

Tasmanian Motorcycle Trials Club

(You know, them silly things with no seats)



President:	C Bayles	First Aid:	F Munday, H Statton
Vice President:	K Hosking	Secretary:	K Pickering
Publicity Officer:	I Pickering	Treasurer:	M Luscombe
Newsletter/web:	S Lockhart	Photographer:	A Lockhart
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		

May and June 2019

President's Report

Well well well how much did the last trials change? The first lap was an eye opener. Doesn't look too difficult but the scores from the morning showed that it was. After lunch once the sun came out, we were away and the lines started to develop and ride better. That's one of the beauties of trials I reckon, never know what you're going to get. It's amazing how much a section can change over the day.

Well done to the section setter who put the time in the week before. You did well. I did catch up with Mike Amey and he was a little concerned in the morning that they had gone a little overboard, but it worked itself out and the sections were spot on. Great job southerners.

How good was the location, I was in my element standing on the headland of a spud paddock with my motorbike in sight. Gee a bloke had a bad run in the morning, by the first two sections I had broken a front guard and a rear tail pipe. Get the crashes out of the way first, I guess.

Looking forward to the Scott trials coming up, we'll be setting it quickly on the Sunday before. People are welcome to help and camp the night if they like. The format for the day will be very similar and basically the same as last year. Kick off at 10:00 from the Mount Joy yard, ride our way finding sections and stopping for lunch at 12:00 around the hut at the Two Day spot. Lunch will be soup and sabs. (sections will be at a C grade level). Kids are welcome. Presentation will be in the shed at the end of the day. It will be split into groups so people know where they are going around the property. It's a casual low stress day. This is a good chance to ride that trials bike you have in your shed that you never get to ride, run what you bring style of day. This event is a TDN fund raiser (the standard Trials entry fee will be the donation once we cover costs), it's a lot of fun, bring a mate and enjoy. If anyone has any questions about the day, make contact with me and I'll help you out.

I would like to say thanks for the club members who came and helped out at the last weekends insane ride. The help was very much appreciated. Fingers crossed that some of the HEAT enduro club members return the favour and come help us at the upcoming Aussie Titles. Thanks again.

That's enough from me. Looking forward to catching up at the Scottish Trials July 7th.

Regards, Baylesy

Royal George wrap up

Before I go on, (when I initially started this) I'd just like everyone to know that I'm typing this with at least two different types of infections going on, one in the eyes, so it's really hard to focus on a laptop screen because of the constant watering of my eyes. However, the newsletter must go on so I'll push through the coughing, the blurred vision and the aching head.

First, a touch of Royal George's history: A former mining settlement 15km southeast of Avoca. It was a mining boomtown started in the late 1890's and reached its peak around 1920. It is thought the tin ore first discovered there in 1828 was the first tin discovered in Australia.

What a brilliant site Royal George is, section setters have thousands and thousands of options, there's just so many rocks of all shapes and sizes. I heard a rider say it'd be a fantastic place to hold the Aussies if the parking area and road to the top were better. They're not wrong, you could set a veritable smorgasbord of delicious boulder filled sections up there.

Ayres Rock made a reappearance after a year or two off, that is one impressive rock. Not only is it big, there's a mountain of grip, so it looks super impressive when you ride it. In fact, rumour has it the rock is so powerful it pulled all the grip from the snotty gripless section 3 on the side of the hill.

Of course, with big rocks and very tough sections come big stacks. Jordan had an incredible save, holding on at all costs, possibly because he's tight and doesn't want to have to replace busted bits (who can blame him? I try to do it too) on section 6 (I think...). Same section, Brendan did a very impressive front wheel float but had a horrid landing, resulting in being winded and gasping for air. Hopefully there's no lasting injuries from that one.

Chris was alone in Expert and won. It'd be concerning if he didn't.

Scores were spread out and on the higher side in A Grade, but the sections were no trouble for future Expert champion (no pressure, but we know it'll happen) Tom Woodhouse. Brendan danced his bike to second, Jordan finished third.

B Grade was the biggest grade of the day, it's the place to be! The sections didn't trouble Kurt too much, dropping just 11 points and finishing two points ahead of Peter. TdN minder Daniel finished third.

C+ had lower numbers than normal, due to injury (me) and overseas jetsetters, but there was still a decent battle between the riders. John Clapham had his birthday and his best result (I think..) of third place. Jenna finished second, while ever steady Nigel finished first.

Four riders made up C grade, Mike Travica decided to win again, David Parker picked up a heap of championship points in second, while Bob "always happy" Perkins persevered with a knee injury for third.

Newcomer Ryan Eustace was our lone Clubman rider and rode well, but unfortunately didn't finish the day.

Oatlands wrap up

Oatlands is an historic town, about 90km north of Hobart, and a bit of a tourist attraction. Governor Lachlan Macquarie thought the site 'a very eligible situation for a town' and named it Oatlands because it reminded of his native Scotland and the grain that grew there. The oldest building in the town is the Courthouse built 1829 and wind driven flour mill, Callington Mill.

Anyway, old Gov Mac (we go way back, I can call him that) reckoned it'd be good for a town, but I'd guess he visited during summer, or had a large supply of coats. There was so much ice on the ground I thought the local Police were setting up a sting operation. I know at section one, which didn't get any sun all day, I went to take off and thought I was still in neutral. Nope, just casually spinning the rear wheel on the spot. I don't think I was alone there. Other sections were similar, especially section 2, lots of frost on the logs. Thankfully the rocks offered a bit more grip.

My only suggestion is that we make sections a bit easier to get to for the kids, or out of. Section 5's climb to the end gate was pretty tough for a Clubman rider, and the entrance to 7 was pretty sketchy if you're a kid with not a lot of finesse or confidence. We don't want to scare those types off.

The biggest hiccup of the day was the generator not wanting to start, it had a few too many camshafts and valves compared to the bikes surrounding it, but eventually it did fire up. Don't ask if it's got fuel. I can't write much more about the event, I've been busy and can't remember much, and whatever I write is taking you longer to get to the fabulous Scottish piece from Ken, so we'll get to the results.

Obviously Chris (3rd in Gold at the HEAT event at Poatina on Sunday) won Expert, but not without a few issues as he described earlier.

A Grade saw Matt Woodhouse (2nd in Silver at Poatina) finished third, behind Jordan in second. Tom took the win, but the real takeaway is the scores. Have a look, that's the highest A grade scores I've seen for a while.

Tensions were high in B grade, and not the results the riders thought they got. I entered the B grade scores twice so I know they're right! Will Thornbury picked up third. Peter Lockhart and Daniel Fenton tied for first, but Peter won with just one more clean, 18 to Daniels 17.

Nigel continued to dominate C Plus, barely troubled by the sections. Matt Stevens came along and picked up second place, although had some skills on display which might make him eye off B grade next time. Jenna told me she had a tough time but still got third, I'd like a tough time like that.

C grade saw Bob Perkins pick up third place, just five points behind the ever improving Chris Dillon. Ian Gabbedy liked the cold weather and picked up the win.

Clubman had two riders, young Broc Gabbedy winning and Millie Lockhart getting second.

Australian Championship

Trials SA have nine confirmed riders who have booked to get over here, and two more are considering entering, so there's plenty of interest across the ditch. Entry forms will be out soon, they'll be plastered far and wide so you won't be able to miss them.

Again, a bit of a call to arms, if you can help in any way, either physically or via sponsorship, or know people who can, let in touch with us.

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

Mt Joy, 21st July, see you there! Remember the Scott trial which Chris mentioned above too.

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.

Tasmanian Motorcycle Trials Club Inc
Round 4 Royal George
19 May 2019

	Points	Expert	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	25	Chris BAYLES	2	1	9	0	2	14	14	27	5	2	0	1
	Points	A Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	25	Tom WOODHOUSE	7	3	3	13	8	34	34	15	11	6	2	1
2	22	Brendan SMITH	9	5	13	11	5	43	43	16	9	4	2	4
3	20	Jordan PERKINS	22	8	17	15	9	71	71	10	5	8	5	7
4	18	Matt WOODHOUSE	24	22	24	15	12	97	97	4	7	4	9	11
5	16	Dylan BAYLES	21	18	18	20	23	100	100	10	3	1	5	16
	Points	B Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	25	Kurt PICKERING	2	1	0	3	5	11	11	27	6	1	1	0
2	22	Peter LOCKHART	6	2	2	1	2	13	13	26	6	2	1	0
3	20	Daniel FENTON	6	5	9	4	4	28	28	16	12	5	2	0
4	18	Callum MILLAR	13	7	14	9	6	49	49	14	6	4	10	1
5	16	Will THORBURY	17	8	10	11	12	58	58	15	5	2	8	5
6	15	Zak LUNN	14	12	17	6	12	61	61	9	8	7	8	3
7	14	Mike AMEY	22	26	13	17	9	87	87	5	4	5	16	5
	Points	C Plus	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	25	Nigel MUNDAY	6	3	3	0	1	13	13	28	3	2	2	0
2	22	Jenna LUPO	7	2	4	4	4	21	21	24	6	2	2	1
3	20	John CLAPHAM	13	9	5	4	5	36	36	20	7	1	4	3
4	18	Mick LUSCOMBE	16	10	7	9	8	50	50	17	6	2	5	5
5	16	Nobby GABBEDY	18	12	14	11	6	61	61	10	6	10	5	4
DNF	0	Ian PICKERING	7	8				15	DNF	9	2	0	1	2
	Points	C Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
1	25	Mike TRAVICA	0	12	4	4	1	21	21	24	8	0	1	2
2	22	David PARKER	8	8	9	9	9	43	43	14	6	10	4	1
3	20	Bob PERKINS	18	8	6	10	7	49	49	18	3	4	6	4
4	18	Jack SALTER	18	16	11	9	8	62	62	12	7	3	8	5
	Points	Clubman	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Sun	Total	0	1	2	3	5
DNF	0	Rylan EUSTACE	11	18	15	26		70	DNF	6	5	2	7	8

Tasmanian Motorcycle Trials Club Inc
Round 5 Oatlands
16-Jun-19

	Expert	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5		Total	0	1	2	3	5
1	Chris BAYLES	27	7	11	4	5		54	19	5	2	0	9
	A Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5		Total	0	1	2	3	5
1	Tom WOODHOUSE	12	12	21	12	10		67	12	4	4	10	5
2	Jordan PERKINS	27	27	20	12	10		96	2	7	3	16	7
3	Matt WOODHOUSE	31	29	20	17	19		116	0	3	5	16	11
4	Dylan BAYLES	24	27	21	23	25		120	2	5	3	8	17
	B Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5		Total	0	1	2	3	5
1	Peter LOCKHART	12	10	7	2	3		34	18	8	5	2	2
2	Daniel FENTON	9	7	3	7	8		34	17	6	8	4	0
3	Will THORNBURY	13	10	7	9	7		46	11	11	6	6	1
4	Callum MILLAR	20	13	5	5	9		52	9	9	8	9	0
5	Zak LUNN	25	17	15	12	15		84	4	4	7	17	3
6	Mike AMEY	23	22	21	14	24		104	3	1	4	20	7
	C Plus	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5		Total	0	1	2	3	5
1	Nigel MUNDAY	5	6	0	2	1		14	27	6	0	1	1
2	Matt STEVENS	12	12	2	2	4		32	21	6	2	4	2
3	Jenna LUPO	12	6	0	6	8		32	19	9	2	3	2
4	Chris HARGRAVES	11	8	9	15	3		46	13	11	2	7	2
5	Mick LUSCOMBE	13	9	11	9	4		46	11	10	8	5	1
6	John DENISON	12	16	8	8	11		55	10	13	2	6	4
7	Ken HOSKING	19	14	14	14	13		74	7	10	6	4	8
	C Grade	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5		Total	0	1	2	3	5
1	Ian GABBEDY	5	3	4	0	5		17	26	5	2	1	1
2	Chris DILLON	15	2	5	2	0		24	22	9	1	1	2
3	Bob PERKINS	11	9	6	0	5		31	20	6	4	4	1
4	Samuel LOCKHART	14	7	11	3	4		39	18	6	4	5	2
5	Jack SALTER	10	11	3	6	11		41	18	5	6	3	3
6	David PARKER	8	10	13	8	6		45	18	5	4	4	4
7	Craig FERRALL	20	11	11	4	7		53	12	8	6	6	3
	Clubman	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5		Total	0	1	2	3	5
1	Broc GABBEDY	12	5	6	10	5		38	26	1	1	0	7
2	Millie LOCKHART	25	20	17	13	15		90	12	2	5	1	15

Full, section by section scores are viewable on the website:

https://www.tastrials.org.au/?page_id=1411

2019 Scottish Six Days Trial Ken Hosking

My brother Peter and I had previously travelled to Scotland in 2014 to watch the Scottish Six Days Trial and had enjoyed the experience so much that we returned in 2019. After two nights in Edinburgh, my favourite city of any that I have seen, we hired a car and set out for Fort William, arriving just in time to catch the parade of entrants through the streets of Fort William on the Sunday prior to the trial.

Bright and early on Monday morning we were at Leanachan to watch the field tackle a series of sections over slippery rocks before deciding to visit Cameron Hill after lunch, having heard that the top sub-section boasted a big and slippery step. After a short but steep climb from the roadside to the top section, we found the big step and settled down to watch the action. The final sub-section featured a near vertical two metre rock step, followed by a short run in a rocky stream before the final climb, a steeply inclined slippery rock face over which a film of water flowed. Very few riders reached the top of this final hazard, and those that did were treated to a loud round of applause.



We then decided to catch the tail end of the entrants at Lagnaha, but we were too late to see any but a few of the last riders. We did note however that the stream at Lagnaha was running at a much lower level than it had been in 2014 and that the weather was decidedly more pleasant than the near blizzard conditions of our previous visit.

Tuesday turned out to be something of a muddle for us in that, having decided to skip Laggan Locks and to head for Forest Gate instead, we became lost despite the assistance of our GPS. While searching for the site, we encountered a Motorcycle Policeman who we thought might be able to assist, only to find that he was also unable to find Forest Gate where he was supposed to be on duty. Eventually, we gave up on Forest Gate and headed for Creag Lundie. This set of sections featured the long and slippery climb up a rock outcrop that is often seen in SSDT photographs. Photo 2 below shows eventual winner James Dabill climbing the rock shelf at Creag Lundie. Like all of the top riders, James made this section look easy, but it was a different story for club level riders, many of whom found themselves heading rapidly backwards down the rock face.

Photo 1 Cameron Hill, top sub section



Photo 2 James Dabill at Creag Lundie

From Creag Lundie we retraced our steps to visit the spectacular waterfall section at Witches Burn, only to be turned back by a policeman who informed us that there was no parking space available and that we would have to turn back. By the time we reached an area where we could park, we were some kilometres from the section. Faced with a long walk late in the day, we made the sensible decision to return to Fort William and sample a few drams of the local Scotch whisky and to make a plan for the following day to avoid getting lost again.

The plan on Wednesday was to follow the field down to the Corran ferry south of Fort William and after crossing to the other side of Loch Linnhe, head for Scotstoun and on to the group of sections at Bells Grove. This plan meant that we missed the accessible sections at Ardgour and Carnoch, but the reports of Bells Grove were promising and we could catch the whole field there even after a leisurely trip down.

Bells Grove was a relatively dry venue, with only a little water flowing in the creek in which the first few subsections were set. It was here that we caught up with Connor Hogan from South Australia and Luke Anderson from the ACT. (refer to photograph of Luke below)



Photo 3 Luke Anderson at Bells Grove, sub-section 1

The early sub-sections were testing and even spectacular in places, but it was the final sub-section that provided the thrills. This sub featured a frighteningly steep hill climb with a nasty turn at the top. There was not a drop of water in sight, just a loose dry climb that was very different from the wet, rocky streams that characterise the SSDT.

Climbing the hill on foot was a challenge in itself, necessitating the use of both hands and feet in places.



Photo 4 Bells Grove, Gordon Murray of Scotland on the final sub-section: much steeper than it appears in the photo

In the afternoon we headed to Trotters Burn, focusing, as did most of the spectators, on the famous final step up the slippery waterfall that is preceded by a turn around a rock outcrop. The resultant lack of runup to the step caused as many problems for competitors as it had in 2014, although a few tried a different line that required two jump turns to bypass the step. Alternative lines, and two failed attempts, are shown in the following four photographs.



Photo 5 The zig zag line on Trotters Burn



Photo 6 the straight line up Trotters Burn



Photo 7 Failure at Trotters burn: note the position of the assistant!



Photo 8 Another failure

For Thursday we had decided to take in Pap of Glencoe in the morning and Fersit in the afternoon. Pap of Glencoe is not far from Kinlochleven, the town which is the base of the Pre 65 trial that is run prior to the SSDT. The Pap of Glencoe sections were of the more conventional SSDT type, with plenty of cold, running water and slippery rocks. We positioned ourselves at the second sub-section where slippery rock steps were the order of the day.



Photo 9 Alexz Wigg at Pap of Glencoe. Alex won the award for the best rider of a 250cc bike this year. He won the event outright in 2010



Photo 10 Dan Thorpe at Pap of Glencoe

We then headed back north to Fersit. The walk in to Fersit is long enough to deter the majority of spectators from watching these sections, but after walking uphill over the moors for an hour from where the car was parked, we arrived to find lots action on the slippery rocks. The favoured viewing spot was near a substantial rock step in a predictably rocky stream. The scenery looking across the moor to where we left the car was also quite a spectacle.



Photo 11 Looking over the moor from the Fersit sections



Photo 12: Iwan Roberts at Fersit

Friday's course is perhaps the most scenic of the trial, going around the Moidart Peninsular through some superb scenery. As we had visited Pipers Burn in 2014, we decided to head for Roshven, just past Pipers Burn. There we saw steep climbs up dry streambeds that were full of loose rocks, followed by some twisting climbs up narrow but, for the most part, dry streams.

The final sub-section included a steep and rugged exit with very mobile rocks that presented a different hazard for almost every rider as the take-off rocks for the final step moved around.

From Roshven we followed the

Moidart Road to a pretty little bay where we had



Photo 13: Michael Brown at Roshven, final sub-section.

had lunch in the sun outside a small café back in 2014. Unfortunately, both the sun and the café had disappeared and we continued on to the final group of sections at Rubha Ruadh, via Scotstoun where we had a late lunch. Rubha Ruadh offered some great spectator's views of two sections of some severity. The first had a sizeable step in the middle of a small stream, but it was the final section where a ride up a narrow section of the stream caused a great deal of mayhem as riders lost grip and slipped off their line. It was here that we saw the trial leader, James Dabill, make a rare dab as he exited the top section.



Photo 14: Guy Kendrew at Rubha Ruadh

On the Saturday, the crowds head for Pipeline, but as Pete and I had been there in 2014, both for the pre-65 and SSDT events, we elected to go to Lower Mamore. Here we found a winding stream with rapidly flowing water and several slippery steps, all with awkward approaches. The key obstacle was in the middle of the three sub-sections where a tight left turn onto a sharp step was followed by a steep climb up an inclined and slippery rock outcrop. It seemed to Pete and me that Dougie Lampkin was about to lose control just after the step, but somehow, he bounced around and found traction to take a clean. James Dabill followed shortly after with a very smooth ride but most of the field struggled with this obstacle.



Photo 15: Dougie Lampkin at Lower Mamore

We were late leaving Ben Nevis, and arrived at the Glen Nevis group of sections after most of the field had passed through, but we did catch a little of the action on the huge boulders of this area. In 2014, water had been surging over the rocks, but this year the stream was nearly dry, but still extremely challenging.

From Lower Mamore we headed back through Fort William to the Ben Nevis group of sections. Here we had dry rocky climbs with enough mobility in the rocks to cause the best choice of line to vary as the field passed through. It was here that we found Luke Anderson's daughter holding a large blue placard in support of Emma Bristow (refer to the photograph below).



Photo 16: A fan of Emma Bristow, all the way from the ACT.



Photo 17: Emma Bristow, World Ladies Champion, at Ben Nevis



Photo 18: Glen Nevis rocks

After six days of close competition, the trial was won by James Dabill (Beta) (5 points lost)., with Dougie Lampkin (Vertigo) (7 points lost) second and Dan Peace (Sherco) (12 points lost).

The question that Pete and I asked ourselves after the event, having watched the SSDT twice, was would we do it again? The answer was a resounding yes. The event is exciting to watch, the scenery is superb, the people are friendly and the whisky is magnificent. There are a few minor drawbacks, such as the possibility of freezing weather as we had in 2014, the rather vague directions to section groups and the difficulty in parking in some areas, but these pale into significance compared to the overall experience of being at the oldest trials event in the world, in the company of some of the world's top riders as well as the local lads and lassies and club riders from all over the world. This is a truly great event.

We will be back.

Dealer Adverts



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

For all enquires please contact

Craig Ferrall

0409 185 991

julieferrall@bigpond.com.au

Philip Whittle

0415 861 036

ptreng@bigpond.com



Tasmanian Beta tr

Ken Hosking

Phone 0418 122 00

Email: kenhosking1

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.