

Tasmanian Motorcycle Trials Club



www.tastrials.org.au

 @tasmototrials

Almanac 2021

1. HISTORY

1985 was not a good year for trials in Tasmania. The Launceston Motorcycle Club (which was primarily a motocross club) had just run the national trial and it had been a total disaster. The night before the event there was a huge storm and a massive dump of rain. This not only made the sections almost impossible, but even getting between the sections was too much of a test for many of the riders! No doubt the locals were disappointed, but riders who had come from interstate were really unhappy and vented their anger at the organisers. The poor volunteers who had put so much effort into running the event must have been devastated and this unfortunate debacle was to mark the end of trials being run in Tassie for a while to come.

Towards the end of 1990 an enthusiast called Louis Stevens put an advert in the local newspaper to see if there was any interest in starting a club for vintage motocross or trials. Mike Wellman had come to Tassie from Western Australia with his TLR in 1986 only to find that the trials scene had been wound up, so Louis's advert looked like an opportunity too good to miss. The two had a meeting & hatched a plan to try and get trials running again in Tassie. Notices were made up & distributed around the local motorcycle clubs and a get together for anyone interested was quickly organised at the Wellman's property at Underwood. On the day there were about a dozen interested riders, but only few bikes – one TLR, a couple of Bultacos (one of which didn't last the day) and a Montesa. Not a really good start, but after a BBQ and a few beers everyone was starting to get fairly optimistic about the idea.

On the 10th February, 1991 the first trial since 1985 was held at Underwood on the side of Mt Arthur with a grand total of 6 riders. The event was run over 4 laps of 8 sections, followed once again by the usual BBQ and beers. Many potential riders were also there for a look and the reality began to dawn that this thing might actually get off the ground! Following the trial, Greg Cook started to spread the word in the north west, many riders were looking around for trials bikes to buy & section marker pegs were being cut & painted.

The next event was at Beaconsfield in March and the number of riders had increased to 14, but the Turners Marsh trial on 28th April 1991 was a turning point for what was now known as the Tamar Valley Trials Club with 24 riders arriving from all over the state. So the club name was already starting to seem a bit out of place, but was retained for a couple more years before being changed to the more appropriate Tasmanian Motorcycle Trials Club. By the August trial, entries had already increased to over 30, we now had A & B grades and riders were starting to look at bringing new bikes in from the mainland.

These were the days of trials results being done manually on a master sheet, but by the end of the year Ellis French had started to look at putting the results on spreadsheets. We needed some convincing that these new fangled machines called laptops could not only record points lost by riders, but also work out the results and sort them into positions! This was cutting edge technology at the time, made all the better by Ellis having access to a laptop and printer for trials days. So at the start of 1992 the club switched over to computer-generated results that were quickly available at the end of the trial and few hard copies printed out that could be taken back to the different parts of the state.

Many people were involved with getting trials off the ground again in Tassie, some of whom have been mentioned above. Others that deserve recognition are Moira Wellman (newsletter, observer, results & much needed support for Mike); Stu & Denise Buckle (making riders numbers, pegs, signs etc.); Neil & Jenny Berne, Colin & Christine Berne (infectious enthusiasm from the boys & tireless observing from the ladies) and Bob Young (spreading the word & whipping up support in the Hobart area). At the end of the day though it's Louis Stevens that deserves recognition for getting the club off the ground – after placing the advert in the newspaper, he was tireless in getting support from local dealers, finding new venues to ride, organising trials and getting others on board.

2. COMMITTEE

2.1. EXECUTIVE COMMITTEE

President	Vice President	Secretary	Treasurer	Public Officer	Digital Luminary
Chris Bayles	Ken Hosking	Kurt Pickering	Mick Luscombe	Ian Pickering	Samuel Lockhart
president@tastrials.org.au	vicepresident@tastrials.org.au	secretary@tastrials.org.au	treasurer@tastrials.org.au	publicity@tastrials.org.au	newsletter@tastrials.org.au
0437368487	0418122009	0407186259	0408134376	0418131341	0438477081

2.2. GENERAL COMMITTEE

P Lockhart, M Amey, N Berne, N Gabbedy, A+S Lockhart, N Munday, D Fenton, J Lupo, R Thornbury, B+R Langworthy, J Perkins, R Homan, K Quinn

3. EVENT OFFICIALS

3.1. CLERK OF THE COURSE

Shall be nominated on the day of the Trial. They will provide an explanation as to the direction of the course and hazards for the riders at the Riders Briefing and generally ensure requirements for the successful running of the event are met.

3.2. SCRUTINEERS

M Amey, J Perkins, T Woodhouse.

Shall be responsible for checking the proper function of the Motorcycle and its safety features of each entered Competitor.

3.3. SECTION CHECKERS

N Munday, K Pickering, P Lockhart, M Gabbedy, M Woodhouse

Shall ensure or modify the sections so they are safe and appropriate for each riding grade before the event and also repair any damage that has occurred to the marking of the section in between the setting of the section and the competition.

3.4. ABLUTION ENGINEERS

W Thornbury, J Salter

Shall ensure correct erection, deconstruction and function of the lavatorium facilities.

4. MEMBERSHIP

4.1. All riders must be a member of the club. Annual, Family, Junior and Day membership is available.

4.2. Membership Fees:

Annual	Membership Fee
Senior Trial	\$45
Juniors Trial (Under 16)	\$15
Family	\$60
Day	Membership Fee
Senior Trial	\$20
Juniors Trial (Under 16)	\$10
Family	\$30

5. ENTRIES

5.1. Entry to the events are to be completed online by the rider or guardian, before attendance at the event. Competitors will complete the online entry form at: <https://tastrials.org.au/entries>.

Exceptions to online may be made under exceptional circumstances at the discretion of the committee, for example, if a person who is new to the sport wishes to enter on the day of the event.

5.2. Entry Fees:

Category	Entry Fee
Senior Trial	\$40
Juniors Trial (Under 16)	\$20
Family	\$50

*Fees may be varied as determined by the club for specific events (ie State Titles)

6. INSURANCE

6.1. The club has Public Liability insurance and professional indemnity insurance for the committee.

6.2. It is strongly recommended that competitors give consideration to taking out personal accident insurance.

7. MEDICAL SERVICES

7.1. Medical Services shall be supplied by a qualified first aider, for any serious condition an ambulance shall be called.

7.2. A Defibrillator is kept in the club trailer or scoring tent in the pits area.

8. CLASSES OF COMPETITION

8.1. The following classes of competition will be offered:

Championship Classes	
Green Line:	Expert
Red Line:	A Grade
Yellow Line:	B Grade
Blue + Line:	C+ Grade
Blue Line:	C Grade, Twinshock
White Line	Clubman Grade,
No Markers	Junior Grade (Under 16)
Support Classes	
No Markers	Sub Junior (Under 16)

8.2. One class per a Competitor only can be entered per an event.

8.3. Name plates are to be the same colour as the class/grades line being entered (see above). Classes with no marked line do not require a name plate. Sidecars may use a Red Plate.

8.4. Blue + line riders will follow all Blue markers in addition to deviating to ride the Blue + markers.

8.5. TWINSHOCK CLASS ELIGIBILITY

8.5.1. Carburettor may be of any design or era.

8.5.2. Ignition systems may be of electronic design.

8.5.3. Rims may be of any era or design.

8.5.4. Controls must be mechanically operated and may not use hydraulic actuation unless OEM.

8.5.5. If suspension is fitted to the rear wheel it must use two shock absorbers that share the load equally.

8.5.6. Frame should be a basic silhouette of one built in the time period but not necessarily one in production, and a replica of a known frame design will be sufficient. Frames may be modified (eg. frame hoops cut for bash plate fitment, rear hoops removed or shortened, head stem angle altered, footpeg position changed)

8.5.7. The engine and/or gearbox may be a derivative of an engine and/or gearbox that was available at the time, so long as the components were a development of the original design. Water cooling is not allowed.

8.5.8. Machines are to be based on an image of a machine built between January 1965 and before the end of December 1986.

8.5.9. Front Forks should be of Pre 87 appearance; internals can be of late manufacture, with maximum stanchion diameter of 36mm or equivalent to OEM.

8.5.10. Brakes must be of drum type and may be of any era. Material may be of any type. No disc type brakes are permitted.

9. STATE CHAMPIONSHIP

- 9.1.** A state championship will be conducted over multiple rounds throughout the duration of the year. These rounds will be nominated as championship rounds in the calendar.
- 9.2.** Points for the championship shall be awarded at each event as follows:
1st = 20Pts, 2nd = 17Pts, 3rd = 15Pts, 4th = 13Pts, 5th = 11Pts, 6th = 10Pts, 7th = 9Pts, 8th = 8Pts, 9th = 7Pts, 10th = 6Pts, 11th = 5Pts, 12th = 4Pts, 13th = 3Pts, 14th = 2Pts, 15th = 1 Pts.
- 9.3.** The worst result will be dropped when calculating the final championship result of each competitor.
- 9.4.** At least three championship events must be completed for a competitor to be eligible for the championship.
- 9.5.** In the event of a tie in score at a particular state round points shall be awarded as per the position for each of the tied competitors, the next competitor shall have points awarded as if the previous competitors had not tied. Ie, Two competitors tied for first receive 20Pts each, the next competitor receives 15Pts towards the championship.
- 9.6.** In the event of a tie of championship points, the podium positions shall be decided by summing the total points lost by each rider across all state rounds that each member of the tie jointly competed in. The winner being the lowest cumulative score. If a tie persists the winner shall be decided by the finishing order in the most recent state round that each of the tied competitors competed in.

10. STATE TITLES

- 10.1.** A stand alone State Title that is not part of the State Championship will be held over two days, the winners of which shall be declared the state title holder.
- 10.2.** The total score of each rider will be calculated summing each day's competition to decide the finishing positions.

11. EVENT SCHEDULE

11.1.

Sign on & Scrutineering:	9:30Am to 10:00 Am
Riders Briefing:	10:00 Am
Sections Open:	10:15 Am
Lunch Break:	12:30Pm – 1:00Pm
Sections Close:	4:00Pm
Scores Announced:	4:15Pm

- 11.2.** If all riders are running ahead of time, then officials will follow the final rider on course and the sections will be shut down in numerical order, starting at section 1, so riders are reminded that they will be required to ride their final lap in numerical order, starting from section 1.
- 11.3.** All score cards must be handed in to the scorers by the designated finish time as listed above, and by the rider (or passenger) only.

12. EVENT FORMAT

- 12.1.** Unauthorised entry, with or without motorcycle, to the course prior to the event will result in exclusion. For these purposes entry to the course shall be defined as entering within plain sight of championship sections via any means.
- 12.2.** The number of sections and laps to be completed will be confirmed at the riders briefing, the following is envisaged:

All other classes	5 laps x 7 sections
Sub Junior	3 laps x 5 special sections

- 12.3.** The standard of sections for each class will be set to cater for competitors of all abilities. While there will be sections of above average, average and below average difficulty in each grade, the promoter will endeavour to cater for riders of all abilities. It is likely that within each class of sections, there will be one to two sections per day that would be regarded by most competitors as extremely difficult for the class. These sections will be intentionally marked this way to ensure that the best riders in each class have a significant challenge in these sections, thus hopefully avoiding any ties.
- 12.4.** In the event of Ties, they shall be resolved as per the Rules. Should a Ride-off be required, the Clerk of Course shall decide the sections and severity of the sections to be used in the Ride-Off.

13. SECTION LAYOUT

- 13.1.** The start and finish of the section will be clearly marked with a start/end board that shows the section number.
- 13.2.** The section boundary will be clearly marked with artificial means or a natural boundary.
- 13.3.** Gates or splits may be formed in a section by placing two arrows or 1 arrow and the boundary. The arrow colours will correspond to the colour of the class to follow that specific gate.
- 13.4.** Gate width will be 1 metre minimum where possible
- 13.5.** The correct direction to pass through a gate is determined by the positioning of the gate arrows. The gate arrows will be placed in a position most visible from one direction of approach and this is the direction that it must be ridden.
Example of correct direction of a marker split or gate, if a gate or split is positioned in front of a ledge the rider must ride up the ledge and not down it, the forward direction is also typically the direction of approach from the previous marker or gate.
- 13.6.** The section layout may be modified between the beginning and end of the event if deemed necessary by the club.

14. AWARDS

- 14.1.** Trophies will be awarded for 1st to 3rd place for all classes.
- 14.2.** The club reserves the right to vary these awards depending on the number of entries in each class.
- 14.3.** Special awards as determined by the club will also be presented.

15. MACHINES AND RIDERS

- 15.1.** All machines entered must comply with the rules.
- 15.2.** Multiple entry of the one machine in the same class of competition is not permitted.
- 15.3.** Change of machine during the event may be permitted providing approval has been sought from the Clerk of the Course.

- 15.4.** Helmets, clothing and footwear must be as per the rules. Where a helmet shows any sign of damage that may affect its performance, the scrutineer reserves the right to disallow a competitor to use this damaged helmet.
- 15.5.** Identification plates must be fitted to all machines and must have background colour as specified in the Classes of Competition.
- 15.6.** All machines must be fitted with a cut out switch attached by a lanyard to the rider. Please note if a rider is not connected to the cut out switch with a lanyard whilst the rider is inside a section the penalty given is 5 points.

16. MINDERS

- 16.1.** Minders are considered to be competitive riders and as such, must have a current club membership.
- 16.2.** Minders, like competitors, must obey rules and any instruction given to riders at the Riders' Briefing.
- 16.3.** The following rules with regards to minders must be adhered to:
- 16.3.1.** A rider will fail a section if their Minder enters into a discussion or argument with any observer or official with regards to scoring, unless they have been specifically requested to do so.
- 16.3.2.** Minders are only permitted in a section with the knowledge and permission of the observer.
- 16.3.3.** Minders must not present score cards to the observer or scorers. This is the rider's responsibility.
- 16.3.4.** Any penalty accrued by a Minder will be imposed on their nominated rider.
- 16.3.5.** Minders may enter a section if requested by any competitor provided the observer has given permission.
- 16.3.6.** Minders must vacate the section while competitors that have not requested their assistance are completing an observed attempt.

17. RIDERS' BRIEFING

A riders' briefing will be held prior to the commencement of competition, which all competitors and minders must attend.

18. COURSE DISSATISFACTION

Competitors who are not satisfied with any aspects of the course can present these concerns to the Clerk of Course, if those concerns cannot be resolved, the competitor will be invited to withdraw from the event.

19. FACILITIES

- 19.1.** Catering will not be provided by the club, BYO.
- 19.2.** Toilets will be available at the venue.
- 19.3.** Camping is only available at selected venues, please contact the club to confirm.

20. COMPETITOR CAR PARK/PITS

- 20.1.** The general area where vehicles are parked will be defined as the pits. Penalties MAY apply to those who ride above walking pace while in the pits.

21. TYRES

With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trial Universal pattern on all machines.

22. CLUB RULES & SCORING

22.1.

Action	Mark / Points
Finish a section with no penalties	0
Footing Once	1
Leaning against an object/ground with any part of the body to gain advantage	1
Footing Twice	2
Footing More than twice, Sliding/dragging foot	3
Falling/dismounting from Motorcycle with both feet on one side or behind Motorcycle	5
Rolling Backwards	5
Crossing Tracks	5
Handlebars Touch Ground	5
Riding over or dislodging a marker for own class	5
Breaking Boundary Tape / dislodging marker	5
Missing a gate or jumping the boundary tape to avoid a part of the course	5
Not having both hands on the handlebar whilst footing	5
Passing on wrong side of gate or boundary with wheel on the ground	5
Engine Stalls with any part of the body touching an object/ground	5
Passing through a gate more than once or from the wrong direction	5
Lanyard not worn while in section	5
Gardening or modifying a section	5
Arguing with an official	100
Riding in sections before event	Exclusion

- 22.2.** A rider is deemed to be in a section when the front wheel axle has passed the Section Begins card and to have completed it once the front wheel axle has passed the Section Ends card.
- 22.3.** If a rider has been deemed to be baulked while completing an observed attempt, a re-run may be offered by the observer.
- 22.4.** Careless or dangerous riding will result in exclusion from the event.
- 22.5.** In the event of a tie, it shall be broken by successively counting the total number of 'Cleans', then 1's, then 2's, then 3's and 5's of each competitor until it is found that one competitor has a larger total of scores of a particular type than the next competitor. The competitor with the larger total of scores starting from 'Clean' will be declared to have finished ahead of the next competitor.

- 22.6.** If the Tie can still not be broken the competitors will share the position in the state championship series. A ride off will occur at the State Titles for podium positions at sections and class level as chosen by the clerk of the course.
- 22.7.** Ride offs shall be where competitors compete in an order mutually agreed on the same or several sections as required until one rider betters the score of the other after each has completed their observed attempt.

22.8. GATE TRIAL SCORING

- 22.8.1.** The winner of the gate trial shall be the one with the largest accumulated score.
- 22.8.2.** Each section will have 4 Gates – 1 White Gate, 1 Blue Gate, 1 Yellow Gate and 1 Red Gate.
- 22.8.3.** Scores are accrued by riding through each gate with points attributed to each gate as follows:

Gate Colour	Points
White	5
Blue	3
Yellow	2
Red	1

- 22.8.4.** If a rider foots or otherwise commits an act that would cause penalisation using normal trials rules in an attempt at a section, their score will be '0'/Zero for that attempt.
- 22.8.5.** A Handicap system may be applied to determine the overall winner.

23. MACHINE EXAMINATION

- 23.1.** All Motorcycles must be scrutineered before being allowed to partake in competition.
- 23.2.** An operating Lanyard kill switch must be fitted
- 23.3.** Bar ends must be plugged
- 23.4.** Levers must have ball ends
- 23.5.** Footrests must fold and spring return
- 23.6.** Chain sprocket guards must be fitted
- 23.7.** Throttle must return to stop unassisted
- 23.8.** Front and rear brake must be operational
- 23.9.** No loose or damaged spokes
- 23.10.** Rims are not damaged
- 23.11.** Identification plates must be fitted and have background colour as specified in the Classes of Competition.
- 23.12.** Front and rear mudguards must be fitted
- 23.13.** Tyres must be of Trials Universal pattern

24. PERSONAL PROTECTION EQUIPMENT

- 24.1.** Helmets must be worn at all times while riding. Helmets must have a relevant identification label and be in good condition and free from damage.
- 24.2.** Boots that cover the ankles must be worn
- 24.3.** Long Pants and a shirt must be worn.

25. DRUG AND ALCOHOL TESTING

All competitors and officials are advised that random drug and alcohol testing may take place during the competition.

26. FIRE EXTINGUISHERS

It is recommended all riders should have at a minimum 2kg, dry powder A:B (E) class, working fire extinguisher in their pit area.

27. ANNUAL PRESENTATION DINNER

- 27.1.** The presentation dinner shall be held alternatively between the North, South and North West. Members from the region will be responsible for organising the catering and event.

28. SPECIAL NOTES &/OR WARNINGS

- 28.1.** No other motorised vehicles will be permitted past the spectator car park & competitor's pits other than the competitors and minders entered machines and any official vehicles as permitted by the club, the exception being any electric/motorised wheelchairs.
- 28.2.** Competitors and Minders with body piercings – all need to be covered or removed.

29. 2021 CALENDAR

Date	Event	Location	Clerk of Course
29 January (Friday)	Planning Meeting for Tassie Titles	Pub	Counter Meal at 6:00pm then meeting afterwards.
31 January	Trials School	Melton Mowbray	Higher Grade riders to provide instruction
21 February	Tas Championship Round 1	Mole Creek	I Pickering
27 February (Saturday)	Setting of 14 Sections for Tassie Titles	Mt Joy	As many Club Members as possible to assist – lots of work - many hands make light work
6 March	Tamar Valley Trials Club Reunion	Mt Joy	I Pickering, L Stevens, M Wellman, N Berne
6-7 March	Tassie Titles – 2 day event	Mt Joy	N Berne
3-4 April	Easter 2 Day Trial	Glenmaggie	OMCC
18 April	Gate Trial	Mt Joy	N Gabbedy
16 May	Tas Championship Round 2	Oatlands	P Lockhart
13-14 June	Queens Birthday 2 Day	Argyle	TCV
20 June	Tas Championship Round 3	Upper Natone	K Pickering
18 July	Tas Championship Round 4	Melton Mowbray	K Hosking
15 August	Scott Trial – TDN Fundraiser	St Peters Pass	C Bayles
19 September	Tas Championship Round 5	Royal George	I Gabbedy
TBA	Australian Trials Championships	QLD	Western Districts
17 October	Tas Championship Round 6	Jericho	M Amey
20 November	Twinshock Challenge	Melrose	D Fenton
21 November	Tas Championship Round 7	Melrose	N Munday
December	XMAS Breakup		Southern Members

Note - Come & Try days can be organised for prospective members by contacting Ian Pickering.

30. SELF SCRUTINEERING DECLARATION

Event Details			
Venue for Event:			
Date of Event:			
Rider Name:			
Declarants Name: (If Rider Under 18)			
Machine Details			
Machine Make:			
Capacity:			
Personal Protective Equipment		✓ /X	✓ /X
Helmet has Identification Label		Boots Cover Ankles	
Helmet Strap/Buckles in Good Condition		Shirt & Long Pants	
No Damage to Helmet Shell or Linings			
Motorcycle Inspection			
Lanyard Kill Switch Operational		Bar Ends Plugged	
Brake & Clutch Levers have Ball Ends		Name Plate Appropriate	
Chain Sprocket Guards Fitted		Front & Rear Brakes Operational	
Footrests Fold and Spring Return		No Loose or Damaged Wheel Spokes	
Throttle Returns to Stop Unassisted		Wheel Rims Not Damaged	
Notices			
The Declarant acknowledges the following:			
<ul style="list-style-type: none"> I am familiar with the Mechanical and Electrical Condition of the Motorcycle I May be Penalised if the Information in this Document is False My Equipment & Machine may be inspected by event officials I will not attend the event if I am suffering any Cold/Flu Symptoms I will adhere to social distancing requirements at all times during travel to/from the event and while competing and attending the event (1.5 Metres). 			
If you are bringing other people to the event, please supply their names and phone numbers. This is only used in the event of a COVID19 outbreak for contact tracing purposes:			
Declaration			
I declare as the Rider/Declarant that the Information provided is true and correct.			
Signature		Date	

MEMBERSHIP / RENEWAL FORM 2020

WARNINGMotorcycle Sport can be **DANGEROUS**

To be completed by each person applying for Membership.....(tick box)

Yearly

or 24 Hour

NEW OR RENEWAL		FAMILY	\$60.00	24 hr Family (one application per year)	\$30.00
		FULL	\$45.00	24 hr Adult (one application per year)	\$20.00
		JUNIOR <16	\$15.00	24 hr Junior or Minder	\$10.00

24 hr Choices
for Non TMTC
Members

If you have ticked RENEWAL only record name , signature and any changes to details please.

I (Print Full Name)

ADDRESS..... Town/City

Post Code Phone

email address Bike Mobile

To enable notification in case of Event Cancellation send me an SMS on this Mobile

Hereby apply for membership of the Tasmanian Motorcycle Trials Club (inc.), hereafter referred to as the Club, and if accepted by the Club hereby agree.....

- (a) To be bound by the Clubs Constitution, abide by its rules and regulations, and directions of its officers.
 (b) To absolve the Club, its Officials, Office Bearers and Members from any liability whatever that may arise.
 (c) That I am aware that Motorcycle Sport can be dangerous and that I could be injured or killed, and that my motorcycle and related equipment may be damaged, destroyed or stolen.

My Date of Birth is/...../.....

I HAVE / HAVE NOT had a medical check in the last year AND / BUT know that I am in full control of my body and am able to control my machine.

Should I require Medical attention please be careful as I (state any allergies etc).....
.....

Signature of Applicant.....

Date.....

Accepted by (TMTC Committee Member).....

PARENT / GUARDIAN Permission if under 18 years of Age

I (Print Full Name)of

ADDRESS..... Town/City

Post Codebeing the PARENT / GUARDIAN of the Applicant acknowledge the conditions of membership and verify the information supplied by the applicant and permit him/her to join the Club and participate in its activities without prejudice to the Club, and absolving the Club, its organisers, members and Officials from any responsibility for him/her.

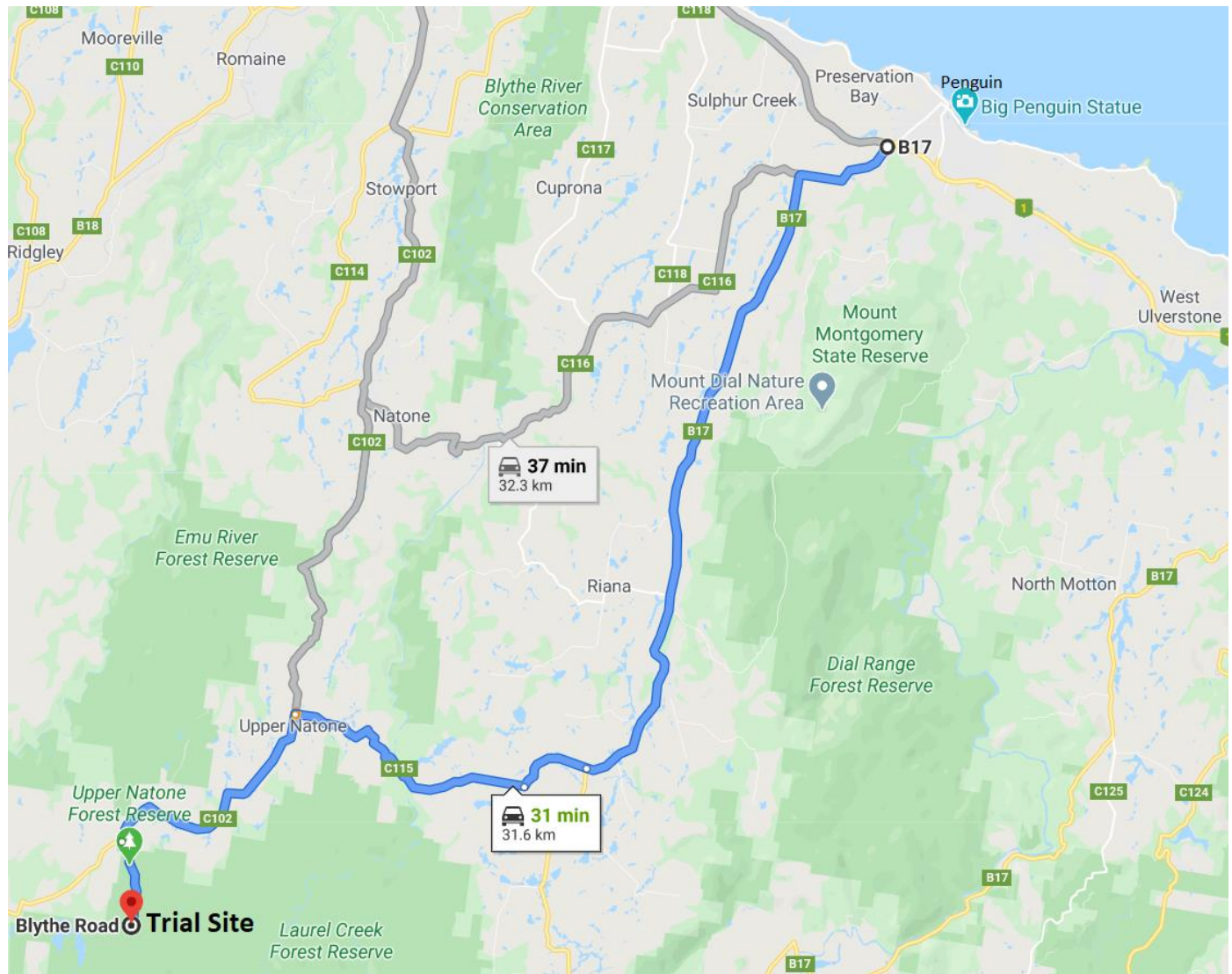
Signature of Parent / GuardianDate/...../2020

Witness to SignatureDate/...../2020

Upper Natone

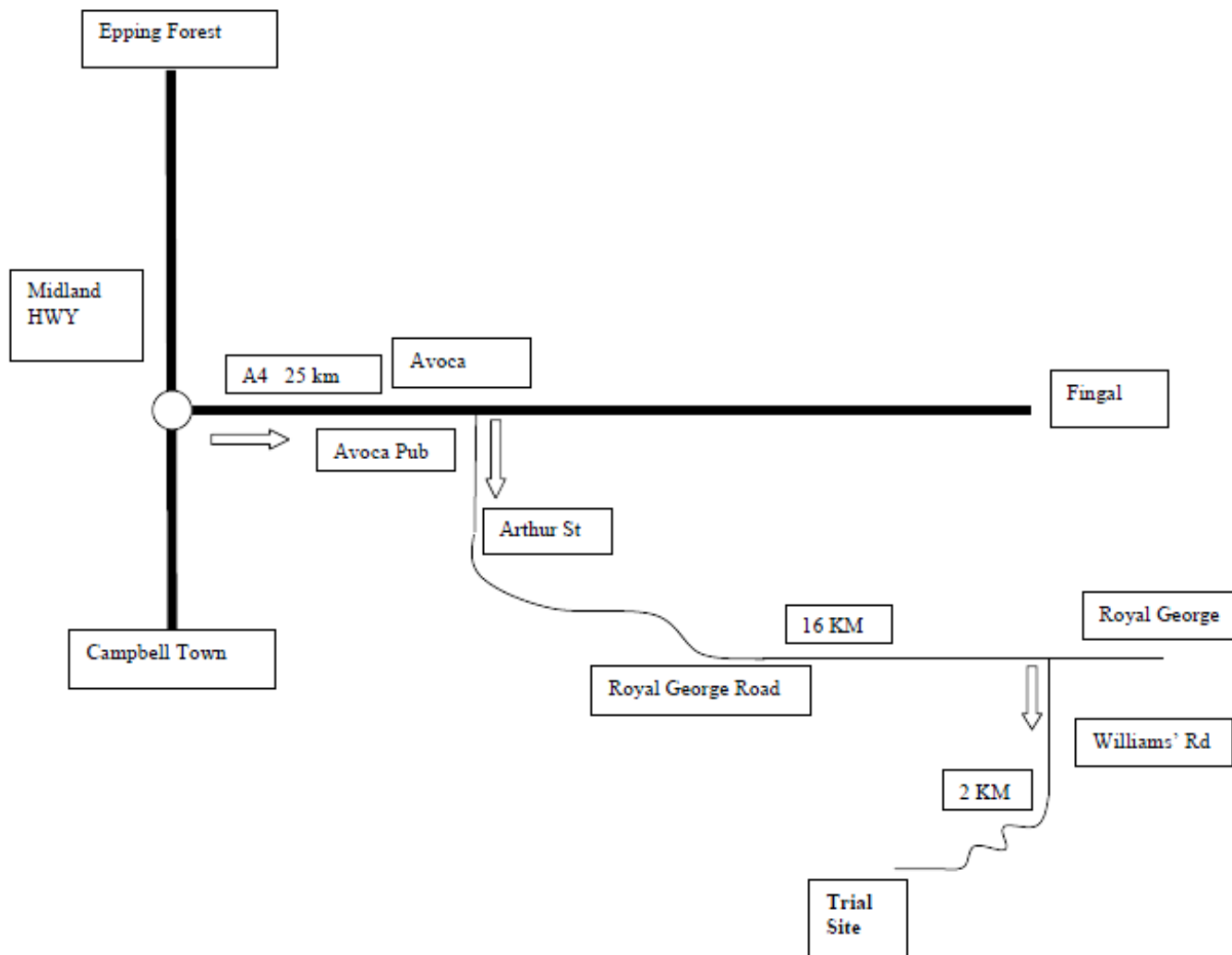
DIRECTIONS – Go towards Penguin on the Bass Highway, Take the B17 exit towards Penguin & Riana. Turn right off the exit and immediately left onto Pine Road and head south on B17 for approx 2km before making a left turn to stay on Pine Road. Follow Pine Rd for approx 15km until you reach the South Riana store where the road becomes C115 South Riana Rd. continue on South Riana Rd for approx. 10km.

Turn left onto C102 Upper Natone Rd and follow this for approx. 5km before turning left into Blythe Rd. Continue past the camping area and travel along the gravel road for approx. 5km before turning left into the parking area for the trial.



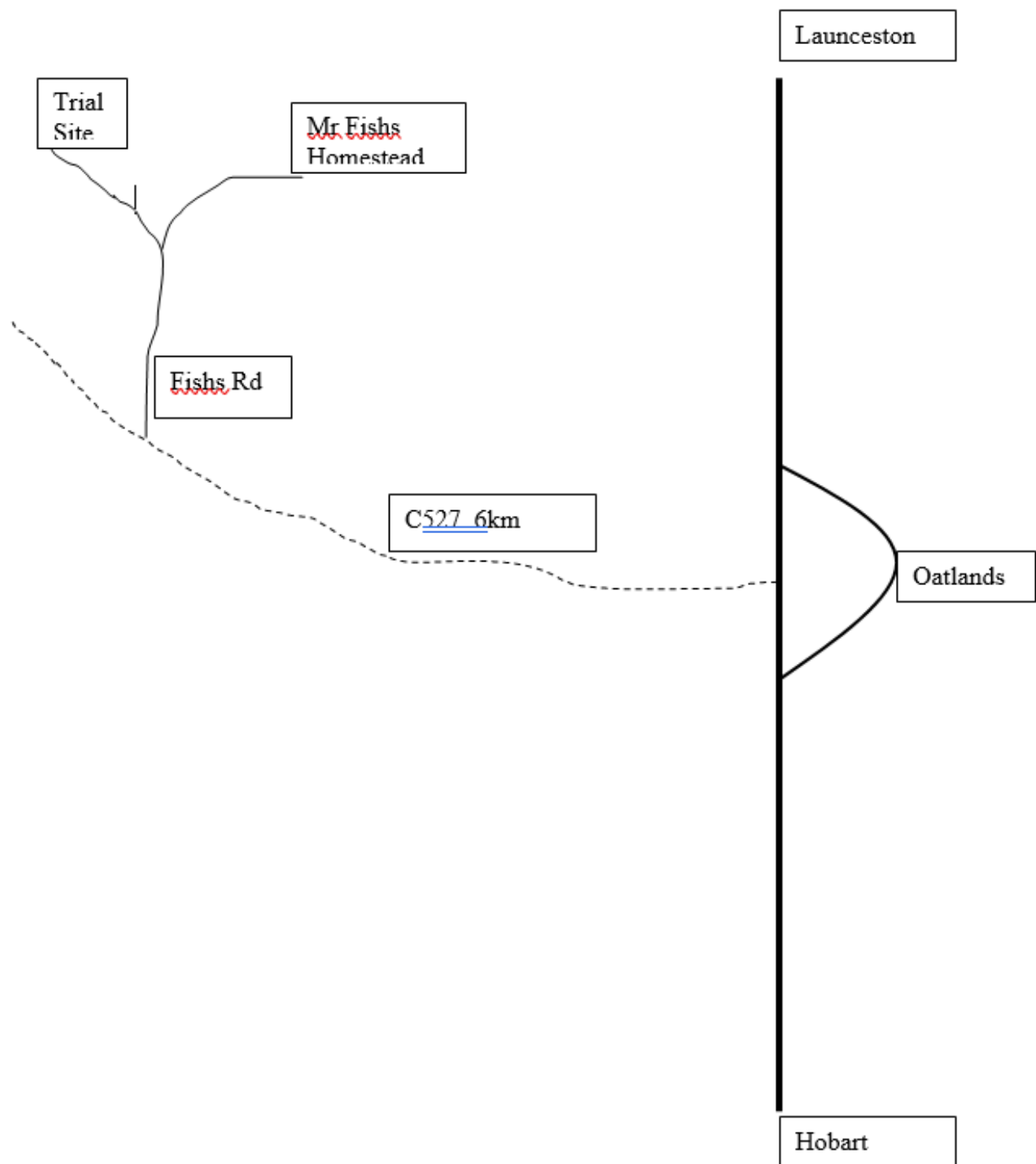
Royal George

DIRECTIONS – Turn east off the Midland Hwy near Conara towards Avoca on A4. At Avoca turn South on C301 Royal George Rd, at the township turn south on Williams rd and follow the gravel road. The Trial Site is 300m off the track and will be signposted.



Oatlands

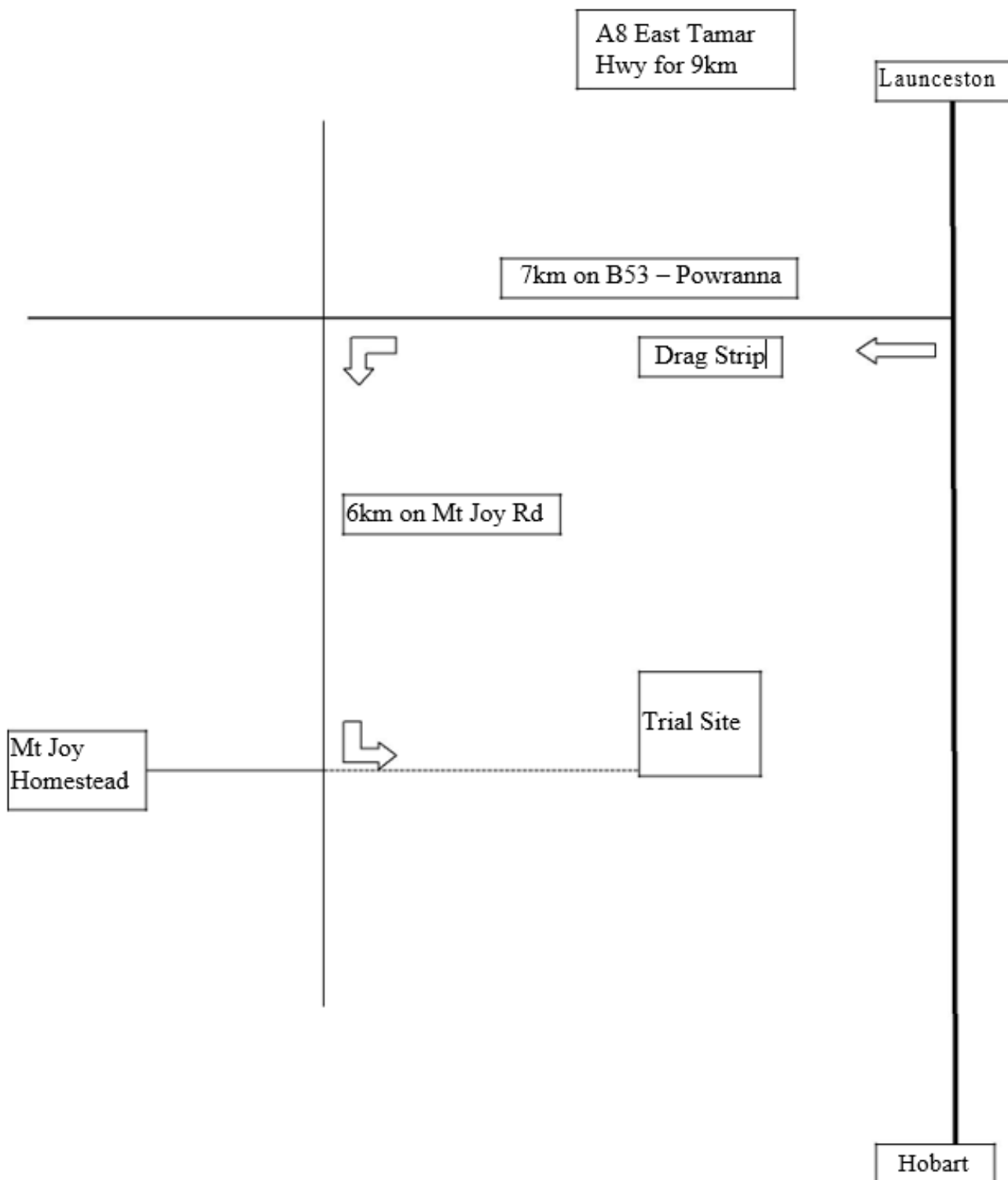
DIRECTIONS – Turn west off the Midland Hwy at the Oatlands bypass towards Interlaken on C527. Follow C527 6km west on a gravel road then turn north into Fishs Rd. The Trial Site is 300m up the track.



Mt Joy

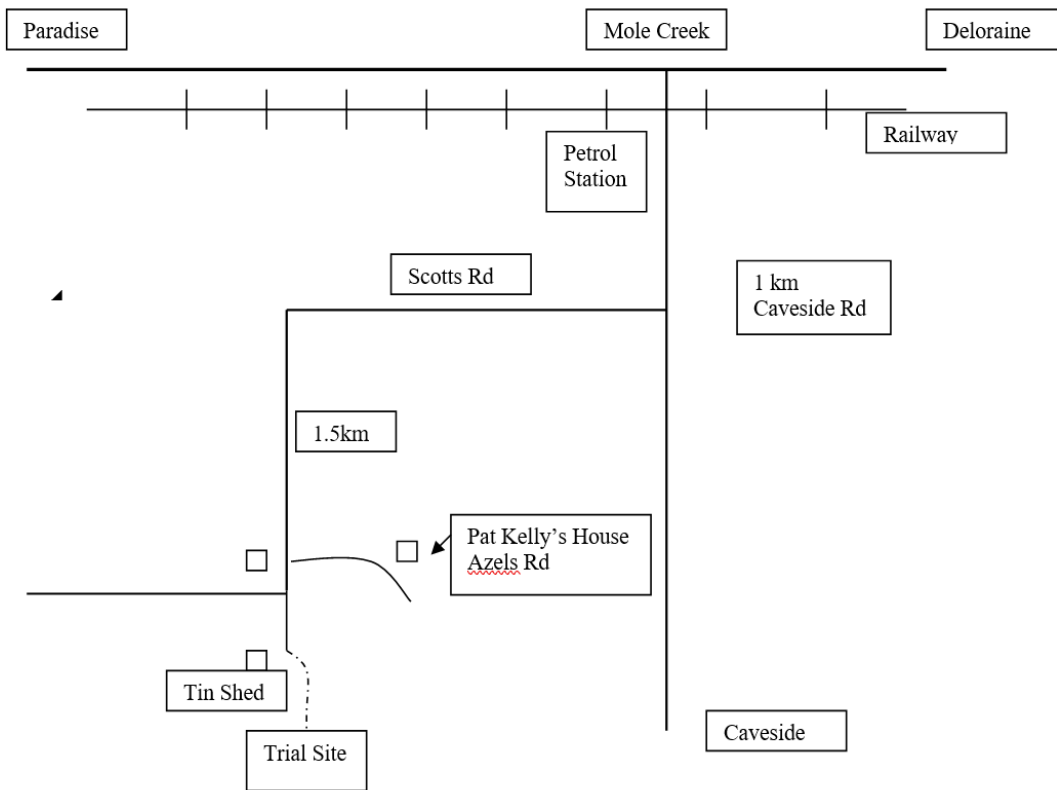
DIRECTIONS – Turn west off the Midland Hwy just south of Symons Plains Raceway onto Powranna Rd (B53) and travel 7km

- Then turn South on Mt Joy Rd (C520) and travel 6km. Turn East onto a farm track opposite the entrance to the Mt Joy Homestead 612 Mt Joy Rd.
- Follow the farm track for 3km to the top of Mt Joy.



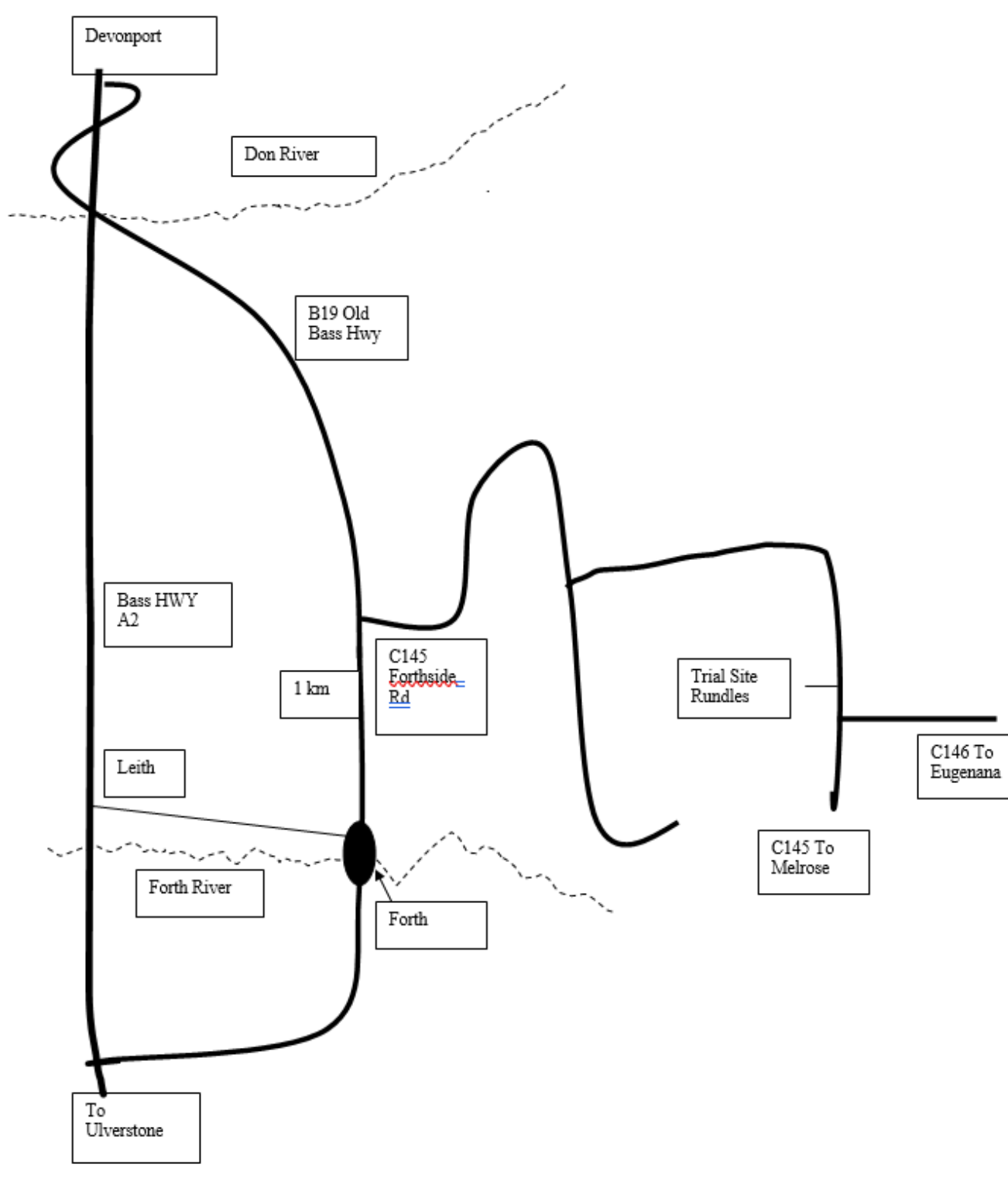
Mole Creek

DIRECTIONS – Go to Deloraine and take the turn off for Mole Creek. When you arrive at Mole Creek turn south into Caveside Rd (Near the shop in the middle of town). This takes you past the only petrol station in town. After approximately 1km turn right into Scotts Rd, & follow the signs to the trial site on Edward Kelly's Track. Pits will be behind the gun club shed



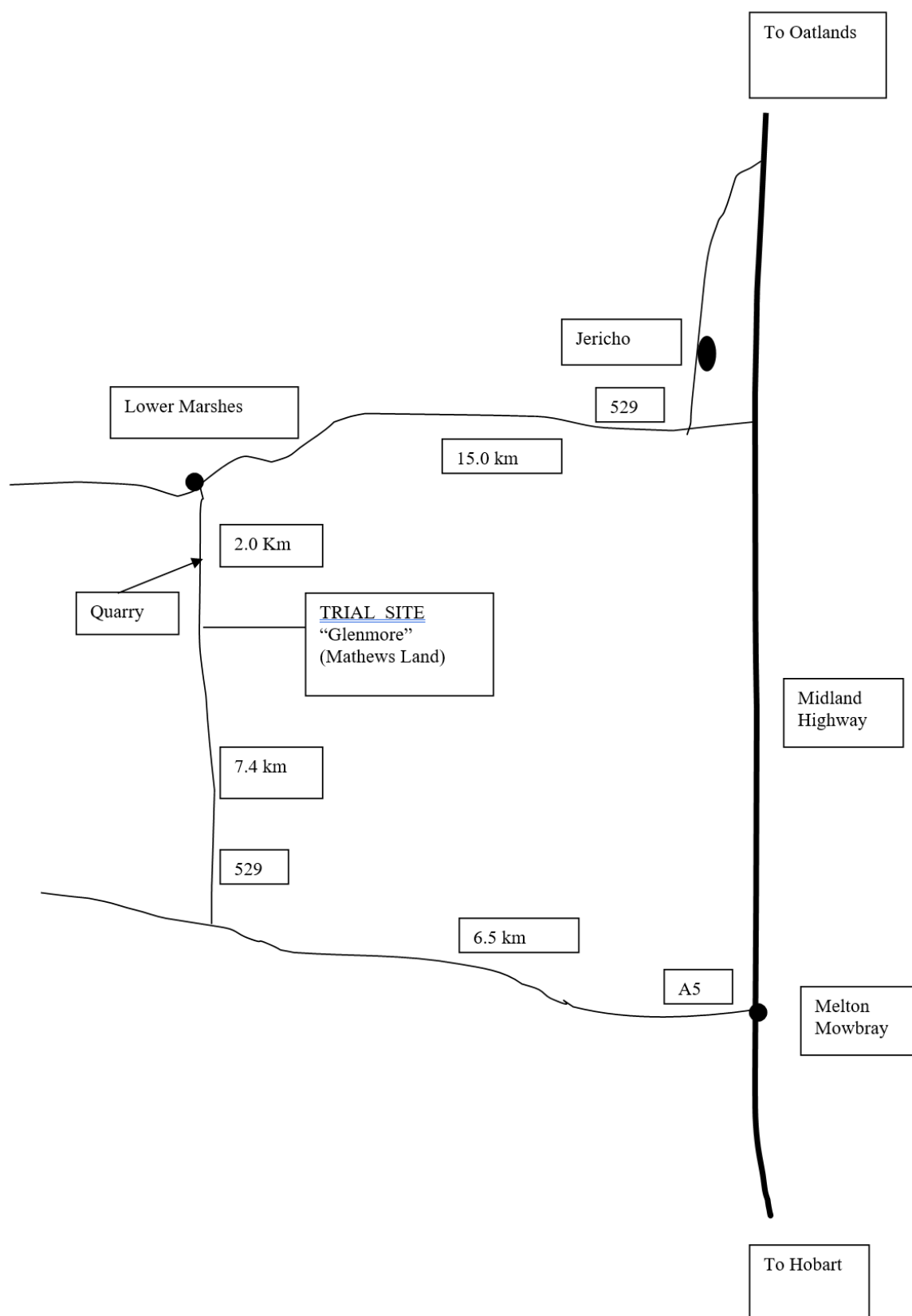
Melrose

DIRECTIONS – Go to Forth, go east over the bridge for 1km, turn right into C145 Forthside Rd, Stay on C145 towards Melrose for about 7km. Just before the intersection of C146 to Eugenana Turn right into the Rundles Driveway. There will be signs from Forthside Rd.



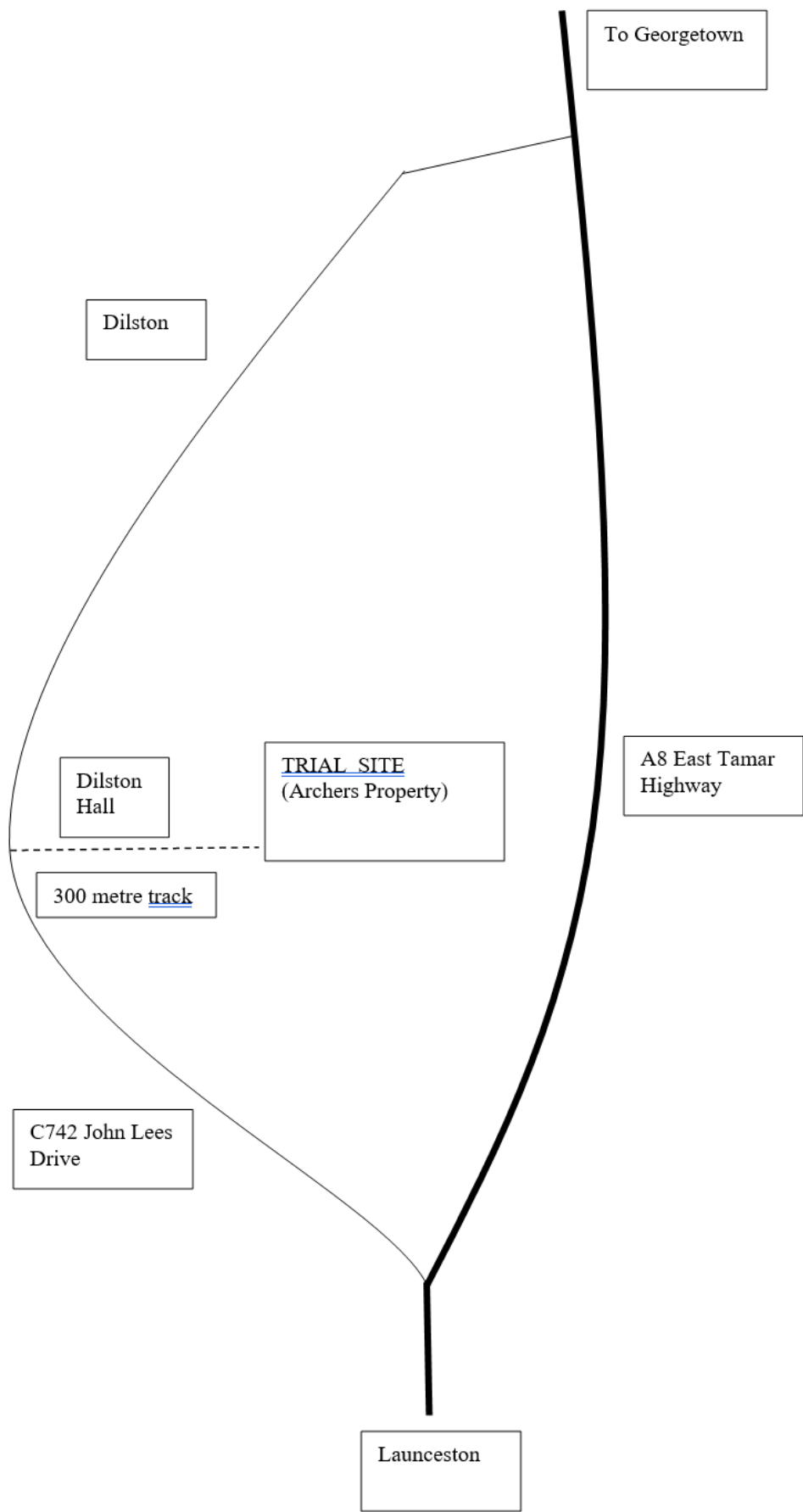
Jericho

DIRECTIONS – Turn west off the Midland Hwy at Jericho. Follow the signs on the 529 road 17 km on a gravel road to the Glenmore Homestead.



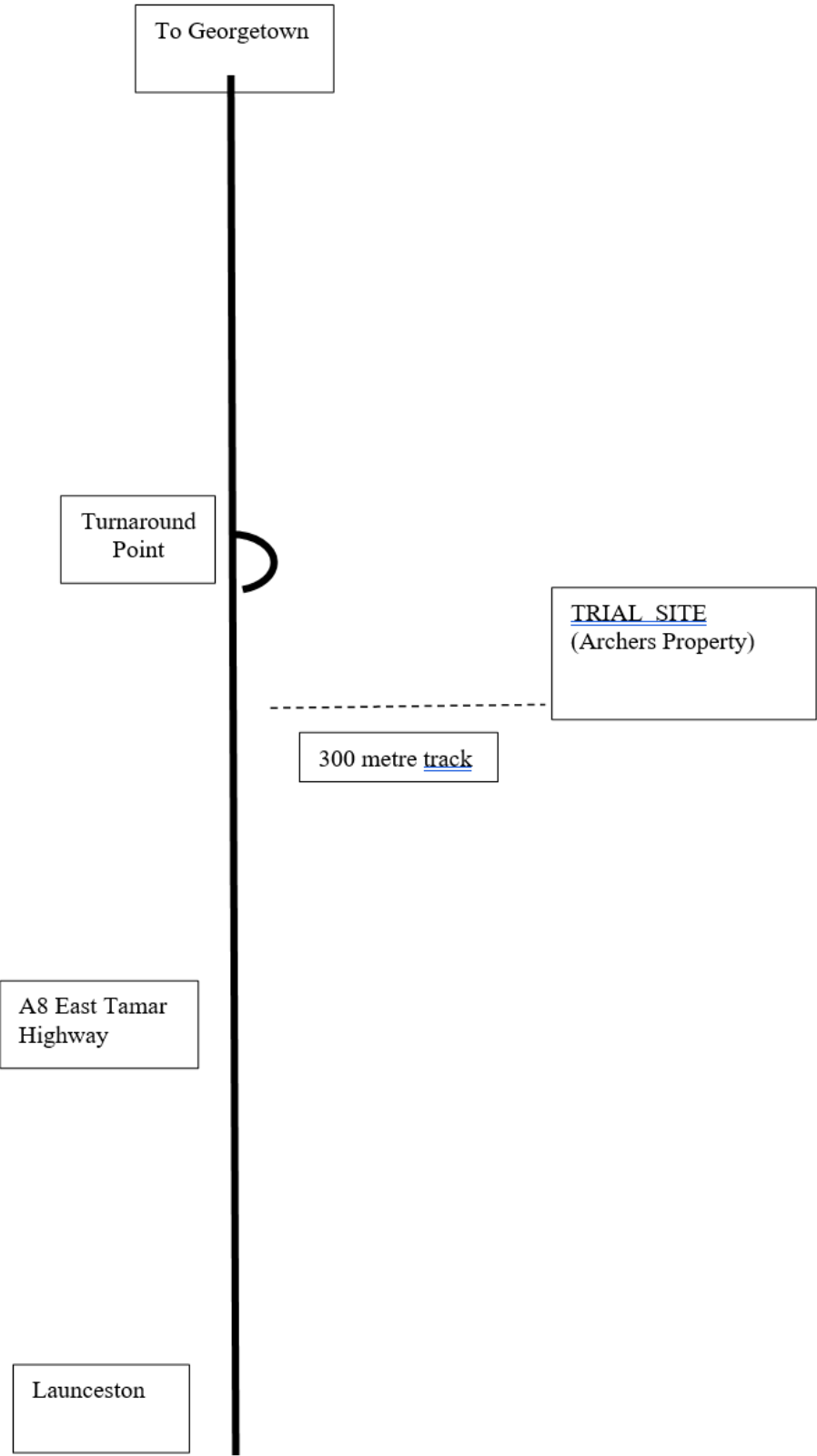
Dilston (Western Side of Highway)

DIRECTIONS – From Launceston follow the East Tamar Highway north to John Lees Drive turn off to Dilston & turn in at the Dilston Hall.



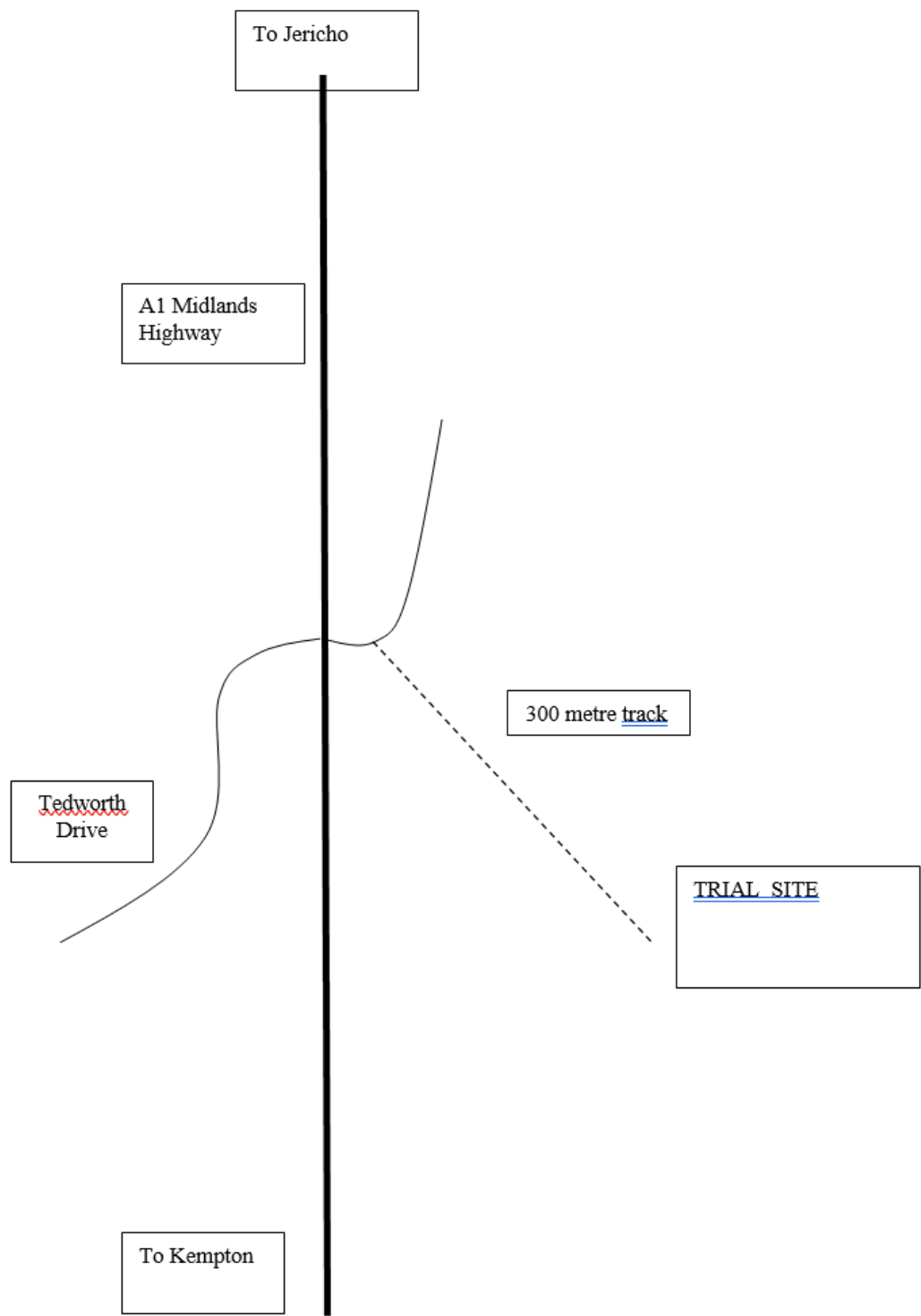
Dilston (Eastern Side of Highway)

DIRECTIONS – From Launceston follow the East Tamar Highway north 15km to a turning area in the centre of the highway. Travel back along the East Tamar highway 300M to reach the turn off to the trial site.



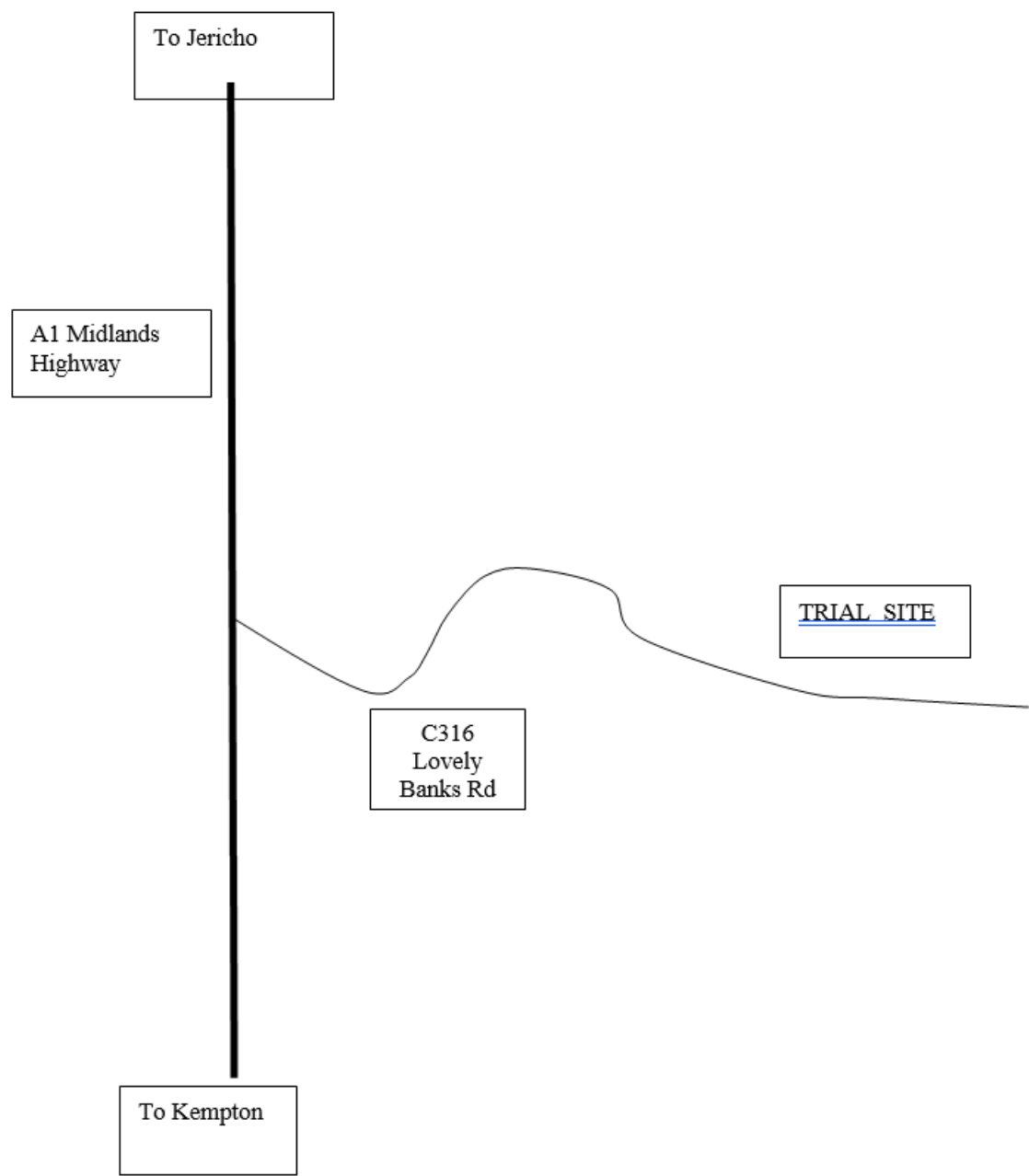
Melton Mowbray – Northern Site

DIRECTIONS – From Launceston follow the Midlands Highway south towards Melton Mowbray. After cresting Spring Hill the turn off for the site is 2km down the road on the eastern side of the road opposite Tedworth drive. Immediately turn south on the side track to the trial site.



Melton Mowbray – Southern Site

DIRECTIONS – From Launceston follow the Midlands Highway south towards Melton Mowbray. Turn off onto C316 Lovely Banks rd. Travel 3km to the trial site which is adjacent to the rd on the Northern side.



Section Setting Manifesto – Kurt Pickering

The Goal

Before we can consider the finer points of setting a section, first it must be set out what we are trying to achieve when providing a section for an observed trials event. The 'goal' of our section.

Who are our competitors and what are they aiming to get out of the section we have set? Is the ultimate question we need to ask to reveal our goal.

By and large our competitors are weekend warriors seeking their recreation from work and other pressures, their goal is therefore to derive enjoyment from this pursuit.

This defines the goal of our section to be enjoyable to ride for our competitors.

The Fun Pyramid

Now we have realised our goal we need to understand the activities required to achieve it.



We have all seen the food pyramid, a visual representation of how we should be consuming most of the items at the base and fewer of the items at the apex for a healthy diet.

If we modify this idea we can produce a 'fun pyramid' for our competitors of trials. The apex of the pyramid represents the least enjoyable activity and the base leading to the more enjoyable activities (perhaps in contradiction to our food pyramid).



When we set our sections we are obviously going to be aiming at the base of the pyramid and trying to avoid the apex to meet our goal of the section.

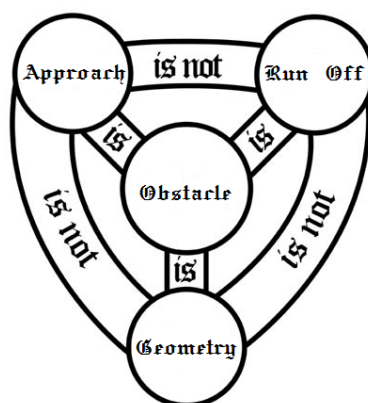
We can also call the base of our pyramid the foundation of which all other operations require. As without obstacles no skills are required, we can't damage our motorcycle and injuries can't happen.

The most important part of our section is therefore the obstacles we choose to include.

The Holy Trinity

Moto Trials has a trinity similar to the Father, the Son and the Holy Spirit which form God in Christianity.

Trials's trinity is based around the obstacle and the three parts are then the Approach, Change in Geometry and the Run Off of our complete obstacle.



An obstacle has to be thought of as a trinity because all three parts has an equal but individual effect upon a rider competing over it. A vertical step in which we have changed the approach but have left the runoff and the main geometry of the obstacle the same is a good example of this idea.



CASE 1



CASE 2



CASE 3

Even though the size of the step has not changed, it is obvious that Case 1 is much easier to ride compared to Case 2 and 3. This is due to the approach adding a significant change in geometry as we move from Case 1 to 3.

This is our trinity in action and why an obstacle has to be considered as a summation of its three parts.

Risk Assessment

For anyone that has worked in a trade you will have come across a risk assessment that must be completed before a job can be started. This idea is the same for which obstacles we choose to set in our sections.

Consider the risk assessment table below in terms of when our obstacles will cause a crash. We must consider how likely the dismount is to occur and the consequences likely to occur because of it.

Potential Consequences	Permanent Injury	Severe	5	Review	Unacceptable	Unacceptable	Unacceptable	Unacceptable
	Severe Injury Over Long Period	Major	4	Acceptable	Review	Unacceptable	Unacceptable	Unacceptable
	Injury Requires Hospitalisation	Moderate	3	Acceptable	Review	Review	Unacceptable	Unacceptable
	Injury Requires First Aid Treatment	Minor	2	Acceptable	Acceptable	Review	Review	Review
	No treatment required	Negligible	1	Acceptable	Acceptable	Acceptable	Acceptable	Review
				1	2	3	4	5
				Rare	Unlikely	Possible	Likely	Almost Certain
				Could happen but probably never will	Not likely to occur in normal circumstances	May Occur at some time	Expected to occur at some time	Expected to occur regularly under normal circumstances
				Likelihood				

The example below of a rider traversing a camber is an easy scenario to use the risk table for.



Our modes of crashing would be either a high side or low side down the hill. The high side is the much worse mode of failure as it may end in a broken collar bone or similar. On our risk table this is equivalent to a consequence level of 3.

The likelihood of this crash occurring is linked to the capacity of our rider, the beginner is almost certain to have a high side, it is possible for an experienced rider and it would be rare for an expert rider to have this form of crash.

Beginner: Level 3 Consequence and Level 5 Likelihood leads to an unacceptable risk and we should avoid this obstacle for the beginner rider.

Experienced: Level 3 Consequence and Level 3 Likelihood leads to a risk that must be considered carefully. For example a camber over smooth going would be acceptable but a camber over rocky uneven terrain would not be.

Expert: Level 3 Consequence and Level 1 Likelihood leads to a risk that is acceptable and should not cause a problem for our expert rider.

The trinity of our obstacle is again important in our risk assessment as the difficulty of the approach, change in geometry and run off all add to the likelihood of a crash occurring.

Another more subtle element that adds to the likelihood of a crash is our rider's ability to rescue themselves with a dab. Consider our

rider on the camber again. If our rider were to attempt to foot on the downhill side, the sole of their boot would be met with air until it finally meets the ground when a crash is inevitable.

The potential consequences are a result of the geometry of our obstacle and its surroundings. Obviously the larger the obstacle is and the more jagged and rocky the area is creates an increasingly dangerous consequence if a crash were to occur.

Marking out the Section

Now we know the goal of our section and are thinking about all the right things to achieve it we need to get in and mark out the course.

Our section setting team should consist of 2 members, the boss and the worker bee. The boss is placing the arrows and deciding the shape of the section and the worker bee is placing the boundary and doing any clearing that may be required. The worker bee is also the counsel to help decide if an obstacle is fair or not for the grade in question. In this capacity it is best that the team should have a higher grade rider as well as a lower grade rider to offer a different perspective.

The first part of marking a section in our team is finding a likely area of terrain to set our section on. There are two questions that need to be asked.

Are there obstacles suitable for the higher grades? And Can I get the lower grades through the section?

If the answer is yes to both of these then you're cooking with gas and can start to plan where the beginning and end of the section should be.

The terrain and obstacles available will generally determine roughly where the start and end should be but there are a few things that should be kept in mind.

The observer should be able to see the start and all throughout the section from their vantage point at the end of the section.

The end should be far enough away from the start that riders entering and exiting the section will not be impeded by one another.

Finally the shape of the section also plays a part in where the start and end should be.

The shape of a section should be such that it encourages a natural flow from the start to the finish. What this means is that the placing of the boundary to suit obstacles within a section should be such that riders are not doubling back etc to gain an advantage in the approach to the next obstacle. They should be always moving further forward through the section.

A general guide to obstacles is that we should only include 3 to 4 obstacles per a section for each grade. The general placement of the markers for these obstacles should be such that the lower grades are still able to ride the higher grades obstacle if they believe it will make their line easier or so choose to.

The actual placement of the marker at an obstacle should be such that it is not on the riding line of the rider and to be knocked out, the rider would be making an extra effort to purposely destroy the section. I.e. If there is an overhang, tuck the arrow underneath it where it is out of touch from the wheels.

Generally at the base of the main geometry change is safer than placing the markers at the topmost point of an obstacle.

Walk the section for each grade after you have completed setting and ensure the rider will be riding the obstacles the way it was designed and they can't bastardise the section too badly. This is also a good chance to check that the approach and runoff provided for obstacles is acceptable for the whole section. The runoff from one obstacle is linked like a chain to the approach for the successive obstacle.

A final observation on setting sections is that riders are generally happier at the end of an easy trial then they are at the completion of a tough day on the bike. So if you think an obstacle might be on the edge for a particular grade, leave it out for the health and temper of all involved.