

# Tasmanian Motorcycle Trials Club inc.

(The most challenging motorcycle sport)



|                          |  |                           |                               |
|--------------------------|--|---------------------------|-------------------------------|
| <b>President:</b>        | Brendan Smith  | <b>First Aid:</b>         | Colin Woodberry, Fiona Munday |
| <b>Vice President:</b>   | Ken Hosking  | <b>Life Members:</b>      | Neil Berne, Peter Lockhart    |
| <b>Secretary:</b>        | Ian Gabbedy  | <b>Publicity Officer:</b> | Ian Pickering                 |
| <b>Treasurer:</b>        | Mick Luscombe  | <b>Scrutineers:</b>       | Mike Amey, Nigel Munday       |
| <b>Newsletter:</b>       | Samuel Lockhart  | <b>Photographer:</b>      | Ashlee Silk                   |
| <b>Section Checkers:</b> | Steve Harris, Neil Berne, Peter Lockhart, Kurt Pickering               |                           |                               |
| <b>Committee:</b>        | Neil Berne, Craig Ferrall, Nigel Munday, Steve Harris, 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

### Vice President's Report

Round 4 of the club's championship was run at Melrose on 21 June, and although the turnout was low, the weather was fine, albeit rather cold, and the sections were challenging but never dangerous. Thanks are due to the section setters and to the observers who braved low temperatures that saw frost remain on the ground right throughout the day in some sections.

A friendly reminder to riders to help take down the sections after the trial is finished. Observers who have been standing at a section all day should be heading back for a hot drink or, as was the case at Melrose, to warm up in front of a roaring fire, rather than picking up arrows and tapes at the end of the event.

Overseas, the World Trials Championships are in full swing, with Toni Bou (Repsol Honda) having won every round so far (as at the date of writing). Adam Raga (Gas Gas) holds second position and Jeroni Fajardo (Beta) is in third place. Sadly, however, Australia will not be hosting a round of the WTC in 2016 according to the draft program recently released by the FIM.

Back home, there are several trials demonstrations coming up in the near future. As the dates and places for these are confirmed the calendar will be updated on the website.

Finally, it is with regret I announce the resignation of the club President, Brendan Smith. Brendan's work circumstances are preventing him from devoting enough time to perform the President's role. In the near future the committee will meet to decide on a successor. Meanwhile, thanks Brendan for your great work to date.

Ken Hosking

Vice President



## Press Release

Ken Hosking is pleased to announce that he has been appointed by Beta Racing Australia as the Tasmanian representative for Beta trials motorcycles. Ken's business will operate from 3096 Channel Highway Kettering and will trade as Beta Racing Tasmania. A demonstration Beta trials bike will be arriving in Tasmania in July, and will be able to be test ridden at come-and-try days and at other times by calling Ken on 0418 122 009 or by sending an email to [kenhosking1@me.com](mailto:kenhosking1@me.com)

Brochures and specifications are available online at [www.betamotor.com](http://www.betamotor.com)

A stock of commonly used spare parts will be kept in Tasmania and other parts will be able to be delivered within a few days from Beta Racing Australia in Victoria.

The Italian built Betas are well-engineered and durable trials machines. In the 2015 Scottish Six Day Trial, one of the toughest events in the trials world, not one Beta failed to finish because of mechanical or electrical problems. As well as being reliable, Beta trials bikes are extremely competitive, as shown by the results achieved by Jeroni Fajardo in the World and Spanish championships and by the performance of Australian riders such as Tim Coleman in local events. There is a wide range of trials models available from 80cc to 300cc, and with both two strokes and four strokes being part of the range.

Ken looks forward to engaging with riders who are interested in trying these fine machines.



## Event wrap up

Our June event was at Mick Rundle's property at Melfroze. Oops, sorry, Melrose. If you've never been to this event, imagine a paddock between two hills, with a forked creek cutting apart a couple of times. Now cover all that in a crispy white coating of frost and some frozen puddles. Sounds good! If you're looking for the sections, seek the darkest, coldest, dampest bit to the right which never gets sun, there's three in there. See that big bank down to the right of the paddock? That's one. Look to the left down the bottom, there's a big log, some more mud and a leaf littered bank, that's another. Finally, over to the left opposite the car park, there's a big of a bog, some logs, a couple of banks and there's a section there. Ignore the dead wallaby in the middle, he's not a good observer and won't help you at all. Now head back to the car park, there's a fire pot there to warm yourself by. To get from the sections back to the car park you've got at least two creek crossings, which turn to mud fairly quickly, so between that and the sections themselves, you're guaranteed of bike cleaning time and giving your washing machine a decent work when you get home.

Sections 1, 2 and 3 were probably as close to the Scottish Six Day as most of us will ever get, with the flowing water, mud and chewed out banks. Section 4 had a couple of fairly intimidating almost vertical banks which seemed to get more slippery towards the end of the day as the temperature dropped even lower. Section 5 was great for seeing what lines everyone was taking with the sets of wheel tracks through the mud. Section 6 was a mix of wet and dry, with more wet than dry by the end of the day.

A grade was won by Kurt Pickering, ahead of a recovering Peter Lockhart.

Dylan Bayles returned after a long break to be our B grade winner.

C+ was a close affair but Jordan Perkins won just three points ahead of Nigel Munday. Josh Lockhart picked up third place.

Ian Gabbedy was short on time after his minding duties and improvised section creation for the Juniors but still managed to take the C grade win. Ken Hosking finished the day in second place with Andrew Rouse in third.

Mick Luscombe made a return aboard his beautiful Suzuki twin shock, taking the class win.

Clubman was won by David Quinn, followed by the ever improving Will Ferrall. Newcomer Ian Hoare unfortunately DNF'd after breaking his bars between sections.

Broc Gabbedy handled the conditions well to win Junior, Millie Silk came in second and Louis Southwell in third.

Takeaways from this trial:

Even though the water on section 3 looks inviting, it's bloody cold and it's not a nice place for a little lie down.

Section 2 involved a jump at the start. If you bugger it up like Andrew Rouse did and end up with the bike sideways across the gap, don't expect Ian Pickering to help, he'd rather ask you to leave it there for a few minutes until he's 'used' it to his advantage.

Don't overthink things. Yes, you may think your Sherco has a blocked idle jet, and you could spend time trying to fix it, but first check your fuel tank, it might be empty. Isn't that right Nigel?

Please, somebody think of the children. There was a lack of Junior (white) lines, which resulted in improvised sections being created on the fly. Yes, there's usually only a couple of them, but there's only a couple of A graders and Experts and we set sections for them.

### **Upcoming events**

#### **Christmas in Winter function and the Brass Monkey ride.**

The aim of the Brass Monkey ride is to have a fun weekend of TRAIL riding and some good social time with club members. It is a family weekend, so if your partner wants to experience this weekend as well, they are welcome. The partners usually head off and visit Cradle Mountain and some other local spots on Saturday, while we are riding. Tim and Vonette Mead have provided their shack at Moina as a fantastic base for this event, with a big kitchen & dining area for the food. Down the steps is a large area with lounge chairs, eight ball table and roaring log fire. What a great place to relax. You can come and camp or use one of the 10+ beds in the large shack.

We have an organised trail ride on Saturday through the many and varied tracks around Moina. Tim would like to make an early start on Saturday morning at about 9.30am, so to make this possible, all are welcome to arrive Friday night at any time. Tim will be there around 3pm or if anyone wants to arrive early and get the fires going that would be great.

There is a rumour of a new challenge from Middlesex to Moina this year. If weather permits, we will do the Black Buff track. This is a definite C grade to B grade track.

Bring some additional fuel with you and a backpack with a couple of empty 1 litre oil bottles in case we need to carry some fuel. Please make sure your bike is in excellent mechanical condition with tool kits, and take a lunch pack with you. This will be a ride not to be missed!

This year on Saturday night we are going to have a Christmas style Feast. Turkey & Ham with roast potatoes & vegies etc, then desert will be a choice of everyone's favourites. We then spend the rest of the night socialising, telling tall stories... washed down with a couple of drinks.

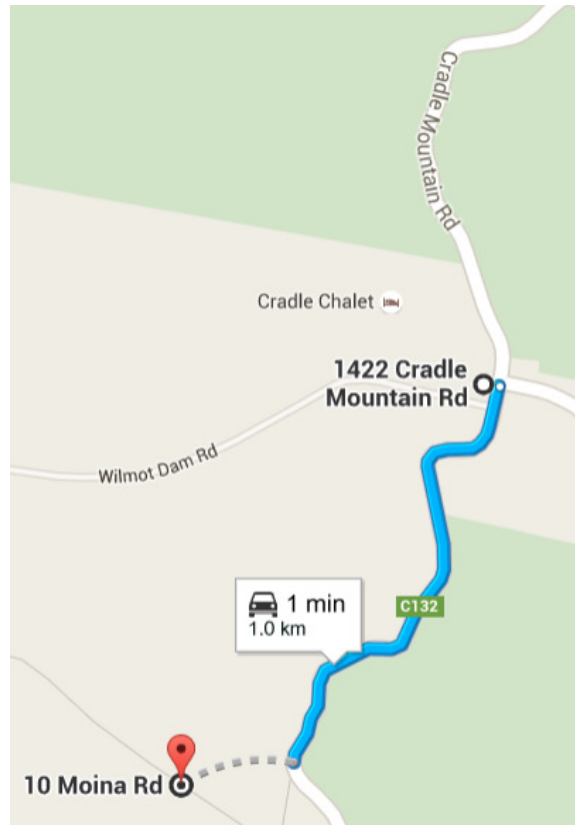
Sunday morning starts with eggs and bacon to get you going again. There will be a special ride for children on Sunday morning plus an additional ride for the Adults. We then polish off what food is left for lunch, before packing up and heading home.

If this sounds like your type of weekend then send Ian an SMS on 0418131341 with the names of who is coming with you and your mobile number. I can then SMS you with confirmation - and your share of the food.

If you can make it that weekend.....you will have a fantastic weekend.

Directions:

Drive to the intersection of C132 & C136 near Moina. Head south on Cradle Mountain Rd/C132 for 2km, then turn right onto Moina Rd (look out for oncoming traffic when you turn off here) Travel 200m along Moina Rd, on the left is the location of the shack.



### Special – Ken Hosking’s New Zealand event wrap up

The New Zealand trials scene is active and broad ranging. Of the many events that are held throughout the country, two stand out as being of possible interest to Tasmanian competitors looking to combine a trip to New Zealand with enjoyable riding in local trials.



The Ihatove trial is held in February every year in the 88 Valley near Nelson, not far from the Nelson wineries region. This trial traces its origins to the Japanese event of the same name, which in turn was inspired by the experiences of Japanese riders in the Scottish Six Days Trial. Stephen Oliver, a past New Zealand trials champion, organises the Ihatove event with the assistance of his family. The format of this event is that a practice and coaching day is held on the Friday, followed by two days of competition. The trial follows an SSDT style, long course that takes riders high up into the foothills of the Southern Alps. The scenery is spectacular and the steep narrow tracks with sheer drop-offs certainly start the adrenalin flowing. Different courses are followed on each day and the long loops are accompanied by a number of sections near the car park.

The theme departs from that of the SSDT in that there are multiple lines in each of the sections, much as we have in our own events. There is a line for any level of skill, and the emphasis is on open, flowing sections. Riders travel in groups of three, each with a fire extinguisher, as the fire danger is often high at that time of the year. Each team scores itself on an honesty basis. Every rider receives a medal, and although an overall result is calculated, the emphasis is on completing the course safely.

The usual weather conditions for February in the Nelson area are warm to hot. With this time of year being in the off-season in Tasmania, it is possible to compete in the Ihatove without compromising trials activities back home.

As this is a commercially organised event, no competition licence is required and competitive bikes are available for hire. I thoroughly



enjoyed the 2015 event and I will return in 2016. For more information refer to <http://www.nonstopadventure.co.nz/newzealandihatovetrials.php>

The other event is the annual Kaikoura Three Day trial, held at three separate venues near Kaikoura, some two and a half hours north of Christchurch. The 2016 event will be the 70<sup>th</sup> occasion on which the trial has been run, and the organisers, the Christchurch based Pioneer Motorcycle Club, are planning for a big event to celebrate the anniversary. The event caters for all grades, including sidecars, and has similarities to the Ihatove in that the emphasis is on enjoying both the competition and the social atmosphere. However, this does not stop the competitors from being highly competitive, especially in the higher grades.

The K3DT is held over the Queen's Birthday weekend in June, one week earlier than the long weekend in eastern Australia. At the time of writing, competition licences are not required to compete in the K3DT, but this could change as there is pressure on Pioneer to comply with the rules of Motorcycling New Zealand in requiring licences for all events. MNZ operates similarly to MA in that day licences are available and MA licences are recognised in New Zealand. Hiring a bike is not as easy as it is when riding in the Ihatove trial, but with sufficient notice it would be possible to hire/borrow a bike.

Prior to my recent ride in the 2015 K3DT, I last rode in the event in 1976 on an MAR Ossa, 39 years previously. Quite a lot had changed in that time, as in the 70s the trial moved from venue to venue during the three days, with two or three different venues being used on each day. The sections have become more challenging, particularly in the higher grades, but the severity falls well short of that of the South Island and National Championships.

With the event being held in June, the weather can be fickle, but the dominant weather pattern at that time of year is for frosty nights and clear, cool days.

The K3DT is a great event, both from a riding and a social perspective and I will be back again in 2016. For more information refer to the Pioneer Motorcycle Club's website at <http://pioneertrials.co.nz>





### **Next State Round Events**

There's a come and try day at Dilston, just north of Launceston, on the 12<sup>th</sup> of July, and there's also section setting on the same day. If you or anyone else is interested in having a ride of one of these bikes, come along and have a go. Be warned, they're addictive, so you'll probably have to check the private advert section of this newsletter.

Round 5 of our series will be the following Sunday, the 19<sup>th</sup> of July. Riders from last year may remember the variety of sections, one so long you nearly needed a GPS, a fuel stop and a cut lunch, and one so tight and small you could barely swing a cat without hitting boundary tapes.

### **Private Adverts**

For larger pictures, please see the classifieds section of [www.tastrials.org.au](http://www.tastrials.org.au)

**For Sale 2005 125cc Sherco Trials Bike.** Spare front and rear guards and decals and a chain guard. \$3600 ono. Call 0409 406 286



**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



## 2015 Tasmanian Motorcycle Trials Club, Club Championship, Round 4

[illegible]

## 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

2<sup>nd</sup> 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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