

Tasmanian Motorcycle Trials Club inc.

(The most challenging motorcycle sport)



Acting President:	Ken Hosking	First Aid:	Colin Woodberry, Fiona Munday
Acting VP:	Steve Harris	Life Members:	Neil Berne, Peter Lockhart
Secretary:	Ian Gabbedy	Publicity Officer:	Ian Pickering
Treasurer:	Mick Luscombe	Scrutineers:	Mike Amey, Nigel Munday
Newsletter:	Samuel Lockhart	Photographer:	Ashlee Silk
Section Checkers:	Steve Harris, Neil Berne, Peter Lockhart, Kurt Pickering		
Committee:	Neil Berne, Craig Ferrall, Nigel Munday, Peter Lockhart,		

Section Cleanup: Section 1 = Clubman, Sections 2+3 = C Grade, Section 4 = C+ Grade, Section 5 = B Grade, Section 6 = A Grade & A+ Grade

Anyone who can bring observers to a trial please do to help make it a better day, we can't ride without observers.

June 2015

Acting President's Report

Greetings to all of the trials fraternity in Tasmania.

If the recent trial at Dilston is any measure, we have a number of new competitors entering the sport. On behalf of the Tasmanian Motorcycle Trials Club, it is my pleasure to welcome new and intending competitors and their families. For those newcomers who rode the C Grade line at Dilston and struggled with some of the sections (two and four come to mind, the former with the steep off-camber climb and the latter with the abrupt rock step followed by a tight turn) don't despair. At least one very experienced rider was seen to take a leap over the handlebars in section four! As always, if a particular section is too daunting, there is no compulsion to ride it. It is completely acceptable to ask the observer to record your score as a five and continue to the next section.

On the subject of scoring, the committee has established a policy that provides for a competitor, who is unable to complete the entire course, to be recorded as a finisher with those sections that have not been ridden being allocated a score of five points for each section. However, if a competitor does fail to complete the course, it would be much appreciated if he/she informs the Clerk of the Course to that effect. That will ensure that, at the end of the trial, observers and other officials are not waiting around for a competitor who has withdrawn. However, it remains at the discretion of the Clerk of the Course to determine whether a non-finisher should be included in the results according to the circumstances of the retirement. An extreme example would be that of a disqualification of a competitor for a serious breach of the rules. In that case the Clerk of the Course would most likely conclude that the disqualified competitor would not be considered to be a finisher.

As a result of this policy having been decided, it is now possible to calculate progress scores for the season to date. These will be published in the near future.

The next round of the club championships will be held at Mount Joy on 9 August 2015. Please take special note of this date, as it is not the usual third Sunday of the month. The date of the event has been brought forward by one week to enable those who wish to compete in the Victorian Championships on 15 and 16 August to do so without missing the TMTC event.

Finally, following the resignation of the President of the club, the committee has decided, in the context that the AGM is only a few months away that I will continue as Acting President until the incoming committee is elected. Similarly, Steve Harris has volunteered to fill the role of Acting Vice President until the election of officers at the AGM in October.

Ken Hosking

Acting President

Brass Monkey Ride Ian Pickering

Early on Saturday morning, 23 Club members and family arrived at Moina for the Brass Monkey Ride – the biggest turnout we have had so far. There was a quiet sense of anticipation as food and bedding was carried into Tim & Vonette Meads shack.

The shack is located in the middle of many interesting tracks, and is a great place to return to after the ride to warm up and socialise. Many tall stories were going to be created today....some of them might even resemble the truth!

So we all prepared ourselves for the ride with multiple layers of warm clothing as this is the Brass Monkey Ride held in the middle of winter!

The 19 bikes were prepared and filled the fuel tanks to the brim and we took extra fuel – the ride today was a long one to Black Bluff.

Then quite quickly our tour guide (Tim Mead) rounded us all up and we were off. We went via the bottom of the Lake Gairdner dam wall up an interesting 1km climb on an enduro track – definitely a C+ line in some places. As we had riders with differing levels of experience, we were working as a team assisting some riders up the difficult and steep climb. But we all got to the top where the riding got easier as it followed fire roads and trails. As we went along we found that a bridge had been washed out and we needed to turn around and take another route to the base of Black Bluff.



At the base of Black Bluff we were faced with another long, long steep climb over what seemed like endless piles of brick shaped rocks. Some of the riders opted for a rest at the base while the rest of us rode up into the alpine altitude of Black Bluff. There was the odd bit of snow and the water in the creeks was quite cool!

A couple of riders riding at the front of the group came across a 20m creek crossing that looked to be only 30cm deep, but gradually got deeper as you rode into it. Kurt Pickering got $\frac{3}{4}$ of the way across before heading up the side bank to get out. Chris Bayles got $\frac{1}{2}$ way before the gasser got a mouth full of water and Nigel Munday got to within a couple of meters of the end before his front wheel suddenly dropped and he fell sideways into the water..Brrrrrrrr...Some delicate pieces of machinery were waterlogged and quite cold. The bike also got cold water into places it should not have and stopped.



Nigel was stuck on the other side, so to get his bike back to where the tools were he had to push it into the deep part of the creek. Ian Pickering then sacrificed his feet to the cold water as he waded in over his boots to grab the handlebars just before they submerged and pulled the bike to the other side. This was followed by about ½ hour of “de-watering” of engines and air boxes, while some of the other riders were making “helpful” comments. As it turned out Nigel managed to breathe life back into the Sherco but there was something more serious wrong with Chris’s Gasser, he had to be towed out by Phil Mead on one of the 4 Wheelers that came with us. New club member Paul Keeble was on the other 4 wheeler, carrying fuel.



Dewatering the Sherco



Looks like the kettle has boiled



View from the top of Black Bluff

On the way home we stopped and figured out that the flywheel was loose on Chris's Gasser as the Woodruff Key had sheared and we did not have a replacement. Chris managed to put the flywheel on in the right place and tighten it up as much as we could and.....IT STARTED!



We rode on for a few more km but just before the track down to the dam wall the flywheel on the Gasser slipped again. Chris was towed to the top of the hill and then released.....there were stories of flying Gassers as Chris did his best to keep going to the bottom of the hill without having to stop and push.

We arrived back at the shack 5 hours later and feeling tired but pleased with the interesting ride for the day. While we were away our wives and partners had prepared a Christmas in Winter Feast. Baked Pumpkin soup, followed by Chicken, ham & lamb and vegies and roast potatoes, topped off with selection of Christmas Pudding, meringue, and a couple of other deserts. It was simply delicious. With 23 people sitting down for a meal we were at the maximum for chairs, plates, knives and forks etc.

The rest of the evening was spent socialising with a couple of drinks, playing 8 Ball, sitting around the large open fire, telling tall tales and repairing bikes. The brains trust got together and hatched a plan to manufacture a Woodruff key out of a washer, using a vice on the back of Tim Mead's vehicle, a small hacksaw and a file. How many people does it take to repair a Gasser? At one time I counted 8 people around the bike! Anyway it worked and the Gasser was mobile for Sundays ride.

On Sunday we had a hearty breakfast of Eggs and Bacon before splitting up into two groups to ride on the Cethana side of the shack.

One group lead by Tim Mead took an easier route to the BIG STUMP and the other group lead by Ian Pickering took a more challenging route to Dove Mine down a very skinny track over some slippery logs, then to the BIG STUMP. Both groups would then join up and travel the rest of the way together.



Dove River

Now Tim knows his way around the tracks very well, not so for Ian, so Tim scratched out a rough map for Ian on the back of a serviette, and explained what it was showing "Go past the boom gate and look for a track that is not very well defined on the RHS, then go to a T intersection and turn left.....I think there is only one T intersection then look for another boom gate somewhere as you bear slightly to the left....oh you will see a bridge there too....." You get the idea. Well it worked and the two groups met up at the Big Stump! We should have had a fantastic view there except that the clouds were in the way – so we all headed down to the lake.



Will Ferrall on the BIG STUMP



The next generation

From there we rode up a track that seemed to be heading up into the sky, it went on and on. All the riders had a great run up this track.



Bridie Perkins



Michael Bayles

We arrived back at the shack at lunchtime and finished off the deserts before cleaning up and heading home.

WHAT A GREAT WEEKEND WE ALL HAD

Thanks to everyone who went on the ride and arrived with the "let's have some fun" attitude. The ride was fantastic and the food delicious – the accommodation was spot on. These weekends are now so popular I am wondering if the next Monkey Ride in early February be oversubscribed? Will we have to have a ballot for places, similar to the Scottish Six Day??

FUNNY BITS

Nigel tried to follow Chris up the wall of death bank to get around a boom gate.

As he did not carry enough speed he slid down the other side of the bank, but thinking he knew what to do on the way back he tried again..... however some things that happen on tour stay on tour....

Kurt Pickering was reminded of a previous indiscretion over the double logs on the way down to Dove Mine by Nigel. So on the way back over these logs Kurt stopped to watch Nigel over the slippery double logsyet again I should keep this on tour, but if it was a section.... it was not zero.

Beta is the only brand now to have a 100% finishing record, no pressure next year Rousey!

Although, an honourable mention to Ossa this year with 2 starters and 2 finishers. The dedicated testing a research of the Ossa Technicians is paying dividends!

Event wrap up

I like to do a bit of reading about the location for our events, prior to writing the newsletter and as you've likely noticed, some of that will make its way into the newsletter. I normally jump onto Wikipedia first and get set to read all about the town. This is what Wikipedia says:

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

There's not a whole lot to work with there. Yes, Dilston is a short drive up the road from Launceston, and our entry list was 10.42% of the entire population of the town. For those reaching for the calculator, calm down, we had 32 riders riding around on the frozen terrain the Archer family kindly let us use.

To say it was cold upon arrival was an understatement. Bikes perched up on the back of utes had ice on the handgrips and nameplates, while the logs had a nice coating of frost. The cold conditions didn't deter a whole bunch of brand new and some rarely seen riders from showing up, which was great to see. It's clear the come and try days are getting a lot of interest, which is great for the sport and the club. Every new rider seemed to be enjoying themselves and the challenges in the sections, so hopefully they'll continue to come along and we can keep growing. The family atmosphere is a big advantage, there aren't many forms of motorsport where partners or parents and kids can ride around together and help each other through the sections. Of course, problems may arise when the kid starts beating the parent, but I'm sure Jack will be smart enough to not bite the Kirk that feeds him when he starts beating Dad.

A Policeman turned up, just doing his job, making sure all the paperwork was in check, though he must have thought Peter Bayles looked a bit suspicious, putting him on the breathalyser and the end of section three. The friendly Constable hung around to watch Chris ride the section, I just wish I'd caught his reaction when Peter told him to drug test Chris because he's gotta be on something to ride this stuff.

Chris was our sole Expert rider, putting on a great show for everyone, so obviously took the win.

Bradley Shadbolt may be eyeing off an Expert line in the future, after a nice A grade win from Kurt, with Peter taking third place.

B grade was a tight affair, with Dylan and Leo Rochfort both tying on 60 points. Leo took the win on cleans (18 to 16) although it took him three bikes to do it after breaking an Ossa, ride sharing with Dylan then grabbing Chris's bike to finish the day. Leo is out here from the UK for a while so we may see him at more events in the future.

Three riders took on C+, which was won by a confirmed sober Peter Bayles. Ian Pickering rode well enough to grab second place from Jordan in third.

C grade had a huge turn out and it was tight at the top. Steve Harris dropped back from C+ to win narrowly from Clayton Lockyer. The ever steady Mike Travica claimed the final podium step. Note that it's a metaphorical podium, not a real physical one.

Nigel Munday rode around claiming bikes with seats were better so he quite literally comfortably cruised to second in Twin Shock. Mick Luscombe piloted the beautiful Suzuki for the win, with a score which would have seen him be right up the front in C grade.

In Clubman, David Quinn looks to have a good handle on the Beta, adding another win to his name. Tegan Jamieson climbed aboard an Ossa to take second and Will Ferrall finished out the top three.

Juniors had their own sections for the most part, under the watchful eye of Jenny Gabbedy. Broc Gabbedy scored a very low 9 for the win. Ruby Stratton proudly told me she had more cleans than Dad Josh, so there's already a rivalry there, just wait until they're in the same grade. For now, she's content with second place. Zoe Sutcliffe placed third on a JR80 and may hold the record for fastest ever upgrade, I doubt the results were finalised before a deal was done to get her a Sherco 125.

Next State Round Events

As mentioned previously, our next event is at Mt Joy on the 9th of August, the second Sunday of the month instead of our usual third weekend.

Dylan looking comfortable in B Grade



Josh Stratton making his C grade debut



2015 Tasmanian Moto Trials Club, Round 5

Venue: Dilston	Lap	Lap	Lap	Lap	Lap	Lap	Lap	Total	Place	Notes
Expert A+	1	2	3	4	5	6	7			One starter
Chris Bayles	3	6	2	4	9	1		25	1	
A Grade	1	2	3	4	5	6	7			Three starters
Bradley Shadbolt	7	5	9	5	7	12		45	1	
Kurt Pickering	12	9	6	8	13	9		57	2	
Peter Lockhart	16	9	10	10	8	8		61	3	
B Grade	1	2	3	4	5	6	7	Total		Two Starters
Leo Rochfort	16	2	7	1	4	30		60	1	18 cleans
Dylan Bayles	9	7	3	6	5	30		60	2	16 cleans
C+ Grade	1	2	3	4	5	6	7	Total		Three starters
Peter Bayles	4	3	2	3	0	1		13	1	
Ian Pickering	6	5	6	1	6	6		30	2	
Jordan Perkins	7	5	7	8	9	9		45	3	
C Grade	1	2	3	4	5	6	7	Total		Fifteen starters
Steve Harris	1	1	2	2	1	0		7	1	
Clayton Lockyer	4	3	0	0	1	1		9	2	
Mike Travica	5	6	0	0	1	0		12	3	
Samuel Lockhart	7	2	2	1	1	2		15	4	
Andrew Rouse	3	2	6	1	2	2		16	5	
Robert Knee	10	5	3	1	1	0		20	6	
Ken Hosking	2	9	6	3	1	0		21	7	
Craig Ferrall	5	0	5	2	8	2		22	8	
Kirk Costello	9	6	13	6	4	4		42	9	
Jack Costello	9	3	11	7	6	9		45	10	
Josh Stratton	10	12	12	14	7	12		67	11	
Peter Sutcliffe	18	19	18	14	15	15		99	12	
Jason Gale	24	22	19	16	23	16		120	13	
David Lockyer	22	21	26	30	30	30		159	DNF	
Peter Keeble	24	21	26	30	30	30		161	DNF	
Twin Shock	1	2	3	4	5	6	7	Total		Two starters
Mick Luscombe	5	1	4	1	1	0		12	1	
Nigel Munday	2	5	6	2	2	3		20	2	
Clubmen	1	2	3	4	5	6	7	Total		Three starters
David Quinn	7	5	3	4	1	0		20	1	
Tegan Jamieson	16	13	9	9	17	9		73	2	
Will Ferrall	14	20	20	11	9	10		84	3	
Junior	1	2	3	4	5	6	7	Total		Three starters
Broc Gabbedy	1	0	2	3	0	3		9	1	
Ruby Stratton	8	7	0	0	0	1		16	2	
Zoe Sutcliffe	11	7	5	3	7	6		39	3	

Private Adverts

There's quite a few people who seem keen for a bike, if you're wanting to offload one, email newsletter@tastrials.org.au to get it advertised here and on our website.

If you're after a bike, we can put a wanted ad here as well.

For larger pictures, please see the classifieds section of www.tastrials.org.au

For Sale: 2013 Cabestany 305.

Made very late in 2013 & delivered Feb 2014. Factory bike with all the signature performance parts & bling that comes with a Cabestany Sherco. Only ridden in 8 or 9 trials. Excellent condition \$7000. Call Nigel Munday on 03 6432 1014



Dealer Adverts

Service Moto - Off Road specialists in the South - Unit 8, 121 Gormanston Road, Derwent Park

See us for mechanical servicing/repairs, aftermarket spare parts, accessories, performance parts, cycle wear and casual gear, tyres, oils and more; if we don't have it, we can get it, FAST! Great advice from staff who ride!

Phone 6273 0401 and speak to Rob or Mel

Sherco & 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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