

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	First Aid:	F Munday, H Statton
Vice President:	K Hosking	Secretary:	K Pickering
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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		

March 2019

President's Report

Hello and well done to all that were involved for this year's two day Titles. The event I would say has been a great success. There has been a lot of behind the scenes efforts from a number of key people that we all greatly appreciate. The assistance and support by all club members has been amazing, setting was a breeze with members from all over the state attending. It's hard to list all helpers because the list would be so long, so if you had anything to do with getting the trials happening and packing, the club is most appreciative of your support and effort.

Great to see a substantial number of competitors this year at the state titles. The mainlanders making the trip across the water really makes the event something different to the competitions of our normal club trials. Thanks to the mainlanders for your huge effort and we hope to see you at this year Aussie titles.

The standard of section was good, great having a large number of section setters. It means there is a large range of diversity in the style of section. Also awesome to see full grades, A and B are off to a good competitive start for the year with the numbers in them. Personally it was great having 5 open solo boys in the expert class. The competition was good and it's much more enjoyable having other riders put the pressure on. The scores in all grades were spot on. I always find that Mount Joy is hard to set, its either too easy or too hard. It's extremely hard to find that happy medium, although this year by the look of the scores we did a pretty good job of setting a good trials.

The event had such a great vibe, its great coming up in the morning seeing everyone up there. Seeing all the competitors and all the campers is so satisfying. Call me bias but it's such a pleasure to see the club so healthy and people enjoying the property.

Great job in regards to the observing, you have all done extremely well and thanks heaps for assisting us and making our day a breeze.

That's about it from me, just a quick one this time. Thanks to all who got involved and helped the club out over the weekend. Ps Phil Whittles homemade alcohol stitched quite a few of us up on the Sunday night.

2019 Tasmanian Titles

I won't lie, I don't know how the idea of the Tasmanian Titles started, maybe it was a drunken idea around a camp fire one night and someone sober thought it was actually a great idea. Maybe someone said it should happen because all the other states do it. Maybe someone sat down a bunch of committee members in front of a whiteboard and a powerpoint presentation and spelt out exactly what would happen and how it would be done. I also won't lie, I've never asked how it came about, I could be a News Corp journalist with this kind of hard hitting research. Regardless, the Titles are a thing, and they're probably the greatest weekend of the year. It's a long weekend (YAY!), it's usually decent weather, there's a proper family atmosphere and people literally travel here from all around the world to sample some Mt Joy shale.

For many riders, the weekend starts Friday, rocking up early, maybe having a ride, setting up tents and caravans, settling themselves in before the main event. It's a great way of going about it if you're not keen on trying to stuff a couple of kids in a car before 7am on Saturday. I'd love to say it's a real party atmosphere on Friday night, but it's not the case. In fact, the only party-like event was Brett mistakenly leaving the outdoor speakers on his caravan playing some tunes when he retired for the night, instead of only playing some sick beats on the inside ones. We're hardcore athletes, bed at 9.30pm is necessary. Unless you've got an overly excited 3yo who forgets how to sleep.

Saturday morning rolls around, more people arrive, bikes scrutineered, there's a sense of excitement in the air. And why wouldn't there be? FOUR expert rid... wait, no, there's a vehicle speeding up the road, the Spirit of Tasmania arrived late.. FIVE expert riders! That's decent! You're riding around with the best of the best, you sit at a section waiting to ride it while one of them rides some super tough section, flicking the bike around like it weighs nothing at all. It's inspiring, the spectators are loving it. Then you roll in, spectators assuming you'll be just as good, you try to ride up a knee high rock, bugger it up, stall it and fall off. Wonderful.

Sections on Saturday were generally on the easier side of the scale, but there were still plenty of tricky bits to catch you out. Almost all the sections were out to the left of the hill, extending out basically as far as you can go, although one bike did end up well, well beyond the furthestmost section (six) and required a bit of a search and rescue effort later in the day. Section one was the 'stadium section' which has been used before, albeit in different variations, and didn't claim many points all weekend. Section two was a mess of logs and tree stumps, combined with some tight turns. Three and four were similar to each other, a classic combination of a steep hill with a large rock outcrop which looked intimidating but was surprisingly grippy. Section five needed all your attention, not a lot of grip on the grass and leaf litter, making your way onto a huge rock which had the added difficulty of smaller rocks and moss on top of it. A touch further along was section six, just near Phil Whittle's wrist-damaging rock from last year. B grade and up had some bigger bits, the lower grades needed more focus on technique. Section seven was a teaser for what the Joy is famous for – shale under your wheels, watch for the gentle right turn at the end, the front will want to skate off down the hill. Get up to section eight, it's not overly big and quite nice to ride but don't get comfortable because Sunday changes that. Section nine, take a packed lunch, it's a long up and down trundle along the country side.

After the cards were handed in, plenty of riders ventured off to the Ringwood Hotel for a feed and probably some tall tales of the day's exploits, while a handful of others hung around on the hill to be hassled into buying chocolates from Millie and watching planes approach then do a big banked turn to land at the airport.

Sunday, the dawn of a new day. Rain threatened but held off aside from 34 drops (I counted them) that evening. And for this lack of rain, we are thankful. The sections were much harder, the rocks were bigger and would have been very tricky if they were wet. Section one was unchanged, but section two (which was eight on Saturday) was made much tighter for all grades, a couple of extra arrows made a world of difficultness. Section three had Bec Malcolm perched atop a peaked rock, Queen of the castle, and she certainly gave out very few cleans. Section four was easier but took points off for complacency. Even with a horrible approach for C+ at the entry, section five was strangely fun, and I can say that I rode the same line as Expert too. The path to section six was almost a section within itself for Clubman, the section itself required throttle and finesse at the same time. Section seven was super technical for Expert, there were large rocks but there seemed to be good grip, which was lacking at the start of section eight. Once you got going you were fine but that initial take off was a bit tricky, then the nice big rock step at the top rode beautifully for a nice ego stroke. Finally you're at section nine, and that certainly took a bunch of points from all grades on the steep shale and tight turns.

Of course, everyone was super keen to find out their results, but Rosanne kept those as very closely guarded secrets. Results were read out, trophies were given, laughs were had, but I reckon the best bit was each Clubman kid thanking the other three riders in the class, by name. Top work kids!

What better way to end a weekend of riding, sweating and getting covered in dust? If you said something about having a shower, you'd be wrong, you end it with a barbie down the shearing shed. I don't know what the snags were made of or where they came from but they were bloody delicious, and no one went hungry.

I'll give a special mention to the Ossa Academy trio, they stuck together all weekend, some likened it to a mother duck and two ducklings sticking close. One spectator was heard asking if they were a factory team, seeing as they were all on the same make of bike. It's easy to see how they could ponder that, but alas, it wasn't the case.

Oh yeah, results.

Clubman, the young up and comers. Leading the charge is ANOTHER Woodhouse. Far out there's something in the water around that house. Alex came away with the win, Broc Gabbedy picked up second, Jack Salter picked up third. Side note, thank you to every rider who helped Alex, Broc, Jack and Millie over the weekend, the kids appreciate the help and so do the minders or rider/minders, it's hard work minding the lambs while trying to keep up with the flock. That doesn't read as good as it sounded in my head but you get the idea.

Bloody trophy hunters! Phil Whittle came over, didn't drop a point on Saturday, won C grade and took a trophy home. To be fair, Phil did have a big injury last year and took months to heal, and injuries aren't fun, so we'll excuse him. John Clapham rode very well for a second place. Mike Hull took home a third place trophy.

C+ was a mixed bag too. Nigel had a better ride than Jenna on Sunday, but Jenna's Saturday score was better, Nigel third, Jenna picked up (I think) her first trophy for second. Bryce Caletti admitted he doesn't have his own bike so he just borrows his Dad's, which seemed to do the job nicely and got him first place.

Nine B graders, nice! Kurt pushed the SWM to it's limits (probably, I don't know, it certainly looks that way) and tied with Matt Woodhouse, but Matt had more cleans, 52 to 48, Kurt third, Matt second. Daniel Fenton's Saturday ride was good enough to make up for a third placed ride on Sunday, allowing him to hoist the winner's trophy by three points.

There's that name again, Woodhouse! Reigning Oceania champion Tom did his sponsors proud with a win, ahead of interstater Simon Van Baalen. Dylan Bayles risked life and limb by barely seeing his girlfriend for her birthday so he could ride on some rocks but got to take home a third place memento.

The big guns. How good was it seeing five of the best doing their thing on the rocks? Gas Gas first, second and third, piloted by Kyle Middleton, Chris Bayles and Connor Hogan in that order. If this was a taste of things to come for October, bring it on.

Australian Championship

Planning for the 2019 Huon Aquaculture Australian Moto Trials Championship is well underway and October doesn't seem that far away when you consider the amount of effort which will go into this event. There's a load of work going on behind the scenes, if you want to help out, 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

It's all moving at a frantic pace. This weekend is section setting for Gunns Plains, ready for the event itself the following weekend on the 31st of March.

It's a new site, and these are the instructions I received to pass on:

The address is 981 Gunns Plains Road, but we will enter paddock though a gate close to where the pin is on Raymond Road



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.

Private Adverts

For Sale 2009 Beta Evo \$4000

Has a 2011 Frame with h/duty suspension fitted but will be supplied with original springs, a bike stand and some spares, printed parts and service books, spare air cleaner, factory kill switch,

Seat is removable, also has flywheel weight fitted that can be easily removed if preferred, fork leg and slider guards fitted plus a new set of slider guards, plus some riding gear if wanted.

Contact Steve Harris, 0487700228.

For sale, 2011-12 Gas Gas 125 TXT Pro Trials Motorcycle (Current Design) in excellent condition - \$4,400 and you can view it with full details including photos on:

<https://www.bikesales.com.au/bikes/gas-gas/txt-pro-125/between-3000-5000/>

<https://www.gumtree.com.au/s-ad/tea-tree-gully/motorcycles/gas-gas-2011-12-125-txt-pro-current-design-trials-motorcycle/1207902338>

<https://trials.com.au/forum/viewtopic.php?f=6&t=11809>

This price includes organised freight anywhere in Australia plus the 2 approved vented trials helmets - 1 medium & 1 large size in great condition like the bike.

First things first, if you think this Gas Gas 125 TXT Pro is only for kids you're wrong, check out the link below:

<https://www.tmxnews.co.uk/reviews/bike-reviews/gas-gas-pro-125-2/>

Call or email Raymond on 0413 750 418 or icreative8@yahoo.com



Tasmania

For sale: brand new 2019 Beta Evo 250



This bike is the latest of the highly successful Evo range that has continuously evolved since its inception in 2009. The 250 Evo is renowned for the smoothness of its power delivery at low rpm combined with abundant power at high rpm. It is the perfect machine for C through to A Grade riders.

The 2019 Beta Evo 250 is priced at \$9,695 ready to race.

Other models in the Evo range are the 125, 300 and 300 Super Smooth two strokes and the 300 four stroke. Factory versions of the 125, 250, 300 two strokes and the 300 Four Stroke are able to be ordered for delivery in March-April.

For sale: 2017 Evo 300 Super Smooth demo
Beta Racing Tasmania's own Evo 300 Super Smooth is offered for sale to make way for a 2019 Super Smooth that will be available to interested riders to demonstrate the silky smoothness of the SS model. This Evo has an engine that combines extreme low rpm smoothness with the high torque of a 300cc engine to provide a great combination of docility and power.

Price \$6,250

Contact: Ken Hosking

0418 122 009

ken@betaracingtasmania.com.au

TMTc Tasmanian Titles
Tasmanian Motorcycle Trials Club Inc
9/10 March 2019

	Expert	Lap 1	Lap 2	Lap 3	Lap 4	Sat	Lap 1	Lap 2	Lap 3	Lap 4	Sun		Total	0	1	2	3	5
1	Kyle MIDDLETON	2	0	1	0	3	1	1	2	0	4		7	66	5	1	0	0
2	Chris BAYLES	2	3	5	1	11	6	5	1	2	14		25	53	16	2	0	1
3	Connor HOGAN	10	9	1	11	31	5	6	5	6	22		53	50	10	3	4	5
4	Trevor CAMPBELL	15	14	17	11	57	15	10	1	3	29		86	42	4	12	6	8
5	Tom SCOTT	16	14	18	28	76	18	15	18	10	61		137	27	11	8	10	16
	A Grade	Lap 1	Lap 2	Lap 3	Lap 4	Sat	Lap 1	Lap 2	Lap 3	Lap 4	Sun		Total	0	1	2	3	5
1	Tom WOODHOUSE	10	12	7	5	34	12	3	11	11	37		71	36	19	9	3	5
2	Simon VAN BAALEN	9	14	12	6	41	16	6	13	13	48		89	31	18	10	7	6
3	Dylan BAYLES	16	6	8	11	41	12	11	20	9	52		93	29	19	10	8	6
4	Jordan PERKINS	16	18	14	15	63	23	6	15	12	56		119	23	14	8	23	4
	B Grade	Lap 1	Lap 2	Lap 3	Lap 4	Sat	Lap 1	Lap 2	Lap 3	Lap 4	Sun		Total	0	1	2	3	5
1	Daniel FENTON	4	2	4	5	15	9	6	3	5	23		38	48	14	8	1	1
2	Matt WOODHOUSE	7	3	1	11	22	3	0	9	7	19		41	52	11	3	3	3
3	Kurt PICKERING	5	5	3	3	16	5	8	5	7	25		41	46	18	5	1	2
4	Peter LOCKHART	23	1	2	6	32	6	0	1	6	13		45	52	11	3	1	5
5	Will THORNBURY	7	7	13	10	37	15	15	18	9	57		94	30	20	6	9	7
6	Josh MALCOLM	19	13	12	13	57	13	9	8	14	44		101	26	16	15	10	5
7	Callum MILLAR	20	13	15	16	64	26	18	15	14	73		137	12	20	17	16	7
8	Zak LUNN	20	26	25	11	82	25	28	19	22	94		176	9	10	9	36	8
DNF	Mike AMEY	19	20	30	22	91					0		DNF	7	5	6	8	10
	C Plus	Lap 1	Lap 2	Lap 3	Lap 4	Sat	Lap 1	Lap 2	Lap 3	Lap 4	Sun		Total	0	1	2	3	5
1	Bryce CALETTI	4	3	4	0	11	6	4	5	4	19		30	55	10	3	3	1
2	Jenna LUPO	2	3	3	2	10	3	9	5	9	26		36	52	11	6	1	2
3	Nigel MUNDAY	9	11	2	5	27	5	6	3	8	22		49	48	14	5	0	5
4	James O'ROURKE	6	9	0	5	20	10	10	9	8	37		57	44	17	3	3	5
5	Ian PICKERING	6	3	4	8	21	17	15	6	5	43		64	44	11	6	7	4
6	Mick LUSCOMBE	4	6	7	5	22	9	15	13	10	47		69	38	14	7	12	1
7	Shane BAYES	7	6	10	8	31	10	12	11	8	41		72	38	14	10	6	4
8	Peter HOSKING	14	8	9	5	36	6	5	15	10	36		72	36	17	8	8	3
9	Ken HOSKING	23	9	10	4	46	19	17	9	15	60		106	28	17	6	14	7
10	Samuel LOCKHART	12	12	9	9	42	19	17	18	15	69		111	31	8	8	19	6
DNS	Nobby GABBEDY					0					0		DNS					
	C Grade	Lap 1	Lap 2	Lap 3	Lap 4	Sat	Lap 1	Lap 2	Lap 3	Lap 4	Sun		Total	0	1	2	3	5
1	Phil WHITTLE	0	0	0	0	0	2	1	7	2	12		12	64	7	0	0	1
2	John CLAPHAM	2	4	0	1	7	3	8	4	4	19		26	58	8	2	3	1
3	Mike HULL	4	2	2	2	10	7	4	7	5	23		33	51	11	8	2	0
4	Ian GABBEDY	4	2	5	4	15	5	3	4	11	23		38	49	13	7	2	1
5	Trevor BENNETT	7	4	2	3	16	9	9	8	5	31		47	48	12	7	2	3
6	Kalam LANGWORTHY	13	6	7	5	31	12	11	10	2	35		66	38	15	10	7	2
7	Christopher DILLON	6	4	7	9	26	11	10	10	9	40		66	37	18	9	5	3
8	Craig FERRALL	4	7	4	14	29	11	12	8	8	39		68	46	8	4	9	5
9	Simon LANGWORTHY	9	5	5	4	23	12	14	12	8	46		69	37	16	4	15	0
10	David PARKER	10	11	5	5	31	18	18	17	19	72		103	35	9	4	17	7
11	Andy DALY	24	13	21	14	72	20	18	14	12	64		136	23	12	9	17	11
DNS	Mike TRAVICA					0					0		DNS					
NC	Richard MIDGLEY	1	0	1	0	2	2	6	2	1	11		13	64	6	1	0	1
	Clubman	Lap 1	Lap 2	Lap 3	Lap 4	Sat	Lap 1	Lap 2	Lap 3	Lap 4	Sun		Total	0	1	2	3	5
1	Alex WOODHOUSE	1	3	1	1	6	6	5	4	6	21		27	53	13	4	2	0
2	Broc GABBEDY	2	6	5	7	20	7	7	8	8	30		50	51	9	3	5	4
3	Jack SALTER	7	2	6	11	26	10	13	5	9	37		63	47	11	2	6	6
4	Millie LOCKHART	28	18	14	14	74	30	20	19	21	90		164	19	16	9	5	23
DNS	Bob MITCHELL					0					0		DNS					

Dealer Adverts



Gas Gas Victoria

*Suppliers of Gas Gas trials bike's, parts and accessories to Tasmania
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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.

2019 Australian Motorcycle Trials Championship

Sponsorship Package Levels 12-13th Oct



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Two tickets to presentation ceremony

Speaking rights at prize giving ceremony

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Prominent signage onsite at event

Logo on official apparel

\$1500

MASTER

Half page ad in official program

Two tickets to presentation ceremony

Speaking rights at prize giving ceremony

Free 5X5m Display area onsite at event

Prominent signage onsite at event

Logo on official apparel

\$1000

CLASSIC

Half page ad in official program

Free 5X5m Display area onsite at event

Prominent signage onsite at event

\$650

MINDER

Recognition in official program

Signage on selected section at the event on both days

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