineering bike racks

For all enquires please contact

Craig Ferrall

0409 185 991

julieferrall@bigpond.com.au

Philip Whittle

0415 861 036

ptreng@bigpond.com



Tasmanian Beta trials representative

Ken Hosking

Phone 0418 122 009

Email: kenhosking1@me.com

Sherco and Scorpa 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.

Section Setting Manifesto – Kurt Pickering

The Goal

Before we can consider the finer points of setting a section, first it must be set out what we are trying to achieve when providing a section for an observed trials event. The 'goal' of our section.

Who are our competitors and what are they aiming to get out of the section we have set? Is the ultimate question we need to ask to reveal our goal.

By and large our competitors are weekend warriors seeking their recreation from work and other pressures, their goal is therefore to derive enjoyment from this pursuit.

This defines the goal of our section to be enjoyable to ride for our competitors.

The Fun Pyramid

Now we have realised our goal we need to understand the activities required to achieve it.



We have all seen the food pyramid, a visual representation of how we should be consuming most of the items at the base and fewer of the items at the apex for a healthy diet.

If we modify this idea we can produce a 'fun pyramid' for our competitors of trials. The apex of the pyramid represents the least enjoyable activity and the base leading to the more enjoyable activities (perhaps in contradiction to our food pyramid).



When we set our sections we are obviously going to be aiming at the base of the pyramid and trying to avoid the apex to meet our goal of the section.

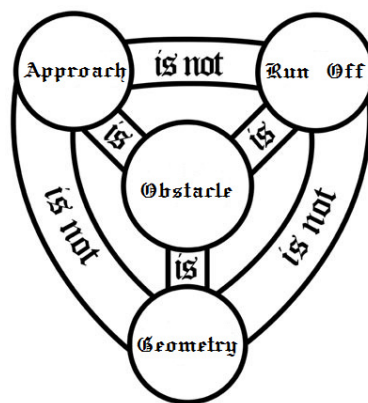
We can also call the base of our pyramid the foundation of which all other operations require. As without obstacles no skills are required, we can't damage our motorcycle and injuries can't happen.

The most important part of our section is therefore the obstacles we choose to include.

The Holy Trinity

Moto Trials has a trinity similar to the Father, the Son and the Holy Spirit which form God in Christianity.

Trials's trinity is based around the obstacle and the three parts are then the Approach, Change in Geometry and the Run Off of our complete obstacle.



An obstacle has to be thought of as a trinity because all three parts has an equal but individual effect upon a rider competing over it.

A vertical step in which we have changed the approach but have left the runoff and the main geometry of the obstacle the same is a good example of this idea.



CASE 1



CASE 2



CASE 3

Even though the size of the step has not changed, it is obvious that Case 1 is much easier to ride compared to Case 2 and 3. This is due to the approach adding a significant change in geometry as we move from Case 1 to 3. This is our trinity in action and why an obstacle has to be considered as a summation of its three parts.

Risk Assessment

For anyone that has worked in a trade you will have come across a risk assessment that must be completed before a job can be started. This idea is the same for which obstacles we choose to set in our sections.

Consider the risk assessment table below in terms of when our obstacles will cause a crash. We must consider how likely the dismount is to occur and the consequences likely to occur because of it.

Potential Consequences	Permanent Injury	Severe	5	Review	Unacceptable	Unacceptable	Unacceptable	Unacceptable
	Severe Injury Over Long Period	Major	4	Acceptable	Review	Unacceptable	Unacceptable	Unacceptable
	Injury Requires Hospitalisation	Moderate	3	Acceptable	Review	Review	Unacceptable	Unacceptable
	Injury Requires First Aid Treatment	Minor	2	Acceptable	Acceptable	Review	Review	Review
	No treatment required	Negligible	1	Acceptable	Acceptable	Acceptable	Acceptable	Review
				1	2	3	4	5
				Rare	Unlikely	Possible	Likely	Almost Certain
				Could happen but probably never will	Not likely to occur in normal circumstances	May Occur at some time	Expected to occur at some time	Expected to occur regularly under normal circumstances
Likelihood								

The example below of a rider traversing a camber is an easy scenario to use the risk table for.



Our modes of crashing would be either a high side or low side down the hill. The high side is the much worse mode of failure as it may end in a broken collar bone or similar. On our risk table this is equivalent to a consequence level of 3.

The likelihood of this crash occurring is linked to the capacity of our rider, the beginner is almost certain to have a high side, it is possible for an experienced rider and it would be rare for an expert rider to have this form of crash.

Beginner: Level 3 Consequence and Level 5 Likelihood leads to an unacceptable risk and we should avoid this obstacle for the beginner rider.

Experienced: Level 3 Consequence and Level 3 Likelihood leads to a risk that must be considered carefully. For example a camber over smooth going would be acceptable but a camber over rocky uneven terrain would not be.

Expert: Level 3 Consequence and Level 1 Likelihood leads to a risk that is acceptable and should not cause a problem for our expert rider.

The trinity of our obstacle is again important in our risk assessment as the difficulty of the approach, change in geometry and run off all add to the likelihood of a crash occurring.

Another more subtle element that adds to the likelihood of a crash is our rider's ability to rescue themselves with a dab. Consider our rider on the camber again. If our rider were to attempt to foot on the downhill side, the sole of their boot would be met with air until it finally meets the ground when a crash is inevitable.

The potential consequences are a result of the geometry of our obstacle and its surroundings. Obviously the larger the obstacle is and the more jagged and rocky the area is creates an increasingly dangerous consequence if a crash were to occur.

Marking out the Section

Now we know the goal of our section and are thinking about all the right things to achieve it we need to get in and mark out the course.

Our section setting team should consist of 2 members, the boss and the worker bee. The boss is placing the arrows and deciding the shape of the section and the worker bee is placing the boundary and doing any clearing that may be required. The worker bee is also the counsel to help decide if an obstacle is fair or not for the grade in question. In this capacity it is best that the team should have a higher grade rider as well as a lower grade rider to offer a different perspective.

The first part of marking a section in our team is finding a likely area of terrain to set our section on. There are two questions that need to be asked.

Are there obstacles suitable for the higher grades? And Can I get the lower grades through the section?

If the answer is yes to both of these then you're cooking with gas and can start to plan where the beginning and end of the section should be.

The terrain and obstacles available will generally determine roughly where the start and end should be but there are a few things that should be kept in mind.

The observer should be able to see the start and all throughout the section from their vantage point at the end of the section.

The end should be far enough away from the start that riders entering and exiting the section will not be impeded by one another.

Finally the shape of the section also plays a part in where the start and end should be.

The shape of a section should be such that it encourages a natural flow from the start to the finish. What this means is that the placing of the boundary to suit obstacles within a section should be such that riders are not doubling back etc to gain an advantage in the approach to the next obstacle. They should be always moving further forward through the section.

A general guide to obstacles is that we should only include 3 to 4 obstacles per a section for each grade. The general placement of the markers for these obstacles should be such that the lower grades are still able to ride the higher grades obstacle if they believe it will make their line easier or so choose to.

The actual placement of the marker at an obstacle should be such that it is not on the riding line of the rider and to be knocked out, the rider would be making an extra effort to purposely destroy the section. Ie. If there is an overhang, tuck the arrow underneath it where it is out of touch from the wheels.

Generally at the base of the main geometry change is safer than placing the markers at the topmost point of an obstacle.

Walk the section for each grade after you have completed setting and ensure the rider will be riding the obstacles the way it was designed and they can't bastardise the section too badly. This is also a good chance to check that the approach and runoff provided for obstacles is acceptable for the whole section. The runoff from one obstacle is linked like a chain to the approach for the successive obstacle.

A final observation on setting sections is that riders are generally happier at the end of an easy trial than they are at the completion of a tough day on the bike. So if you think an obstacle might be on the edge for a particular grade, leave it out for the health and temper of all involved.