

Tasmanian Motorcycle Trials Club inc.

(The most challenging motorcycle sport)

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Vice President: Ken Hosking	Life Members: Neil Berne, Peter Lockhart, Peter Bayles
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Section Checkers: Nigel Munday, Nobby Gabbedy, Peter Lockhart, Kurt Pickering	



April 2018

Presidents Report

Well what a fantastic day for a trials. The weather was a million times better than this time last year. Well done to the southern team who did a fantastic job on setting it. It was good to have a great variety of sections, from fiddly stones to nice slopes and rock walls. There were some pretty close scores across all grades, and yes I mean all grades, check them out.

Huge thanks to all the riders for being honest with the scoring and collecting score cards. While we are on the score card topic, great job Ashlee for stepping in at the end of the day to add them up. How about Tom Woodhouse beating the old man? it would have been a quiet trip home. I reckon Woody made Tom walk from the bottom of the drive. B grade is full on at the moment. Three blokes so close on a high score, that shows how close those lads are.

Great to see a few older names coming back up in C+. Look out for the Salter boys, thanks to Dad for taking on a new scooter (another quality GAS GAS in the club). These boys will go in leaps and bounds with an upgrade if that's what the plan is. Has anyone else ever notices how immaculate this family keeps their bikes? Smicko.

So not long now until three of us club members are off overseas to Scotland. Between the three of us I'm sure we can manage to keep the club updated throughout the week. It's going to be a good challenge to compete for six days, all of us Aussie riders are very excited. Woody and I had our last practise on Wednesday in some slippery creeks. Mat may have a story to tell next time we are all together, haha. Well that's it from me. When we decide on a date and style to run a national trials day for a Trials des Nations fundraiser, we'll let you know and contact everyone with plenty of notice. At this stage it looks like it will be a Scottish style trials with a gate trials style section. That sounds confusing I know but it's quite simple. It will be low stress, easy and a lot of fun.

Cheers guys and girls.
Baylesy

Round Wrap Up - Jericho

For some reason, early Tasmanians seemed to love naming things after biblical references. Bagdad (albeit spelt differently), Walls of Jerusalem, and the Jordan River, which runs through Jericho. But there's things history books don't tell you. I have laid upon the rocks of Jericho on many occasion, and the rocks have told me the true story. I have been granted permission to pass this on to you. Early explorers saw the large rocks and they were instructed, by means of a voice from a higher being, to give this place a strongly religious name. The higher being, who knew what the future held, stated that one day men and women aboard two wheeled steeds (which looked like chariots but with the wheels at each end instead of on the sides, it's complicated to explain, shush, listen, the voice said), would gather religiously at these rocks

where they would each state a small prayer, such as “start you bastard”, “that looks ugly” or “nah you go first mate, I’ll watch.”

The higher being continued to speak, saying these brave weird-chariot-thing-riders would appreciate the spiritual and religious name, because they had not only seen the future, but had HEARD the future! The weird-chariot-thing-riders often yelled out things like Christ, Jesus and Oh God, so obviously, a biblical place name was required.

After some brief consultation between the lead explorer and all the others in the team, which included quotes such as “what are you smoking?” and “yeah just let him do it to shut him up, he’s been in the sun too long” the town was named Jericho.

Anyway...

Last year, Jericho, April, pouring rain, pretty sure I saw a guy called Noah trying to steal two bikes from each manufacturer to take aboard his boat, cold.

This year, Jericho, April, barely a cloud in the sky, hot sun. Jericho repented for its sins of last year. But this caused other issues. The sections seemed to get harder through the day, they got fluffier, softer, dustier. That nice tight turn for C+ near the end of section 6? Powder, good luck! The right hander at the end of section 5 to get up the rock? It started off as a dirt track and turned into a beach. The left hand turn to climb out of section 3 changed after each rider, and section 4 had a wobbly log to start with and stones which seemed to change position each lap. These sections kept you guessing right until the end, which isn’t necessarily a bad thing, they were good sections and set well. There were very few hold ups, a combination of riders punching cards and the sections being decently spaced out, although this does limit social gasbagging while waiting in queues.

I’ll give a special mention to Ashlee too. Not only did she take a whole bunch of photos while a freeloading child was strapped to her back, she also did all the scoring in the afternoon, top work wife person! While I’m on the topic of point scoring, if possible, please stop tying scores with people, it takes extra time to sort the scores out. If you think you’re going to get the same score as someone else, keep your feet up an extra time or two. Thanks!

Chis won Expert in conditions he certainly won’t be facing over in Scotland in a week or two.

The four stroke ~~fire-fighting pump~~ Montesa piloted by Ossa Academy rider Kurt Pickering won A grade on debut, and was quite an attraction during the day. I counted at least 4 different riders having a play after Kurt had finished. Dylan and Jordan tied for second place, Dylan cleaned more sections than Jordan 17 to 13.

Nothing happened in B grade so I’ll cover that later.

Will Thornbury told me he wasn’t riding well, but still won C+, so we have very different ideas of not riding well. Second place went to Zak Lunn, only one point ahead of Nigel Munday.

Jordan Mcneair finished third in C grade, just behind John Clapham, while Mike Travica was the class act of the grade, dropping just 19 points and taking the win. John shared a bike with Robert, and obviously trials bikes are one rider machines, so Robert had the big task of walking to each section. Well done, that’s a huge job!

Jack Salter rode his Gas Gas to second place in Clubman, the win going to young Broc Gabbedy.

B grade. Where do I begin? Each of the top three thought the other two were going really well. They were all going well, almost exactly the same. Daniel and Matt tied for second place, Matt scoring 15 cleans to Daniel’s 8, both riders finishing on 55 points. Tom Woodhouse won, on 54 points. I imagine each of them would have been thinking “if only I hadn’t done x” on the way home, wondering what might have been. Well, except for Tom I suppose.

2018 X-Trial

Daniel Fenton

In March, Chris and I headed off to Perth for the 2018 Australian X-Trial Championships. We spent the Friday at Neil Price's house unpacking and setting up three Gas Gas's that had been freighted over from the East Coast ready for Chris, Kyle Middleton and Tom Scott to compete on for the weekend. This was the first time Chris had seen his new bike since the TDN, and it was like a long-lost love meeting up after years apart! Once the bikes were sorted, Chris, Tom and myself headed out for a game of Putt Putt Golf. We soon realised my golf skills were a lot like my trials skills and I nearly doubled Chris's score, but it was good for a laugh! After picking Kyle and his father Ross up from the airport, it was time to call it a night ready for a ride the next day.

Saturday morning was spent back at the Price residence for a practise ride. It was a good way to settle the nerves and get the bikes sorted. We had some teething issues with Chris's brakes but this was soon rectified and the bikes were loaded ready to deliver to HBF Stadium just in time for our riders/minders briefing. It was here where I realised just how professional this event is and how much time and effort the Price family has put in to make this championship happen. Once the formalities were over we got our first look at the sections, and holy crap did they blow me away! I have a fair understanding on the sport and what can and can't be done, but far out the sections were impressive, so I can only imagine how it looked for the people in the crowd the next day. We spent about an hour walking the sections, picking lines and working out a plan of attack. With practise starting at 7:30am the next morning, an early night was needed.

Sunday rolled around and it was go time. We missed watching the first man through practice (Craig Austin) but Neil Price was out soon after, and we used this opportunity to see what lines worked and what didn't. It was here where we realised section 3 (the concrete section) wasn't to be taken lightly, and Neil had a huge over the bars off the highest obstacle, falling 2m down onto the HBF Stadium floor. It was scary to watch and it raised everyone's nerve levels.

Chris was the second last rider to practise, and boy did he show them how it was done. He made light work of all of the sections and felt and looked very confident. It was very obvious that he meant business and his competitors sure picked up on this! Once practice was done, the riders had official duties outside at the pit party, whilst the minders had other important things to look after, I mean look at (the pit girls).

1pm soon rolled around and it was show time. Chris was matched with Neil Price for the heats and as he was the higher placed finisher last year he got to choose who rode first. He opted for Neil to tackle each section first so he had one last look at the lines, which was a smart move and paid off. In section 1 (the balance beams) Chris was looking good, but nerves got the better of him and he slipped off for a 5. Section 2 was the skip bin section with some big gaps to jump. Chris overcooked the first skip and ended up in a bad position, and to his credit he rode out for a 1. In Section 3 (Concrete section) Chris rode exceptionally well, being the only rider to clean this section in the heats. Section 4 (the Titan Tyres) started off well, but Chris lost traction on the take off on the big gap, and ended up sitting on top of the first big upright tyre with no run up for the gap. He composed himself and rode out for a 1. Section 5 (Scaffold section) didn't start well, with Chris stalling on the first turn. He was in a very bad position but managed to restart without footing and rode the rest of the section well and ended up with a 2. The final section for the heats was section 6 (Channel 7 section). 1 was the score on this section and the heats were over with final score of 10, easily placing Chris in 2nd. Chris also won his race against Neil to avoid an extra point on his score.

Finals time! The top four qualifiers all take to the floor at the same time to ride the sections together, in order of 4th to 1st place. They also have to ride all the sections in reverse to the heats just to make things interesting. Watching the first two riders 5 in section 1, Chris was on track to ride out for a clean, but dropped his guard at the last minute and fell off which meant a 5. In section 2, only 2 points were dropped and it was on to section 3. Chris rode very smart in the section but unfortunately time got away from us and with 5 seconds to go Chris launched towards the last obstacle but was off line which resulted in a fairly big crash and a 5. Section 4 in the final is where I believe Chris had the ride of the night. Just before his turn he asked me to find him a line after the first tyre gap (the two riders before him both 5'd here) and he nailed it! He rode out of the section with a clean score and lots of confidence. Section 5 was another 5, which was really disappointing as we had a sneaky line picked out which would have resulted in a massive gap jump but Chris didn't make it that far before falling backwards. Section 6 is the section nobody has

ridden out of in a final so Chris threw everything he had at it but unfortunately fell backwards and another 5 was added to the score. In the end, Chris scored 23 points, but lost a close race to Kyle to end up falling 5 points short of the overall win, but a 2nd place finish was well deserved.

I won't go into detail about the following day/night, but it involved a wrongly booked hotel room date (never trust a farmer), two empty wallets, 3.5hrs sleep, two hang overs and a very uncomfortable plane ride home! All in all it was an awesome weekend away and I recommend anyone interested in Trials to make the effort to attend, you won't be disappointed.

Ossa Academy (OA) News Flash!

After years of being the best Ossa team in Tasmania, the Development Department at the Academy have taken on and improved other Satellite brands in recent years.

The 1985 TLR250 that was tweaked and adjusted to win a few B Grade 2017 trials in Tasmania and 2nd at 2017 Australian Championships in Twinshock.

The Fantic bought in parts and developed to a 2017 Tasmanian Twinshock Championship win, followed by a 2018 Tasmanian Title win recently.

As there is still a temporary shortage of new Ossa models at the moment...

The latest project for our Development Department is a 2017 Honda Cota 300RR.

Obviously Honda and Toni Bou will have done a pretty good job already. But without access to the Development Department at the Ossa Academy they will not have found all the hidden improvements. If Toni Bou wants to get his people to talk to my people at the end of this year... we might share our performance gains with him, as long as he commits to ride at the 2019 Tasmanian Titles.

We completed the first test and development day on Sunday..... more updates later in the year, although the commercial & confidential development information will be for Ossa Academy eyes only!

Next State Round event

I've only just realised I've written a newsletter during the week of the birth of a royal baby and didn't make a sickening amount of puns about it, and I can't even get a joke in here either.

The next event is on the 20th May (the year is flying by) at Carnarvon, keep an eye out for a map and/or directions closer to the date. I still remember the first time Chris described the place, saying if you like snotty stuff, good, that's all there is.

Section setting will be on the 13th but check with a Northerner just in case there's a change.

Scottish Six Days

Chris and Matt are off to Scotland! If you're keen to keep track of their progress, keep a close eye on <http://www.ssd.org/> for day to day results. Trials Central on Facebook and Twitter (and maybe Instagram if you're into that) provide links to results and photos, and usually there's a video of the action from each day posted too. The current weather forecast is saying daytime temperatures of between 11 and 13 degrees, and rain, each day. Good luck to both of our guys, and to Kyle and Western Australian Mark Austin as well.

Private Adverts

If you're after a bike or have a bike for sale, email newsletter@tastrials.org.au and we'll advertise it for you.

VENUE: Jericho

DATE: 22/04/2018

Expert	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Chris Bayles	0	6	1	0	2	7	2	18 Gas Gas	1

A Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Kurt Pickering	8	5	7	6	0	3	12	41 Montesa	1
Dylan Bayles	12	9	1	9	1	7	15	54 Gas Gas	2 (17x0)
Jordan Perkins	6	10	5	6	0	13	14	54 Sherco	3 (13x0)
Peter Lockhart	8	12	8	13	5	15	15	76 Gas Gas	4

B Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Tom Woodhouse	5	11	7	17	1	13	0	54 Beta	1
Matt Woodhouse	6	10	8	14	1	16	0	55 Beta	2 (15x0)
Daniel Fenton	13	9	8	13	0	10	2	55 Beta	3 (8x0)
Callum Millar	17	17	14	17	0	21	14	100 Beta	4
Mike Amey	14	16	20	19	6	19	19	113 Sherco	5

C+ Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Will Thornbury	2	5	2	3	1	5	5	23 Gas Gas	1
Zak Lunn	4	1	4	0	0	7	10	26 Beta	2
Nigel Munday	11	3	0	2	2	6	3	27 Sherco	3
Mick Luscombe	6	4	4	1	6	10	2	33 Sherco	4
Ian Pickering	2	2	2	4	8	10	10	38 Ossa	5
Brooke Lendvay	7	5	5	7	5	15	4	48 Sherco	6 (10x0, 11x1)
Jenna Lupo	7	5	8	6	1	14	7	48 Gas Gas	7 (10x0, 10x1)
Ken Hosking	11	4	6	5	8	9	6	49 Beta	8
John Denison	13	2	9	6	4	12	7	53 Gas Gas	9
Shane Bayes	8	12	8	4	0	13	10	55 Beta	10
Anton Rosenzweig	5	13	8	14	7	8	9	64 Sherco	11
Mike Hull	10	12	13	13	11	13	15	87 Gas Gas	12
Samuel Lockhart	9	15	5	13	17	21	17	97 Gas Gas	13

C Grade	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Mike Travica	2	0	9	4	0	2	2	19 Sherco	1
John Clapham	1	4	12	13	1	6	3	40 Beta	2
Jordan Mcneair	1	2	16	10	1	9	3	42 Gas Gas	3
Ian Gabbedy	5	3	14	6	6	10	3	47 Beta	4
Ben Hibbs	1	9	15	13	4	7	4	53 Sherco	5 (12x0)
Brennan Mcneair	10	4	16	3	9	6	5	53 Gas Gas	6 (11x0)
Bob Perkins	1	7	11	16	6	12	12	65 Sherco	7
Ron Liestra	13	12	15	15	6	10	4	75 Scorpa	8
Nathan Sutcliffe	14	11	15	15	12	13	12	92 Gas Gas	9
Robert Clapham	17	19	19	17	17	19	15	123 Beta	10
David Parker	21	19	23	23	25	25	21	157 Ossa	11
Steve Brezinscak	23	23	23	23	25	23	23	163 Beta	12

Twin Shock	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
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Clubman	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Broc Gabbedy	0	17	16	0	0	10	4	47 Beta	1
Jack Salter	0	17	15	5	0	16	16	69 Gas Gas	2

Dealer Adverts

Sherco, Scorpa and 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.



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

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