

# Tasmanian Motorcycle Trials Club inc.

(The most challenging motorcycle sport)

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Ashlee Lockhart, Peter Lockhart

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**Publicity Officer:** Ian Pickering

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**Photographer:** Ashlee Lockhart



**May 2018**

## Vice Presidents Report

The recent trial at Carnarvon was held in the absence of President Chris and usual stalwarts Matt Woodhouse and Ian Pickering. Chris and Matt, of course, were in Scotland, competing in the Scottish Six Days Trial and Ian was assisting the two lads to survive the event. There is a report later in the newsletter that tells the story in detail. On behalf of the club, I offer congratulations to the two riders who not only completed the six days trial, but who rode extraordinarily well in the often wet and slippery conditions. In addition, the feedback from Chris and Matt has been full of praise for Ian, who provided much appreciated support in the form of hot drinks, dry clothing and encouragement at various locations around the course.

Back home, the Carnarvon trial was held in cool and occasionally showery conditions. The sections were generally challenging but rideable in all grades, although few would rate section 4 in particular as being easy.

Shortly after the Carnarvon trial I competed in the Kaikoura Three Day Trial in New Zealand. As also occurred in last year's event, the weather attempted to emulate that of Scotland's worst and for the first time for decades one day of the trial was cancelled. A report may be found later in this newsletter.

Regards to all

Ken Hosking

Vice President

## Round Wrap Up – Carnarvon

In sticking with the International Edition of this newsletter, the Carnarvon wrap up has been omitted. That's not quite true, I wasn't there, so I can't say much about it, although I did hear a couple of Southerners and Northerners were concerned with the strong winds when they left their respective homes, but the trial itself had almost no wind and only a light shower of rain. Congrats to the guys and girls who competed! Results are further along in the newsletter.

I think I already did it on Facebook but I'll do it again, I'll give a huge thanks to Brooke and Nobby for sorting out the scoring on the day, then to Ashlee for going through each scorecard and entering into the laptop on the Monday.

## 2018 Kaikoura Three Day Trial Report

### Ken Hosking

The Kaikoura Three Day Trial has been run by the Christchurch based Pioneer Motorcycle Club for over 70 years. Initially the trial was a reliability event in which competitors rode their bikes to and from Christchurch to Kaikoura, a distance of around 180 kilometres each way, travelling on the hilly terrain that characterises the East Coast of the South Island. Given the primitive nature of the bikes that were ridden in those days, the riders must have been extremely hardy, particularly when the weather was foul. The modern K3DT is very different, with bikes being transported to Kaikoura from various locations around New Zealand. The three venues used in the event are all situated near the town of Kaikoura. However, the weather can still be a factor in this event, held annually on the first weekend of winter.

Three different locations were to be used over the three days this year; with a new venue on Dairy Farm Road being used on day one, the familiar Trewin property on day two and the equally familiar Mt Fyffe property on the final day.

My brother Peter and I decided to ride the Intermediate line this year. Intermediate is something of a cross between our C+ and B grades, but the organisers had decided that, because the trial is a social as well as a competitive event, all grades would be somewhat reduced in difficulty compared to the usual level of one day events. As will be seen later, these good intentions did not quite work out as planned.

Day one opened at Dairy Farm Road in overcast, but not cold weather. Ten sections, ridden four times, had been set around a long circuit that had magnificent views over the nearby streams and hills. I found that a rider of my ability could ride the Intermediate sections, but there were two sections, 8 and 10, that proved to be the big tests. In section 8, there was an off-camber approach to an inclined and very slippery step. A couple of metres after that step there was another step, on a downhill slope. This step had a steep drop off with several rocks beyond to catch the unwary. I managed two cleans on this along with a three and a one.

Section 10 had only one obstacle of substance, this being an awkwardly angled log crossing that had to be approached on a camber with a tree on either side. On the other side there was a drop to the right with a thoughtfully positioned arrow indicating that a turn to the left was required. Few riders cleaned this, and it cost me two points on every attempt.

At the end of day one I was three points ahead of Pete. The battle was on (as always!)

Overnight, the rain came down in bucket loads. The sections that had been set on in a familiar area on the Trewin's farm on the hillside alongside the car access track became super slippery, with those further along the track developing deep bogs in the lower lying areas. The grassy area usually used as a car park was impassable even to trials bikes. Of the eleven sections, three on the other side of the river were better protected from the rain and were a welcome relief from the slippery slopes and bottomless bogs of the first group of sections.

By midway through the day, Pete and I were taking deliberate fives on several of the sections, as we knew we would not be able to complete them. We were also running late, partly because of multiple delays as riders struggled to get their bikes out of sections after failing to reach the end pegs and partly because we were spending time trying to find rideable lines. From the 33 sections ridden (reduced by the organisers from the 44 that had been planned) I had 17 fives and had increased my weight by several kilos due to the mud stuck on my gear. I also took a spectacular fall on one section when I clipped a tree on a slippery descent. The tree was on my right and my front brake was pulled on, resulting in my landing face down in the mud at the bottom of the drop. There was no damage to bike or rider but a trip back to the river to wash the mud out of my eyes was required before riding on. With my score for the day being 113 and Peter's being 100, Pete was now ahead of me by 10 points. We later found that the leader in the Intermediate grade, who is accustomed to losing fewer than ten points on a normal day, had lost around 45 points for this day.

I knew that it would be hard to recover lost ground against Pete on the last day, but we rolled up to Mt Fyffe, looking forward to the 12 rocky sections in the stream that runs through the area. These surely would be relatively immune to mud. However, overnight some 120mm of rain had fallen at Mt Fyffe and the stream had changed from being a friendly little brook into a raging torrent. Virtually every section marker was under water. The force of the water was such that it was dangerous to enter the stream on foot, let alone ride the sections. With rain continuing to fall and with only two or three sections being usable, the organisers decided to cancel the final day of the event. Hasty arrangements were made to adjourn to a nearby hotel and conference centre where the prize giving could be held. This was a disappointing end to

the trial and it was the first time for decades that a complete day in the K3DT had been cancelled. However, despite the outcome, the K3DT remains a great event. I will definitely be going back, but I will be hoping for better weather next time.

## 2018 Scottish Six Day Trial

Ian Pickering



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What an interesting and successful trip Chris Bayles, Matt Woodhouse & I had to the SSDT!

The SSDT is always oversubscribed by twice as many riders as actually get an invitation, so you put your entry in – hoping that maybe this year will be your lucky year to be in the lucky 280 to get an invitation to ride. This year both Chris & Matt from TMTC & Kyle Middleton from NSW & Mark Austin from WA got their entries accepted. I decided that this would be a good year to go and spectate at the SSDT and support our riders at the same time. It is much more interesting when you know someone in the event.

The preparations started very early in Tasmania for Chris & Matt. If you are going to attend this event, there are so many things to do to make sure you have the best chance of completing this physically and mentally gruelling event.

- Fitness plans were created to build up their strength and stamina
- Riding time was created and Matt found a very good practice spot that resembled the SSDT sections
- Riding gear was researched and thermal, waterproof coat and leggings were purchased
- Tools were reviewed to decide what was needed, then reduced in number and modified.
- Deals were entered into to lease a new bike for the 6 days

- Flights and accommodation booked
- Etc, etc, etc

It is a long way to go to ride in an event, 30 hours travel from Tasmania to Fort William, we were all very tired by the time we got there. After a good night's sleep we went to Parc Ferme to look at the bikes and adjust them to the riders liking. Levers, suspension, fitting rider numbers etc. The bikes had been pre-prepared by the dealers with the usual mods to make them more reliable as a SSDT bike.

Then it was off to look at the Scottish Pre65 event. They were riding in the Byrnes (Creeks) on the lower slopes near the roads. The bikes were prepared very well and the riders varied from expert riders who also rode in the SSDT down to C Grade riders that were having a bit of trouble in the sections. Interesting viewing and the crowds were 3 deep to the edge of the Byrne.

The SSDT runs Monday to Saturday. We spent a nervous night Sunday checking a rechecking equipment and riding gear. Then working out what our start time for Monday was going to be, and organising where I could meet the riders with additional riding gear, food, parts on the first days map. We decided to meet half way around and then at the last section. At the last section I could provide neck warmers and dry road riding gloves so the riders kept warm on the 20 mile ride on the road back to Fort William.

The weather was atrocious for the first 5 days of the trial with rain and wind and low cloud the usual weather. The odd Mars Bar for the riders but especially the warm dry gloves kept their spirits up.

Unfortunately on the first morning Mark Austin twisted his knee and although he soldiered on and completed the first day, he was unable to compete for the rest of the trial. His knee improved by about Friday and he viewed a few of the sections.

Chris & Matt had the odd issue during the week. Chris had a puncture that he had to repair out on the loop, then catch up to the other riders. Matt had problems with his carby getting small bits of moss in the float bowl for the Tuesday and Wednesday, he had to ride half of Wednesday on choke to get the bike to run... very poorly. Kyle was also fighting a Flu he picked up on the travel over to Scotland from Wednesday onwards. He soldiered on and Thursday, Friday and Saturday his results improved. Of course Matt had no trouble with his Beta – his main issue was having to adjust the chain every day!!

Saturday – Day 6 arrived and for a change it was fine and clear. Matt & Chris & Kyle were all a bit nervous, they really wanted to finish this event and did not want to make any silly mistakes to prevent that happening. They had a good ride in the fine and warm weather, arriving on time, at the Town Hall Brae section in the middle of Fort William. This was a slippery section next to a path that was constantly in the shade and consequently never dried out. All the bikes before had created a muddy slippery section. There is a video of Chris completing it on the Tas Trials Facebook site.

They all completed the day and had a photo taken on the finish podium together. This was a great end to a week of teamwork that resulted in all 3 riders getting an award for being in the first half of the field.

Kyle 62<sup>nd</sup> & Chris 75<sup>th</sup> picked up a 1<sup>st</sup> Class Award and Matt 191<sup>st</sup> a second class award. I think this is the most successful raid on the SSDT that I am aware of by a group of Australians. Bearing in mind that the scores for the first two days reflected the fact that they had to learn how to ride the new conditions!! If they went back for another event, I am sure they would improve their positions quite a bit, knowing how it all worked and how to ride the creeks there.

Congratulations to Chris Bayles, Matt Woodhouse & Kyle Middleton on riding such a solid SSDT. They represented Tasmania and Australia very well and got their share of applause from the crowds for their good riding.

Let's do it again!

PS - I did get a copy of the Trials and Error Book by Dougie Lampkin – with a personal note wishing the Ossa Academy all the best – this is not for sale – it is going straight to the pool room.

PPS – I did enter into negotiations with Dougie to ride an Ossa next season – but the money was not right – he was not willing to pay me enough to get my slightly used 2012 Ossa out of storage ....ha ha. He will just have to tough it out on a Vertigo for next year.

## **Trials des Nations**

BREAKING NEWS! Not only do we have Chris riding for the Men and Jenna riding for the Women, we've also got a TMTC member going as a minder – Daniel Fenton! There was a requirement for more minders as both teams are riding on the same day, as opposed to the normal way of them riding on different days. Good luck Daniel, being a minder on the big stage isn't an easy job.

Also, there isn't a confirmed date yet but there will be a TdN fundraiser in the form of a single day event at Mt Joy, it'll be a Scottish style event, probably a gate trial, and will be held on the 8<sup>th</sup> of July, so it'll authentic Scottish weather to go with it. More details on that when I get it, but all funds will be going to the TdN team.

## **Next State Round event**

Birds head north for the winter, because they're idiots, they fly such a huge way just to get away from the colder weather. They're also wrong, it's better down the southern end, come down to Oatlands and us Southerners will prove it. Bring a coat though. Actually, bring two, and some spare socks. Maybe a beanie.

Section setting will be Sunday 10<sup>th</sup> June, 10.30am, and of course both Southerners and Northerners are welcome and encouraged to come along.

The event will be the following Sunday, the 17<sup>th</sup>.

See you there!

## **Private Adverts**

### **WANTED**

Beginners bike, probably 50cc for a 9 year old girl with minimal experience on a bike. Probably an auto at this stage. Budget is \$1000-1500 or there abouts.

Bike for myself. Looking at a 250 but happy to look at a 300. Budget of around \$4000

If anyone has anything available for sale that would be suitable please call Brad on 0418142038 or email on [brad.withers@lionco.com](mailto:brad.withers@lionco.com)

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

VENUE: Carnarvon

DATE: 20/05/2018

Expert	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
<b>A Grade</b>	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Brendan Smith	9	1	5	7	3	0	3	28 Sherco	1
Kurt Pickering	13	2	7	12	8	2	8	52 Montesa	2
Dylan Bayles	10	8	15	11	13	3	5	65 Gas Gas	3
Jordan Perkins	17	5	8	14	7	4	17	72 Sherco	4
Peter Lockhart	12	5	17	12	17	13	12	88 Gas Gas 2	5
<b>B Grade</b>	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Matt Woodhouse	0	2	1	7	8	1	2	21 Beta	1
Daniel Fenton	8	0	9	8	1	0	6	32 Beta	2
Tom Woodhouse	8	1	7	10	2	1	5	34 Beta	3
Callum Millar	9	5	17	19	12	3	13	78 Beta	4
<b>C+ Grade</b>	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Nigel Munday	0	1	1	5	1	0	2	10 Sherco	1
Zak Lunn	0	1	3	4	1	0	2	11 Beta	2
Josh Statton	0	1	0	11	2	0	1	15 Gas Gas	3
Mick Luscombe	0	0	0	10	5	0	2	17 Sherco	4
Will Thornbury	5	0	0	13	1	0	0	19 Gas Gas	5 (28x0)
Brooke Lendvay	0	2	0	11	2	0	4	19 Sherco	6 (24x0)
John Denison	5	2	0	9	3	1	4	24 Gas Gas	7
Nobby Gabbedy	1	2	1	11	8	3	3	29 Gas Gas	8
Jenna Lupo	1	0	0	18	9	0	3	31 Gas Gas	9
Shane Bayes	3	2	1	12	7	0	9	34 Beta	10
Anton Rosenzweig	4	7	3	13	5	0	9	41 Sherco	11
Ken Hosking	8	8	8	15	13	4	5	61 Beta	12
Mike Hull	3	8	10	17	11	13	10	72 Gas Gas	13
<b>C Grade</b>	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Josh Malcolm	0	0	1	0	2	0	2	5 Sherco	1
Ian Gabbedy	5	1	0	3	4	2	1	16 Beta	2
Jordan Mcneair	0	2	3	8	2	2	1	18 Gas Gas	3
Mike Travica	1	0	0	6	4	0	11	22 Sherco	4
Brennan Mcneair	1	1	3	9	7	2	4	27 Gas Gas	5
Ben Hibbs	0	5	1	4	6	1	12	29 Sherco	6
Bob Perkins	11	0	2	5	5	2	7	32 Sherco	7
Craig Ferrall	0	0	4	11	5	9	10	39 Gas Gas	8
Nathan Sutcliffe	0	2	7	14	1	4	15	43 Gas Gas	9
Phoebe Woodhouse	0	0	10	15	3	9	10	47 Beta	10
Ron Liestra	4	0	13	14	7	7	6	51 Scorpia	11
David Parker	9	11	14	21	10	17	17	99 Ossa	12
Steve Brezinscak	1	15	21	17	17	25	17	113 Beta	13
<b>Twin Shock</b>	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
<b>Clubman</b>	1	2	3	4	5	6	7	TOTAL BIKE	PLACING
Broc Gabbedy	11	2	0	9	1	0	0	23 Gas Gas	1
Jack Salter	17	3	0	6	8	0	5	39 Gas Gas	2
Ruby Statton	17	14	7	14	16	0	6	74 Beta	3

## **Dealer Adverts**

**Sherco, Scorpia and 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.



## *Gas Gas Victoria*

*Suppliers of Gas Gas trials bike's, parts and accessories to Tasmania offering workshop service and repair facilities*

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*Second hand trials bikes*

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*Helmets*

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*Tyres*

*GRO oils and coolants*

*PTR Engineering bike racks*

*For all enquires please contact*

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*julieferrall@bigpond.com.au*

*Philip Whittle*

*0415 861 036*

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