

Tasmanian Motorcycle Trials Club

(I was busy)



President:	C Bayles	Ablutions:	A Woodbury, J Salter
Vice President:	K Hosking	Life Members:	N Berne, P Lockhart, P Bayles
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Digital things:	S Lockhart	Photographer:	A Lockhart
Section Checkers:	N Munday, K Pickering, W Thornbury, N Gabbedy		

February until now

No Presidents report

I didn't ask for one. But one thing I can add, Chris is now the GRO guy for the state, so if you need some slippery stuff, ask him!

Newsletterman stuff

Righto. First up, far out it's been busy. Not just trials stuff, it's been busy in my own life too, hence the complete lack of attention towards this sort of thing. Since I wrote this last a whole bunch of events have come and gone, and I'll be honest, I am old and forgetful, and MA stuff has been sucking the life out of me. Basically these events happened, they were all pretty decent, there's basically dot points for all except a couple of events below.

I'll touch on the MA stuff first. I spent a couple of weeks where I was talking to Ben from MTAS more than my own wife. The entry process has been fiddled with a bit to try and make it better. It's slightly improved and has resulted in me only having to download four separate spreadsheets instead of five. I'd like to get rid of the question asking bike make and model, except there's bikes that aren't listed and come up on the report as 'other' under the Manufacturer column. Plus, there's plenty of riders with more than a few manufacturers, no one wants to get there and list all of them in MA.

Just another couple of points about MA while we're on the subject. For NON-COMPETITION LICENCES ONLY, Ashlee can sign off on one day licences, meaning you can ride as non-competitive for an event. This is handy for our events like gate trials or twin shock events. If you want a COMPETITION LICENCE, you need an MA competition licence, involving proof of competency. Proof of competency can be a road bike licence, or sign off from an accredited coach, which our club doesn't have yet. If you need to arrange sign off from an accredited coach, talk to Ben at MTAS, phone number is on the MTAS website, and he can organise something. Another option which can work is proof of previous competition. Ben has told me he's seen them accept this previously, so if you want to go down this path, you can get photos of previous 'recent' (no idea on what is classed as recent) competition trophies, 'recent' results printed in the paper or 'recent' from the club, take photos or combine them as a PDF and upload those. From what I know, if MA DOES NOT contact you, it's accepted. If you need results, I've got every event result from 2015 available.

One other MA thing, Ashlee and the other officials there have to be listened to and have to adhere to MA rules. The paperwork side of things sucks big ones, but if something entirely preventable happens or something isn't noted or reported on, potentially officials could be in deep shit for gross negligence. Personally, I don't want to lose my house over something which could have been avoided if the proper rules/regulations/policies were followed, so please put up with a bit of paperwork.

Tassie Two Day

From memory, this was pretty decent and the sections had a fair bit on them. Normal two day stuff!

Bream Creek Show demo

Bream Creek, for those that don't know, is a tiny little town with an oval which isn't flat, between Copping and Marion Bay. The show has grown from a tiny little thing to a fairly huge event, taking over a few paddocks for car parking. We put on demos in 2022 and 2023 and were asked back for 2024. This time, in a bit of fantastic timing, they'd cut down a big tree right where our demo was going to be. Bloody perfect! That tree and stump, some pallets and a few big tyres and we were set.

We almost weren't all set, Chris calling me early in the morning, concerned he may run out of fuel in the Cruiser but thought he might make it to Sorell. Ashlee jumped on her phone and found that the Oatlands servo would be open by the time he got there, which was good, he realised when he got to Sorell that he wouldn't have made it, had he not filled up at Oatlands. Ashlee, the kids and I got there first and were directed where to go, except the volunteers didn't really know where we were meant to be, resulting in me reversing the Colorado and trailer back between vehicles and Ashlee cutting zip ties to open up temporary fences to let us get to where we needed to be.

The demo itself went really well, big crowds with lots of people asking questions and talking, lots of business cards being handed out and I was probably the most hated person at the venue, telling loads of young kids that it was cheap and to tell their parents to buy them a bike.

The really good bit about Chris not running out of fuel was that he cooked lunch, venison and roo snags, they were bloody good.

Dilston gate trial

The weather wasn't the best, but 21 riders showed up and had a heap of fun. It's pretty jarring to start with, looking at the section as a whole rather than the normal 'look for your arrows and make a path' we're used to. Some sections had a traditionalish red/yellow/blue/white setup, others were just a bunch of reds and yellows to add up to 11. If you've not done one before, they're worth rocking up and having a crack at.

Mole Creek

Mole Creek is an old favourite for some of us, so it was good to see it back as a proper round, and we had a couple of sections in new areas too, which is always a good thing. The lap was decent length, the sun was out, excellent day even with random cow shits and thistles around the place.

Royal George

Back on those super grippy rocks, except for section 1, that wasn't particularly good fun. Again we had some new areas to ride in, a couple of them with simply excellent views. At one point I was looking across a valley and into the distance with the kids, thick bush for miles, when I hear Millie over the headset... 'they'd never find the body.' So anyway my daughter's probably going to grow up and be a serial killer.

MONA

I could do an entire newsletter just on this one piece, so I'll shorten it down a bit, but you'll read a HEAP of brand new sentences here.

Back in early May I got a phone call from STMCA, Southern Tasmanian Motocross Association, asking if we'd be interested in putting on a demo at MONA for a gallery opening. Not the call I was expecting but I said yes. A couple of days later, the Thornbury's and I went out and had a meeting with the MONA creative team and James from STMCA to see what was possible and if it'd work. If you've never been to MONA, there's a couple of tennis courts, off to the side of those there's a very long flight of stairs, leading down to a wharf and jetty. This was the proposed venue, and MONA was very excited by the idea of bikes, though at this stage I think they thought we were all MX types. Then the dreaded "i" word was mentioned...

Insurance. I said I'd see what we could work out, and MONA agreed to attempt to get insurance for us if we couldn't but added they didn't know how successful they'd be. We did our normal permit process to get a 'track licence' for a demo on a flight of stairs and a wharf, at night, for a gallery opening. MTAS had never granted a permit for a night event and stairs and a wharf didn't constitute a "track" in their eyes, so it was rejected. This caused a flurry of phone calls, and explanations as to why it was rejected. I was a bit annoyed, MONA wanted to pay us, and to me, when you break it down, it isn't that much different to a normal demo. Not knowing that 'no means no, not no means try again', I sent off a very lengthy essay/email, covering off on all the reasons for rejection and how we were working around things or how I believed they weren't valid points in the first place. Another round of phone calls, meetings and emails later, I nearly fell off my chair, the permit was approved, albeit with a bunch of conditions. Which was lucky, because James had just called me to say the STMCA guys had pulled out, there wasn't much the MX guys could do other than make noise on the tennis courts which were well out of view of the crowds.

Lisa (MONA contact) was pretty happy that we could be there, but needed to know what the bikes could do, so on a freezing Friday night after a day of rain, Chris, Jack, Will and associated hangers on rocked up to MONA for a rehearsal/planning thingy. After a bit of mucking around/getting lost, we found our way to the top of the only track licenced stairs in the country and met with James (or Paul, can't remember his name), the head of the creative team, who was super excited, admitting he'd wanted motorcycles at MONA for many years. He outlined a bit of an idea and mentioned we should go down the stairs to the wharf, then paused and asked Chris if he'd be ok going down the stairs. "Er.. yeah, should be ok mate." Ashlee went full Clerk of Course, outlining what we could and couldn't do, Chris did a couple of wheelstands up the jetty, tyre marks were left on the sandstone wall, much talk of choreography and timings, everythings sorted, their own WHS team (which seemed to consist of one very relaxed guy) was happy, the entire creative team was blown away with the stuff our riders could do. This thing was actually going to happen. Three performances, each about 20 minutes long. Easy. One slight issue, Ashlee was due for major surgery one week before the show, and, being MA now, a Clerk of Course was required.

Right, it's show time. A rough outline, three boatloads of people would rock up, the first one being the smallest group of 100 or so, the VIPs who paid \$hitloads to be there, then an hour later another larger group, then an hour later the final delivery of people, all up about 500 ticket holders. For the stairs and wharf, there were opera singers in whacked out costumes with no eyeholes, lights, smoke machines, music, horns, all sorts of stuff, plus photographers with balaclavas, a drone buzzing around, it was full on. On top of that, there was the threat of rain. Ashlee gingerly made her way down through the bowels of MONA to the wharf and rehearsal got underway. Lots of bouncing around on the stairs, wheelstands, circles on the back wheel, the only issue was not being able to hear the audio prompts for when to depart the wharf but that was soon sorted.

First boat rocks up. Chris, Will and Jack take off down the stairs and do their thing. Ask them about the sorts of people they saw, it was eye opening. Performance went off without a hitch, although it was shorter than expected. Lisa directed us to follow Michaela, a very tall lady with a very masculine voice and features, to a waiting room. Lo and behold, food! Heaps of it, everything from vegan tarts to sausage rolls, sandwiches and sweet treats, and eskis of soft drink. Dig in. There were some other performers there too, a couple of guys doing cool stuff, basically 'keepy uppy' with soccer balls, bouncing them off all parts of their body.

Two more performances came and went without a hitch, bloody excellent. The only issue, I noticed on Jack's bike that one of the engine mount nuts had vibrated off. Somehow he remembered seeing it down the bottom of the stairs, so that was recovered and reattached. Turns out there's a lot of vibration riding up and down a hundred stairs or so a load of times, and a fair bit of arm pump too.

Job done, we were finished by about 9.30pm, we got a few quick snaps and headed back to load up, then noticed two fire trucks heading up the road, do two stroke fumes set off fire alarms? All in all it was a mountain of work to get to the point that we could even be there, but a cool thing to be part of and a very different demographic saw trials bikes.



Scottish TdN Fundraiser

It wasn't warm but as far as I know, everyone had a good day. Total amount donated was about \$720, decent, well done!

Melton Mowbray Classic Trial

Setting sections, is, let's be honest, not the most enjoyable part of the sport. But when the entire car park is covered in heavy frost and there's still ice on the rocks at 3pm, it's even less enjoyable. That's what we had to work with when we rocked up to set. Maybe some of that cold affected our brains, who knows.

Come the day of the event and there was no risk of ice. The rain kept that away. We'd had rain the week before, which caused an issue for one section in particular. Section 5's start was set in a dry dam but had to be moved, the dam not only filled but overflowed (you'd have seen it Sunday next to section 2), the start gates were under a couple of feet of water. The weather apps said Saturday would be good. And to be fair, it WAS good, until you headed up into the hills, then it was just light misty stuff almost all day.

We had planned to have a bit of a later start anyway, three laps of seven sections and only nine riders makes for a quick day. One rider (me) was waiting for Mick Luscombe to turn up with the bike, but Mick

was having his own issues, running late after a flat battery. The delayed start and the cold proved too much for Ken, who went and sat in his car with the heater on. The comfy seats, the long wait and the heated cabin tempted him into an impromptu slumber, being rudely awoken by Will after we realised Ken wasn't at the rider's briefing. Still, that little nap must have helped, Ken was the first person to complete all three laps, so there's a pro tip for anyone who struggles to get around sections at a Nigel Munday rate of speed... just have a nap first.

Everyone took off for their first lap, except me, who caused even more problems for Mick. The Suzuki wouldn't start. It had done on Friday, Mick had the carby off, cleaned it out, put it back together, rode the bike and put it in the trailer. Surely a roll start would get it going. A roll start did not get it going, and it was only when I was right down at the bottom of Sunday's section 9 that I noticed fuel pissing out of it. Drain plug on the carby just... fell out. It was far too wet to get a car down to pick up the bike, so Will towed me out with the mighty TLR, which was an experience, the wet grass and hay didn't give a lot of traction and the TLR was struggling for grip. Pity there's no photos, Will paddling the TLR, me paddling the Suzuki with a bike tie down connecting us would have made for a good one. Long story short, a new spark plug didn't help, later in the day another roll start was attempted and it still wouldn't fire.

I didn't ride obviously, but I had a look at a couple of the sections, and had a go on a modern bike on Will Delanty's 125 (and lucky I did, the ol' "Gas Gas rear brake bolt winding out" made that brake lever floppier than.. something floppy). Section 5, mentioned previously, was a W shape, down the dam bank, back up around a rock, down and back up, and it was a sloppy muddy mess. Another section I rode was very tight and would have made for a wrestling match on the older bikes. I didn't hear any complaints, so everyone must have enjoyed it. Will T won Trial 2, Ian tied with Daniel but won on countback for Trial 4 and Scott won Trial 5. Something different to the stubby holders, Ken had organised hats for all the participants and associated officials.

Melton Mowbray Sunday

Back on the modern bikes on Sunday, and it didn't rain, and I know why. Millie didn't have a waterproof jacket, so Saturday night, her and Ashlee ventured into Kmart to get her one. What a waste of money that was.

The entrance to the parking area was a bit of fun and gave you a bit of an insight into the sections... slippery, buggler all grip. And it wasn't warm, but it was warmer than expected. Us Southerners had a bit of an issue with counting. Will asked me how many sections we set. We set 8, he could only find 7 of them, but then somehow we had 9 sections to ride. We did multiple counts on the day of setting and had set 15 total, 7 classic, 8 modern. Again, blaming the cold and having frozen brains.

In the words of Chris, 'they got the heart rate up on the first lap' and he's not wrong, there was a bit in them, as you'll see in the score totals. Section 1, top of the hill on the right, spread out over a large area, the rock and log combination caught out a few C+ riders, there was some messy stuff for higher grades too. Section 2 wasn't too big and was more about finding traction, with a peg-grabbing rock at the start, weaving up the slope with a few rocks at the end. Section 3, the start of the gully and one of the 'nicer' ones, all uphill with some decent tyre tracks being cut in during the day. Next, the start of the bark and softer dirt, section 4, with a chance of crushed fingers as you exit the split rock if you were a touch too far left or right. Section 5, a few of us are pretty sure the start and finish gates were arse about, it looked like it was set to be ridden from the bottom up, not the top down. Section 6 and that climb and log took a lot of points, the rocks took points too. On to 7 and that was another one which took a few, that tree root and the bark at the bottom had absolutely no traction. Section 8 and that tight squeeze didn't look that tight when it was set, the tree must have moved inwards. Finally 9, we've used it before but the wet slippery surfaces made it far harder than normal.

There's a bit of a desire from a couple of Southerners to alter the calendar a bit and use Lovely Banks next year, in the warmer months to avoid the lambing which normally takes place there. We've used Bisdee Tier a few times in a row and Lovely Banks has some great stuff to ride on and hasn't been used much.

See the results at the end.

Next events

Mt Joy, a TdN fundraiser training day which we'll have more details about later on, on the 17th of August, followed by the event proper on the 18th of August.

Speaking of TdN fundraiser, pie drive, pass the link around work or friends and family and get some orders in.

<https://www.tastrials.org.au/entriesandevents/pie-drive/>

Classifieds

There's a heap of stuff on our website, check it out! The two most recent additions are listed here.

<https://www.tastrials.org.au/classifieds>

TMTC Gate Trial										
Dilston - 7th April 2024										
Position	Rider	Bike	Grade	Lap 1	Lap 2	Lap 3	Lap 4	SubTotal	Handicap	Total
1	Mike Travica	Sherco 300	Trial 4	64	64	68	59	255	180	435
2	Zak Lunn	Beta EVO 250	Trial 2	102	94	94	88	378	55	433
3	Will Thornbury	TLR250	Trial 2 TS	66	81	92	112	351	65	416
4	Kurt Pickering	Beta EVO 300	Trial 2	72	94	73	115	354	55	409
5	Mace Evans	Beta 200	Trial 4	37	37	57	86	217	180	397
6	Mick Luscombe	Montesa 300RR	Trial 4	44	57	48	62	211	180	391
7	Samuel Lockhart	Gas Gas	Trial 4 Plus	56	67	70	51	244	130	374
8	Ben Evans	Beta 200	Trial 4	42	37	36	73	188	180	368
9	Rosie Enniss	Beta 250	Trial 4 Plus	48	50	65	74	237	130	367
10	Ian Pickering	Ossa 280i	Trial 4 Plus	41	57	63	74	235	130	365
11	Millie Lockhart	Gas Gas	Trial 4 Plus	37	55	57	65	214	130	344
12	Alysha Lunn	Beta EVO 200	Trial 4	28	37	47	42	154	180	334
13	Christopher Dillon	Beta 250	Trial 3	60	60	67	69	256	75	331
14	Cooper Lockhart	Gas Gas 80	Trial 5	20	10	13	15	58	265	323
15	Scott Pickering	Ossa 280i	Trial 4	29	28	36	38	131	180	311
16	Simon Langworthy	Gas Gas 250	Trial 3	33	63	52	75	223	75	298
17	Georgie Lee	Gas Gas 125	Trial 4	12	22	33	50	117	180	297
18	Jack Salter	Gas Gas 250	Trial 1	47	69	81	98	295	0	295
19	Mary Ward	Gas Gas 125	Trial 5	0	5	0	0	5	265	270
20	Matt Bessell	Beta 250	Trial 4 Plus	10	37	44	46	137	130	267
21	Stephen Salter	Gas Gas 125	Trial 4	5	0	0	0	5	180	185

TMTC Round 2 Mole Creek
Tasmanian Motorcycle Trials Club Inc
21 April 2024

Trialsport Scoring System - trialsport.com.au

Trial 1		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
1	Chris BAYLES	12	5	8	8	33	33	23	6	2	1	4
Trial 2		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
1	Kurt PICKERING	6	5	8	5	24	24	25	5	1	4	1
2	Will THORNBURY	5	6	11	5	27	27	25	6	0	2	3
3	Jack SALTER	18	8	15	8	49	49	20	2	5	4	5
4	Zak LUNN	15	20	15	15	65	65	8	8	7	11	2
Trial 3		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
1	Jenna LUPO	9	8	5	6	28	28	23	4	3	6	0
2	Simon LANGWORTHY	18	13	15	14	60	60	17	2	3	9	5
Trial 4 Plus		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
1	Ian PICKERING	10	6	3	7	26	26	26	3	2	3	2
2	Bryce SQUIBB	4	7	10	7	28	28	25	3	3	3	2
3	Samuel LOCKHART	11	7	13	15	46	46	19	4	3	7	3
4	Rosie ENNISS	15	11	9	13	48	48	16	8	2	7	3
5	Lee COONES	17	15	14	5	51	51	19	6	2	2	7
6	Daniel BUTTERWORTH	14	14	13	14	55	55	14	10	3	3	6
7	Millie LOCKHART	20	22	8	7	57	57	19	4	2	3	8
8	David PARKER	17	18	16	11	62	62	14	6	2	9	5
9	Ken HOSKING	22	16	15	20	73	73	11	7	4	6	8
10	Matt BESSELL	25	19	32	45	121	121	6	4	3	2	21
DNF	Blake KENNEDY	7	18			25	DNF	8	5	1	1	3
Trial 4		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
1	Nigel MUNDAY	0	1	0	5	6	6	34	1	0	0	1
2	Mace EVANS	5	3	3	1	12	12	31	2	1	1	1
3	Mike TRAVICA	9	2	2	0	13	13	29	4	2	0	1
4	Braith LUNN	7	1	0	7	15	15	28	5	1	1	1
5	Ben EVANS	13	3	4	1	21	21	27	5	0	2	2
6	Alysha LUNN	13	9	10	5	37	37	20	8	1	4	3
7	Andrew SQUIBB	13	10	5	10	38	38	17	9	5	3	2
8	Will DELANTY	13	18	6	8	45	45	19	7	2	3	5
9	Mitchell HURST	21	16	10	16	63	63	14	5	3	9	5
10	Cooper LOCKHART	27	26	24	16	93	93	4	8	1	16	7
DNS	Scott PICKERING					0	DNS	0	0	0	0	0
NC	Mick LUSCOMBE	14	7	2	3	26	26	23	6	3	3	1
Trial 5		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
1	Mary WARD	17	30	26	26	99	99	5	3	2	19	7
Sub Junior		Lap 1	Lap 2	Lap 3	Lap 4	Sun	Total	0	1	2	3	5
NC	Jax KENNEDY	20	9	6	6	41	41	19	8	2	3	4
DNF	Jack BUTTERWORTH	16	13	9		38	DNF	13	3	2	7	2

TMTC Scottish Trial

Antill Ponds

16th June 2024

Position	Rider	Bike	Total	0	1	2	3	5
1	Chris Bayles	TLR250	2	13	2	0	0	0
2	Will Thornbury	TLR250	3	13	1	1	0	0
3	Bryce Squibb	Beta 250	3	12	3	0	0	0
4	Daniel Fenton	Beta Zero 260	4	11	4	0	0	0
5	Andrew Roycroft	Gas Gas 250	6	12	1	1	1	0
6	Nobby Gabbedy	TRS 250RR	8	9	4	2	0	0
7	Blake Kennedy	Gas Gas 250GP Trial	9	10	2	2	1	0
8	Mace Evans	Beta 200	13	9	3	1	1	1
9	Andrew Squibb	Beta 250	13	6	8	0	0	1
10	Ken Hosking	Fantic 200	14	6	6	1	2	0
11	Zak Lunn	Beta EVO 250	15	9	2	1	2	1
12	Grant Taylor	TRS 250 R	16	11	0	0	2	2
13	Kurt Pickering	Honda TLR250	16	8	4	1	0	2
14	Ben Evans	Beta 250	16	8	3	1	2	1
15	Jack Salter	Yamaha TY250	16	8	2	1	4	0
16	Jason Henderson	Gas Gas TXT 280CC	17	7	4	1	2	1
17	Ian Pickering	Montesa 247	19	10	1	0	1	3
18	Will Delanty	Gas Gas 125	21	6	2	4	2	1
19	Paul O'Kelly	Beta Factory 250	23	8	2	0	2	3
20	Georgie Lee	GasGas 125	24	4	5	1	4	1
21	Dylan Bayles	Vertigo	26	7	3	0	1	4
22	Mitchell Hurst	GasGas 250	30	3	4	4	1	3
23	Mick Luscombe	Suzuki 260	0	0	0	0	0	0
24	Rosie Ennis	KTM	0	0	0	0	0	0
25	Joel Lee	KTM300	0	0	0	0	0	0
26	Samuel Lockhart	Gas Gas	0	0	0	0	0	0

TMTC Melton Mowbray Classic Trial

Tasmanian Motorcycle Trials Club Inc

20 July 2024

Trialsport Scoring System - trialsport.com.au

	Number	Trial 2	Lap 1	Lap 2	Lap 3	Sat	Total	0	1	2	3	5
1	2	Will THORBURY	6	6	13	25	25	10	5	2	2	2
2	3	Kurt PICKERING	12	15	12	39	39	8	5	2	0	6
	Number	Trial 4	Lap 1	Lap 2	Lap 3	Sat	Total	0	1	2	3	5
1	14	Ian PICKERING	16	14	9	39	39	8	2	2	6	3
2	63	Daniel BUTTERWORTH	9	14	16	39	39	7	4	1	6	3
3	60	Blake KENNEDY	22	14	11	47	47	5	4	5	1	6
4	61	Mitchell HURST	18	21	19	58	58	1	3	4	9	4
5	16	Ken HOSKING	25	18	24	67	67	0	2	2	12	5
DNS	20	Samuel LOCKHART				0	DNS	0	0	0	0	0
	Number	Trial 5	Lap 1	Lap 2	Lap 3	Sat	Total	0	1	2	3	5
1	26	Scott PICKERING	11	5	13	29	29	10	2	4	3	2

