

Tasmanian Motorcycle Trials Club

(Delayed again!)



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Vice President: K Hosking
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Life Members: N Berne, P Lockhart, P Bayles
Publicity Officer: I Pickering
Scrutineers: Z Lunn, J Perkins, W Thornbury.
Photographer: A Lockhart

May/June

Presidents Report

G day all, Pres here for the monthly newsletter.

It's been another busy one with a couple of events close, so we have jammed two into one for this newsletter. The Royal George trial and then the Scottish trial.

The Royal George trials was an absolute cracker. For once the weather was kind to us and all the sections has traction. Usually, it's either raining or blowing gale force winds. Nice to have a long set out loop and a few new sections. Couple of the old faithfuls down the bottom and some fresh rocks up the top for a change. The sections down the bottom are usually slippery but this year they were very grippy. Still showing plenty of diversity though from the top sections. Section 3 was a steep section just for something different. It's a great trials with many different styles of section.

Huge thanks to all the setters that came out the weekend before the trials to set. Once again, we had plenty of hands to get the job done by lunch and that made time for a good ride. Thanks to the ones who helped get the big log off the track on the way in. Could have made the access interesting if we weren't able to move it.

Must be mentioned that cousin Dylan came to set a trials and didn't ride. His section 7 he set has been names the postage stamp. Similar size to a stamp with a few turns on it for the c grade riders. Just proved you don't need much to take points. I managed to finish early so I went to the section 7 to help observe and pack up at the end of the day. Got to watch some pro c and c plus riders try and negotiate the section. I watched and commented to them saying that looks hard and tight, anyways I got them back and we did some coaching and they watched me ride the section and build some room in it just with line choices.

Little coaching tip. When walking a section always think how you can make your turn easier, more predictable and build more room for what's to come. Just keep in mind in tight, out wide. Or in wide out tight. It will change the corner and the way it sets you up for success or disaster. If people need help with this please just pull me aside at a trials and I can run through what I mean.

Great trials all in all. Thanks again to our land owner, our few observers who made it to the top of the hill and to all the club members who came, it's a little out of the way but well worth the drive I reckon.

Moving onto the Scottish trials. If a good format for something different, just like the Scottish day only its jammed into one day. Great property to host such an event with its huge range of bush, plains, old roads and railways. Thanks to the Morrison family for allowing us to ride all over their property and have a bloody good day. Massive thanks to team Pickering and Nobby for coming the day prior to set, it was a breeze to get it done. Huge thanks to all the riders who came along and got involved with the fun trials as a TDN trials fundraiser. Thanks to the Lockhart family who did their usual pre entry stuff but were unable to turn up for illness.

So, the Scott trials we had around 20 riders, we split up into two groups. The riders were on plenty of old bikes that was good to see, the run what you brung was in good form. Kurt led one group and I led the other. Kurt had the smarter, wiser and serious riders in his group. We could tell that there were involved

in obtaining a good competitive result in comparison to the younger hackers. We had a total of 15 sections, riding 9 prior to lunch and the other 6 after. Lunch was provided as part of the entry fee. Huge thanks to our girls Kaity and Rosie for cooking a 3 course stand up home made lunch. Home made soup, home made sabs and home made slices to properly fill us up. Thank you for your efforts on behalf of all the riders, girls. We did appreciate it. Not entirely sure on the exact amount the event raised for the TDN but it would be around the \$1000 mark. Thanks you Tassie club members for on going support toward the TDN team.

Hope everyone is gearing up for a couple of big events in the near future. Couple of club events of course and a few interstate events. By the looks there is a few going over to Vic to battle in their state titles. Then after that we have the Trials week. It's pretty exciting that we as a small club we have quite a large number going to represent. Looking forward to everyone having a good time and seeing how a few of the competitive results are going to look. Well done to all those that have committed to making the trip over.

TDN is all swing with trying to do as much fundraising as we can. Tassie is doing a great job with its Scott trial, Tomo's coaching day back in March and the Pie Run. I will be holding a few hard enduro coaching days, possibly a Tas trials coaching day if people are interested to hone a few skill prior to trials week. I have also been asked to travel to Oakleigh in Victoria to run a two day coaching day. Other than that, captain Phill is flat out booking stuff and we are all flat out trying to get fit and put as much time on the bike as we can.

That's enough from me. See you at the next trials.

Baylesy

Newsletterman stuff

As Chris mentioned, there's TDN fundraisers.

First, and most importantly, our own pie drive. Orders close THIS FRIDAY, 30th June, delivered at either Spreyton Fresh on the 14th July for NW or Northern people, Moreton Group in New Town on the 14th July for Southerners (or talk to Samuel) or Melton Mowbray on the 16th July. Select your preferred pickup point when you do the order form.

<https://www.tastrials.org.au/entriesandevents/pie-drive/order-form/>

Second, like last year, there's the TDN raffle, tickets are \$2 each or \$40 for a book, see below for prizes. Talk to Phil Whittle or Chris, Chris tells me he'll have raffle books at Melton Mowbray so bring some loose change or a couple of \$20 and try and win some prizes. Steve Salter cleaned up last year, he's not banned from buying more but I hope it gets shared around a bit more this time.

We had a delay with clothing orders, printing is done in Tassie but embroidery is done in Melbourne. The embroidered stuff arrived in Tasmania the day after the Scottish of course. Anyway, clothing will be there for pick up at Melton Mowbray.

Big news in World Trials. Adam Raga needed emergency surgery on his knee due to not being able to walk, and Matteo Grattarola is suddenly not on a Vertigo and is back on a Beta for the rest of the year after a mutual separation of the two. Which begs the question, which top rider will be on the Vertigo next year?

As Chris mentioned, the SA and Aussie Championships are coming up. If you've not got an MA licence yet, it's probably a good idea to get it sorted sooner rather than later, there's a bit of a process, head to <https://ridernet.com.au> and get the ball rolling.

Finally, keep an eye on the calendar and Facebook page. Victoria changed the date of their state titles to the same weekend as our Upper Natone event, so we are currently in the process of seeing if we can change the date. As soon as I know, I'll let you know!

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FLE 2023

TRIAL DES NATIONS TEAM RAFFLE 2023



1st Prize: Alpinestar Tech T Boots - Monza Imports
Value \$499

2nd Prize: Dunlop Front and Rear Tyres - Ficeda
Value \$350

3rd Prize: Jitsie Gear Pack - Trialsbike.com.au
(Moto Central)
Value \$310

4th Prize: Michelin X-Lite Rear Tyre - Gas Imports
Value \$309

5th Prize: GasGas Gear Bag, Cap & Drink Bottle
- GasGas Australia
Value \$275

6th Prize: The Hell Team Gift Voucher - The Hell Team
Value \$250

7th Prize: The Hell Team Gift Voucher - The Hell Team
Value \$250

8th Prize: The Hell Team Gift Voucher - The Hell Team
Value \$100

9th Prize: The Hell Team Gift Voucher - The Hell Team
Value \$100

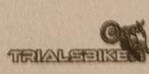
10th Prize: Global Racing Oil Pack - PTR Imports
Value \$100

11th Prize: Global Racing Oil Pack - PTR Imports
Value \$100

12th Prize: Global Racing Oil Pack - PTR Imports
Value \$100

TICKETS \$2 EACH - DRAWN FRIDAY, AUGUST 18, 2023

0001



Royal George

Weird name, good riding.

Ever wondered why or how it got its name? Nah I didn't think so but I'm going to tell you anyway. It's an old mining village, and obviously the most fitting thing to do, was to name it after a United Kingdom Royal Navy ship, HMS Royal George from the 1800s. That doesn't make sense, I hear you, the reader, ask, this is a trials newsletter. Yes, I know, but you've missed the obvious point about it being named after a bloody big ship when it's situated beside a fairly small river and nowhere near a large water source. Well, the captain of the HMS Royal George was Captain Robert Hepburn in the early 1800s and he settled at Roy's Hill in 1828, so because he was probably the only dude around and could call the shots, he named a big bit of land after a boat. Maybe he was a bit delusional, maybe he had mental issues and thought he was still standing on deck as he looked across the land, his mind rattled from the Napoleonic Wars, but that's the story and now you've got a really dumb fact to remember.

According to the 2018 census, Royal George had a population of 28 people. We probably doubled that in terms of riders, spectators, observers and other assorted attendees.

We were the second vehicle to arrive on a cold Sunday morning, but early arrivals Daniel and Rosie, who might be a closet pyromaniac, Rosie had things under control, a decent fire burning away. The wind certainly helped getting it going decently, and Mick Luscombes chair almost provided some fuel when it fell right next to the flames, saved from certain destruction by Will Delanty. I've never seen that kid move so fast, he's got some seriously impressive reactions when he needs to.

I'll get straight to the point, Sunday was tricky. The sections were challenging, Will Thornbury said it must have been set that way to get us in training for the Aussies in September. Alex Woodberry told me that he'd lost more points in his first lap or two than he had in the previous trials. As tricky as some of them were, I don't think anyone hated the event. I saw Pete Kidson have a massive stack on section 2, Ian Pickering had a big off on section 1 and 2, consecutively. Bryce Squibb needed to talk to his mechanic after his bars on his new bike rolled forward on section 3's downhill, causing him to just yeet himself down the hill, and on the same section put in an application for a broken bars award with a nice stop, drop and roll effort. Rosie said she went over the bars, Mike Travica had a few rare 5s, Chris was spotted laying on the ground still holding onto his bike, Jack Salter looked utterly beat and was even lacking energy to stir me up about my drug dealer sunglasses and if you look closely at the results, only two people went the whole day without getting a 5, Grant Taylor and myself.

What made them so hard? #justroyalgeorgethings basically. Section 1, we've used it before in a couple of different ways. C grade had a tight turn leading to a rock with a bit of a drop and a tree in the way, a bit off putting. Expert had a big step and not much to land on, there just wasn't much room for any grade for any obstacle.

Section 2. How many bikes slid down the side of the large rock in c and C+? The rock itself rode well, there just wasn't a lot of room, then it was really rocky uneven stuff to turn on, pick a line down to descend and guess what, there's more loose squarish kinda rocks. I did have an idea that it'd be a bit easier for C graders to ride the first part, then drop right back down to near the start gate where the higher grades were going to have a "clearer" path back up around the last blue arrow, but didn't try it. Daniel also thought this and suggested Colin Woodberry try it. Colin thought it looked like a good line. Colin went over the bars. Maybe it wasn't as good as suggested?

Section 3, cameras don't do it justice, it was steep and, for A and Expert, bloody big. Fairly straight forward 'up to the top and back down' style section, but uneven ground and big steps for higher grades took many points.

Section 4, once you found it. Initial thoughts, yeah not too hard. Riding it, yeah tricky C+ had the tight turn around the tree, Clubman had a real tight right hand turn between rocks, not a 'hard' section but took points.

Section 5, I only saw C and Clubman riders on. Big trick here for C graders, go OVER the first rock, not between the two, it gave you more room to turn left. After that you're on your own, I bugged up the right turn every time I did it. Again, not a hard section but took points.

Section 6, once you navigated the entry to the start gate which was basically a tricky Clubman section. A grade had a bit of doubling back on themselves here, riding on the side of a rock, Clubman had a fairly straight line but scattered rocks all through it. C grade's turn around the tree was tight and if there was ever a section to watch your footpegs, this was it. Millie ended up with her left peg caught under an undercut rock, but that's better than hitting it and going wayward off the drop on the right.

Section Postage Stamp (thanks Mick), what the hell was that? Chris reckoned any C+ rider who got less than a 3 was doing bloody well. The 180 turn which wasn't much wider than a bike length caught plenty of C graders out, and if it didn't, the round rock waiting behind the first rock as you turned hard right did, and if THAT didn't, the left turn around the arrow did. Cooper Lockhart had a huge advantage here, that nice short wheelbase 20in Oset helped him clean the Clubman turn fairly easily.

Anyway, results. Good to see Tom back in Expert, getting second behind Chris.

A grade welcomed back Matt Woodhouse, grabbing third place. Tight between the top two, two points between Kurt in first and Will in second.

Lower than normal numbers in B grade, Jack Salter taking the win ahead of Callum Millar and Chris Dillon.

The C+ championship is going to be mixed up this year with some different names at the top. Samuel Evans won, ahead of Bryce Squibb on the new bike and Ian Pickering in third.

A bunch of DNFs in C grade is rare. Rosie Enniss grabbed third, Mike Travica had an unMike amount of 5's and got second, and I won.

The twin shock championship is going to be interesting too between father and son. Colin Woodberry had the upper hand, beating Alex (in scores, not actually physically beating him).

Clubman, second place was Mary Ward who is continually improving, while Cooper Lockhart got the win.

Finally, Emerson Viney took on Junior and finished first.

Next events

Melton Moobray, according to Cooper. We had a bit of an almost traumatic experience when we turned up for section setting last year in the Prado. We were the first there (Lockharts, early, crazy!), it was cold, we parked and waited in the car, cows got interested and surrounded us. Maybe they thought we were in a metallic cow, maybe they wanted blood, who knows, eventually they left.

Anyway, we're on the Bisdee Tier bit, on the road to the Uni observatory, same place as last year, the place which gets stuff all sun and it'll probably be cold. Last year it was cold, then you headed around to sections 6 and 7 and it was cold AND windy, damn near froze, it won't be like that this year, probably.

Section setting will be THIS SUNDAY, July 2nd at 10pm.

Get your entries in now!

<https://www.tastrials.org.au/entries>

Classifieds

This is condensed version, see the website for more details and photos.

<https://www.tastrials.org.au/classifieds>

[Gas Gas 30th anniversary sticker kit](#)

Open to offers, Contact Josh Statton via Facebook or 0411027537



[Oneal helmets \(XXL and XL\)](#)

XXL (black one) brand new in box, XL (white one) lightly used.

Open to offers.

Contact Josh Statton via Facebook or 0411027537



[Gas Gas 80 Cadet](#)

\$2500

Contact Josh Statton via Facebook or 0411027537



[Fox Comp kids boots](#)

Fox Comp kids MX boots, size K12, very good condition. \$100,

Contact Samuel Lockhart via Facebook or newsletter@tastrials.org.au



[TY250B Custom](#)

TY250B Custom \$5000

This mild custom TY features the following:

- Fully rebuilt engine
- New SM Pro wheels with new Michelin trials tyres and Tubliss system in the rear wheel
 - New OKO Carb
 - New Betor Shocks
- New chain, sprockets, bearings, brakes and cables
 - New plastics
 - New Renthal Bars
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The list goes on.

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[2015 Sherco Factory 300](#)



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Sherco 300 Factory Fajardo.
Comes with low compression head fitted & factory High compression head spare.
Received new late 2020.
Also included some spare stickers & new front & rear guards.
Fully serviced, ready to go.
\$9900 or nearest offer.

Contact Nigel Munday via [Facebook](#) or on 041970104



[2007 Gas Gas 50](#)

2007 Gas Gas 50, boots included if required.

\$2000

Contact [Mick Luscombe via Facebook](#)



Round 3 Royal George
Tasmanian Motorcycle Trials Club Inc
21 May 2023
Trialsport Scoring System

Place	Expert	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Chris BAYLES	3	1	13	10	7	16	3	53	11	12	5	2	5
2	Tom WOODHOUSE	19	11	3	19	17	19	20	108	3	5	4	10	13
Place	A Grade	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Kurt PICKERING	1	1	8	8	5	9	8	40	11	14	6	3	1
2	Will THORNBURY	1	1	3	6	11	5	15	42	10	15	5	4	1
3	Matt WOODHOUSE	4	9	9	13	14	12	12	73	2	10	8	14	1
4	Jordan PERKINS	8	8	12	17	10	17	17	89	2	6	4	20	3
5	Zak LUNN	11	14	17	17	15	21	17	112	1	1	4	21	8
DNS	Daniel FENTON								DNS					
Place	B Grade	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Jack SALTER	0	14	9	4	4	19	12	62	9	9	4	10	3
2	Callum MILLAR	4	14	9	5	6	18	12	68	4	11	9	8	3
3	Chris DILLON	6	17	12	17	9	19	15	95	1	6	5	18	5
DNF	Simon LANGWORTHY	0	16	18	16	12	18	14	DNF	4	1	0	11	12
DNS	Jenna LUPO								DNS					
Place	C Plus	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Samuel EVANS	5	9	1	5	2	8	14	44	14	10	3	6	2
2	Bryce SQUIBB	0	6	6	6	2	16	15	51	16	7	4	2	6
3	Ian PICKERING	7	16	4	8	6	6	15	62	9	9	6	7	4
4	David PARKER	12	15	2	9	5	17	15	75	6	7	6	12	4
5	Conrad BROWN-THOMAS	19	12	9	13	7	8	15	83	4	6	6	15	4
6	Ken HOSKING	25	15	10	14	10	16	15	105	1	3	7	16	8
Place	C Grade	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Samuel LOCKHART	1	10	2	5	8	3	6	35	11	15	7	2	0
2	Mike TRAVICA	3	15	0	10	3	7	13	51	13	11	3	3	5
3	Rosie ENNISS	8	16	1	6	5	16	11	63	9	7	7	9	3
4	Mike HULL	5	13	5	9	7	8	19	66	10	3	7	13	2
5	Grant TAYLOR	11	11	3	12	13	12	10	72	4	5	11	15	0
6	Will DELANTY	11	17	5	11	13	15	16	88	4	3	7	17	4
7	Alysha LUNN	15	15	10	15	15	15	17	102	2	0	1	30	2
DNF	Andrew SQUIBB								DNF	7	0	0	0	0
DNF	Scott PICKERING	3	4	0	4	6	4	5	DNF	2	2	6	4	0
DNF	Millie LOCKHART	9	13	5	13	15	11	15	DNF	2	2	0	3	14
DNS	Matt BESSELL								DNS					
DNS	Jack COSTELLO								DNS					
NA	Mick LUSCOMBE	1	7	0	3	5	10	11	37	16	12	0	5	2
Place	Twinschock	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Colin WOODBERRY	6	12	0	6	3	3	14	44	17	6	4	5	3
2	Alex WOODBERRY	9	10	0	8	3	7	16	53	14	6	6	5	4
Place	Clubman	1	2	3	4	5	6	7	Total	0	1	2	3	5
1	Cooper LOCKHART	0	19	3	12	0	6	3	43	19	4	1	9	2
2	Mary WARD	17	23	25	21	19	21	17	143	0	0	0	16	19
DNF	Pete KIDSON	9	11	10	11	9	6	11	DNF	2	1	0	12	6
DNF	Ellie-Mae EVANS								DNF	0	0	0	0	0
DNF	Tanisha AITCHISON								DNF	0	0	0	0	0
Place	Junior	1	2	3	4	5			Total	0	1	2	3	5
1	Emerson VINEY	3	3	5	3	2			16	0	0	1	3	1

TMTC Scottish Trial

Antill Ponds

18th June 2023

Position	Rider	Bike	Total	0	1	2	3	5
1	Mike Travica	Sherco 300	6	11	3	0	1	0
2	Will Thornbury	TLR250/TL125	7	12	2	0	0	1
3	Ken Hosking	Beta 250	10	11	1	0	3	0
4	Colin Woodberry	Yamaha TY250	10	11	0	2	2	0
5	Alex Woodberry	Yamaha TY250	13	8	4	2	0	1
6	Kurt Pickering	Honda TLR	15	9	2	1	2	1
7	Grant Taylor	TRS OneR250	15	9	1	1	4	0
8	James Fish	Gasgas TXT 300	16	8	2	3	1	1
9	Simon Langworthy	Beta 250	18	8	2	1	3	1
10	Jack Salter	Yamaha TY250	19	8	2	2	1	2
11	Andrew Roycroft	Scorpa 250	19	7	4	1	1	2
12	Will Delanty	Gas Gas TXT 125	22	6	3	3	1	2
13	Chris Bayles	OSSA Explorer	24	7	2	2	1	3
14	Chris Dillon	Beta 250	24	6	1	3	4	1
15	Daniel Fenton	Bultaco Alpina 350	25	8	0	2	2	3
16	Lee Coones	Beta 250	25	7	1	3	1	3
17	Andrew Squibb	Beta 250	28	4	3	3	3	2
18	Scott Pickering	TY250	31	4	1	2	7	1
19	Con Brosnan	Gas Gas 300	43	1	4	3	1	6
20	Mick Luscombe	Suzuki RL250	46	4	1	1	1	8
21	Ned Dillon	Yamaha 50	61	1	1	1	1	11

Dealer Adverts



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2nd hand bikes available, various makes. Trade-ins considered and photos of bikes are available, bikes can be freighted into Tassie if interested.