

# Tasmanian Motorcycle Trials Club

(Providing two fifths of Aussie TdN riders)



**President:** C Bayles  
**Vice President:** K Hosking  
**Secretary:** K Pickering  
**Treasurer:** M Luscombe  
**Newsletter/web:** S Lockhart

**First Aid:** F Munday, H Statton  
**Life Members:** N Berne, P Lockhart, P Bayles  
**Publicity Officer:** I Pickering  
**Scrutineers:** M Amey, J Perkins.  
**Photographer:** A Lockhart

**Section Checkers:** N Munday, K Pickering, P Lockhart, M Gabbedy

## September 2022

### Vice Presidents Report

As I write, Club President Chris Bayles has been competing at the Trial of Nations in Italy. It falls to me to pen a few words in his absence. First, congratulations to the Australian teams who competed in the Trial of Nations. In the International Trophy Division, the team of Kyle Middleton, Chris Bayles and Connor Hogan finished 5th, not that far from the leaders and ahead of the USA. In the Women's Championship Division, Australia's team of Jenna Lupo and Kaitlyn Cummins finished 10th, but were at a disadvantage in having only two team members instead of the three that most of the teams had. It is worth noting that the financial support for the Australian TDN team from Tasmanians was well out of proportion to the size of the State. That was a good effort from our club.

Prior to our most recent trial, the Mt Joy event, the committee spent some time considering new rules for club trials that are aimed at improving the flow of our events, while ensuring that there is integrity for all competitors in our observing systems. In recent times we have found it difficult to attract observers to club events and we have, in company with other clubs, moved to a system whereby riders observe each other's rides. It is fair to say that this has resulted in an environment wherein doubts concerning the validity of recorded scores have been expressed by some competitors. Accordingly, the club has drawn up new rules for observing at sections that do not have a non-riding observer in attendance, as follows:

1. Competitors must ride in groups of at least two and no more than four.
2. Ideally, team members should be competing in the same grade, although this will not always be possible.
3. At least one member of the group must observe every attempt at a section made by another rider in the group.
4. The competitor observing at any time must position himself/herself so as to be able to see all areas of the section being ridden.
5. No competitor is permitted to carry his/her own scorecard and must not enter scores on his/her own score card.

In anticipation of the additional time that might be taken using this system, the compulsory lunch break has been shortened to 30 minutes.

The club would appreciate comments from those who rode at Mt Joy where the system was trialled. The system is far from being cast in stone and constructive comments would be very valuable. My own view was that the time taken to complete the course did not seem to be substantially affected, while time spent queuing at the sections seemed to be much reduced.

While on the subject of Mt Joy, significant amounts of rain fell in the days leading up to the event. As a result, many of the sections were very difficult, particularly early in the day before the sections dried out later. Those issues aside, the event ran very smoothly. Thanks to the organisers and assistants and to those who helped out during the day. For me, it was a day that I won't forget, being the first time that I can

recall where I did not achieve a single clean in any of the 35 sections! As noted earlier, it was more than a little slippery in most sections.

The Committee has also approved a plan to run a second classic trial in addition to the Melrose event. This will be held at Jericho in February 2023. Classic bikes will compete on the Saturday and Modern bikes on the Sunday. The property owner has indicated that camping at the site will be allowed. This event will provide a second opportunity in the annual calendar for the owners of classic bikes to compete in a dedicated event.

Ken Hosking  
Vice President

### **Newsletterman stuff**

The TdN Fundraiser raffle has been drawn, you can watch it on the Team Australia Facebook page, but from memory, Steve Salter dominated, winning both the first prize of new boots, and sixth-ish prize of a Michelin rear tyre. Kurt and Conrad won GRO oil packs. I kinda wanted at least one of those, but congrats to those three!

Speaking of TdN things, a weekend or so ago TCV held an event which had teams of three riders. I've been told we can now do this for our own club in our existing scoring system. If we wanted to, for the Scottish trial, our own fundraiser, next year, we could do it as a teams event, just like the TdN. Teams of three, best two scores per section are counted, teams of two can also be entered as it can handle it. Anyway, that's just something to think about.

As Ken mentioned, there will be a twin shock event at Jericho, the day before we start our normal trials season, in February. Camping looks like it'll be allowed, although the opportunity for a camp fire will depend on the fire risk. I remember camping there back in about 1996, it'll be a great way to start the season.

Toni Bou has claimed yet another world title, this time the indoor X Trial, taking his indoor tally to 16. For reasons I haven't discovered yet, the final round was cancelled and he was far enough ahead to not be beaten from the remaining events. Add in the Spanish win at the TdN, he might be running out of room for all those trophies.

Yamaha have been working on an electric TY, the TY-E and it's a bit of a looker, there's some sharp lines and interesting shapes on it. Kenichi Kuroyama rode it in the French TrialGP, in Trial2 against petrol bikes and finished 31<sup>st</sup> out of 36. Check out some press photos of it here: <https://thepack.news/newsflash-yamaha-ty-e-2-0-entering-round-5-of-fim-trial-world-championship-in-france/>

Sherco and Scorpa have shown off their 2023 bikes at Monza. The new bike is lighter, but the main change is a big one, they're fuel injected. Adding to that, somehow, they've taken a heap of weight out of the engine as well. No doubt reviews will pop up soon on overseas trials websites.

The Christmas dinner is approaching, it's at Spreyton Fresh and it's on the 10<sup>th</sup> of December. Hit the link for more details, and to RSVP: <https://www.tastrials.org.au/christmas-dinner/>

Note: I've tested this page but if something's broken please let me know. There's some fancy stuff in the back end to make it add numbers and pump it to a spreadsheet.

### **Beta news release**

I have retired from business as the Beta trials dealer for southern Tasmania. The increasing cost of insurance of my business is the principal reason for my retirement, but I have been thinking for some time that Beta would be better served if someone other than a retiree living down the Channel was the local dealer. I am delighted to announce that Tony Ryan at the Bike Barn will add the trials bike business to his existing Beta enduro dealership. Tony's business is well situated to service the market, especially now that he has commercial premises in Cambridge. I am not completely severing my ties to Beta in that I will be continuing to provide support to Beta riders in the southern region by bringing a stock of spare parts to

events and relaying parts orders to Tony when he is not able to attend our events. Finally, my thanks to the Lowry Group, the Beta Importer, for the opportunity to support the Beta brand, and to the Beta fraternity with whom I have worked, for their support and especially for choosing to ride Beta.

Ken Hosking

## **Mt Joy**

“Shale isn’t hard enough by itself, here, have a heap of rain before the event so you have mud, water and slippery logs to deal with” – the weather Gods, probably.

Before I get to the rest of it, Cooper wanted me to ask if anyone had a smell of David’s exhaust? Apparently, that’s the thing that sticks in your head when you’re 6.

We welcomed back Jack Costello at Mt Joy too, he hasn’t ridden for a few years but wanted to get back into the sport, so he picked up a bargain priced bike down south and came along. There’s quite a few bikes out there unused, it’d be great to get all those former riders back, or move the bikes on and get some new blood into the sport. If you’re looking at selling a bike, send an email to [newsletter@tastrials.org.au](mailto:newsletter@tastrials.org.au) and I’ll advertise it on the website and Facebook.

We’ve had rain at Mt Joy’s quarry area before, but I don’t remember anything being like the slushpit of section 1. Before you even got there, you got to slip and slide down the hill in the mud. All grades had definite grooves formed on their lines, A and B had a shocker of an approach to their first log, the rear wheels had dug out a trench which made launching hard. C and C+ had an ugly bit of slippery log and two formed trenches on the other side, which made the Clubman line pretty hard to get around too. And that stupid little log after the left turn caught many riders out too.

Section 2 didn’t have those mud issues, it was probably one of the driest sections of the day, but it didn’t make it any easier. Shale, loads of shale, and the larger rocks were grippy. There were a couple of different ways for C grade to ride it, though the ‘other’ way of taking the top right rock as the last turn got harder as the rock moved over the course of the day.

Section 3 and the brother of the stupid little log from section 1 was waiting there. Entry into the section was easy enough, but that scattered mess of rocks for the turn and decent never really cleaned up and kept changing throughout the day. At a guess, that little slippery log would have taken a lot of silly points off people, with it having the great ability to change your direction. Heading to the left side was the best idea.

Section 4, nothing too crazy but it was tight and technical, there wasn’t much room on the other side of the top rock step or the log. Simon Langworthy saw Mike Travica ride C grade a completely different line to everyone else that he’d seen ride it... yes, because I did it first, it worked and Mike copied me! Just like in the workplace, you’ve gotta find the easiest way to get around it. But Mike also just rode straight past the exit gate instead of turning left on one of his laps, I didn’t do that bit.

Section 5, a couple of different options at the start for the lower grades a bit of a nasty one for the higher grades, and a big stack for Will Thornberry here, which could be a broken bars contender I’m told, as Millie had the camera pointed at him. At the time of writing, we’re not sure if the camera actually took any photos.

Section 6, another very tight, twisty tricky one, if you could hop you were probably in a good place. That’s the thing with trials, everyone goes and practices the big stuff but lots forget to do the tight off camber turns covered in rubbish.

Finally, section 7, at least a couple went over the bars on the first log, and not only was there shale, there was loose wet dirt and grass. Variety to keep you guessing. If it was dry it’d have been a bit easier, but then it’d have been dust and would have felt like a Tas Titles section.

Scores were way, WAY higher than normal, there were plenty of crashes (with no or very minor injuries), muddy outfits for the washing machine, filthy bikes, but overall I don't think too many complained.

I can't believe no one rode the Expert line!

A Grade was pretty tight, only four points between Brendan in first and Will in second. These guys took the easy way out and only did four laps, soft! Daniel picked up third.

Cleans were in short supply in B Grade, Simon didn't get any but finished in third, Jack in second and Kalam first.

Only three riders in C+, but that's good, everyone wins a prize! Ken finished third, Nobby comfortably second, Ian lost 70 points and still won.

C Grade was, as usual, the biggest class, and most of the scores were pretty close. Four points between first and second, and second and third. David, Bryce and myself in that order.

Kurt got in some Twin Shock practice before the Aussies, choosing to ride it for no classification. He only dropped three points all day, so he's in good shape for Western Australia. Colin won, just ahead of Alex.

Finally, Clubman, where the bigger wheels certainly helped. Scott took the win, Will jumped on his new 125 which he'd never ridden before, and LOVED it, for second, and Cooper finished third.

### **Next events**

A southern one, Oatlands this time, 23<sup>rd</sup> of October, scoot along Interlaken Road, you'll see the signs, if you see the motorcross track you've gone too far.

Watch for the wombat holes in the paddock which Colin found last year, I'll take my snatch strap just in case.

Entries are open, get on it please <https://www.tastrials.org.au/entries/>

If you're worried about internet stuff after the Optus hack (which wasn't a hack, Optus left a door wide open), fear not, we've got no open holes, we're locked down and secure, your stuff is safe.

Round 6 Mt Joy  
Tasmanian Motorcycle Trials Club Inc  
18 September 2022  
Trialsport Scoring System

Place	A Grade	1	2	3	4	5	6	7	Sun	Total	0	1	2	3	5
1	Brendan SMITH	18	3	4	12	9	7	12	65	65	7	4	2	9	6
2	Will THORNBURY	9	3	11	9	9	12	16	69	69	3	7	6	5	7
3	Daniel FENTON	11	4	12	16	16	14	12	85	85	2	1	1	19	5
4	Zak LUNN	13	12	16	14	18	14	14	101	101	0	1	1	16	10
DNS	Jordan PERKINS								0	DNS					
Place	B Grade	1	2	3	4	5	6	7	Sun	Total	0	1	2	3	5
1	Kalam LANGWORTHY	11	2	11	0	8	7	5	44	44	12	9	9	4	1
2	Jack SALTER	19	5	8	2	8	14	9	65	65	8	6	8	11	2
3	Simon LANGWORTHY	25	12	20	19	16	21	12	125	125	0	0	8	13	14
Place	C Plus	1	2	3	4	5	6	7	Sun	Total	0	1	2	3	5
1	Ian PICKERING	19	10	9	10	11	9	2	70	70	6	9	5	12	3
2	Nobby GABBEDY	17	9	6	15	17	7	10	81	81	5	8	5	11	6
3	Ken HOSKING	17	15	16	15	11	17	18	109	109	0	4	4	19	8
DNS	David PARKER								0	DNS					
Place	C Grade	1	2	3	4	5	6	7	Sun	Total	0	1	2	3	5
1	David CATT	8	4	7	9	0	7	2	37	37	15	9	7	3	1
2	Bryce SQUIBB	5	4	5	6	4	9	8	41	41	14	11	4	4	2
3	Samuel LOCKHART	11	3	10	7	2	10	2	45	45	14	4	10	7	0
4	Mike TRAVICA	8	8	7	10	8	9	5	55	55	16	6	2	5	6
5	Conrad BROWN-THOMAS	16	4	15	6	5	13	3	62	62	11	6	4	11	3
6	Jack COSTELLO	4	12	17	7	9	14	6	69	69	8	5	4	17	1
7	Bob PERKINS	10	2	21	10	0	19	8	70	70	15	0	4	9	7
8	Ron OWEN	12	10	17	17	3	12	10	81	81	5	4	5	19	2
9	Andrew SQUIBB	16	11	14	15	7	18	6	87	87	5	7	1	16	6
10	Grant TAYLOR	12	5	17	18	12	17	9	90	90	6	4	3	15	7
11	Braith LUNN	10	17	15	15	11	17	5	90	90	5	6	2	15	7
12	Rosie ENNISS	17	13	12	17	9	19	7	94	94	3	4	4	19	5
13	Alysha LUNN	15	12	17	15	6	14	17	96	96	3	2	2	25	3
DNS	Millie LOCKHART								0	DNS					
NC	Mick LUSCOMBE	15	1	12	8	4	15	0	55	55	13	6	5	8	3
Place	Twinslock	1	2	3	4	5	6	7	Sun	Total	0	1	2	3	5
1	Colin WOODBERRY	10	11	9	9	4	13	1	57	57	12	7	4	9	3
2	Alex WOODBERRY	11	11	19	5	7	12	1	66	66	10	7	3	11	4
NC	Kurt PICKERING	0	0	1	1	1	0	0	3	3	32	3	0	0	0
Place	Clubman	1	2	3	4	5	6	7	Sun	Total	0	1	2	3	5
1	Scott PICKERING	3	5	5	12	2	2	0	29	29	24	3	4	1	3
2	Will DELANTY	9	5	0	13	5	19	3	54	54	13	6	4	10	2
3	Cooper LOCKHART	25	21	17	17	15	15	14	124	124	1	0	0	23	11

# Classifieds

## For Sale 2021 Beta Evo 250

45 hours since new (March 2021)  
Regularly serviced, ridden in C+ Grade  
Various accessories (guards etc), original cost over \$500  
**Price \$8,250 inc GST**

**Contact Ken Hosking  
0418 122 009**

**Beta Racing Tasmania**  
ABN 58199285476



**For sale**

**2007 Gas Gas 50, boots included if required.**

**\$2000**

**Contact [Mick Luscombe via Facebook](#)**



## 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:-*

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*For all enquires please contact*

*Craig Ferrall*

*0409 185 991*

*[julieferrall@bigpond.com.au](mailto:julieferrall@bigpond.com.au)*

*Philip Whittle*

*0415 861 036*

*[ptreng@bigpond.com](mailto:ptreng@bigpond.com)*



**Tasmanian Beta trials representative**

Ken Hosking

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**Sherco and Scorpa 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.