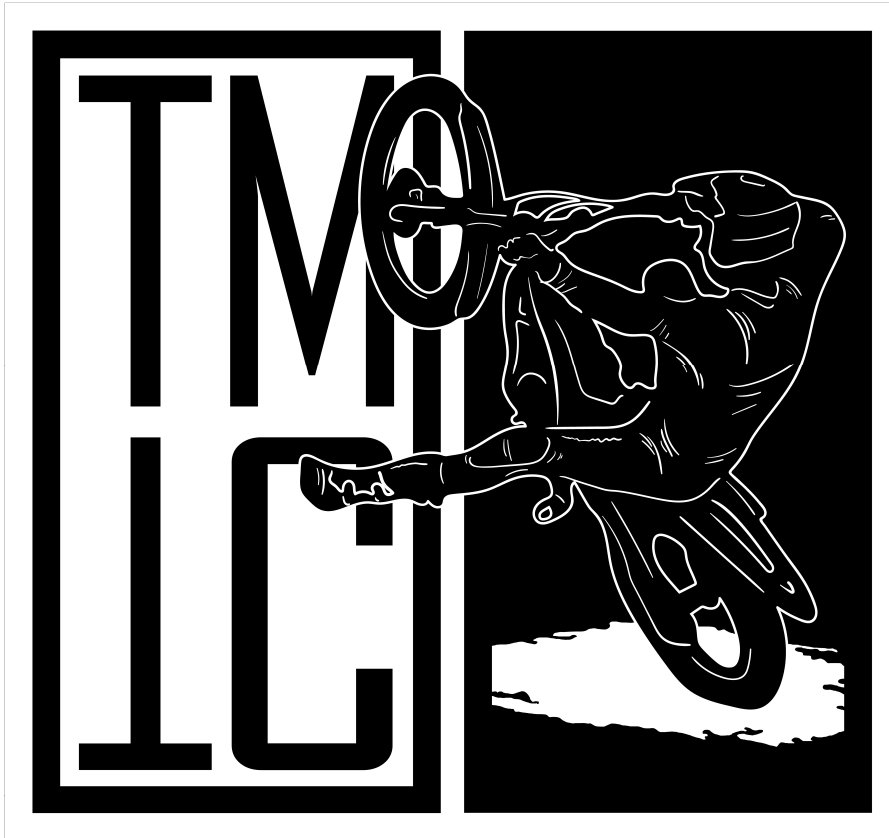


Tasmanian Motorcycle Trials Club



www.tastrials.org.au

  @tasmototrials

Almanac 2024

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

N Gabbedy, A Lockhart, N Munday, D Fenton, J Lupo, R Thornbury, R Viney, J Perkins, K Quinn, Z Lunn, S Salter.

3. EVENT OFFICIALS

3.1. STEWARD

The Steward, as Motorcycling Australia's representative, holds the ultimate authority over a race meeting. With the power to enforce penalties and oversee rule adjudications, the Steward plays a crucial role in ensuring the fair and safe operation of the event. Typically, however, competitors do not interact directly with the Steward, as the day-to-day organisation and management of the meeting is the responsibility of the Clerk of the Course.

3.2. RACE SECRETARY

The Race Secretary is responsible for overseeing the administrative aspects of a racing event. Competitors can direct inquiries regarding entries and fees, grid positions, as well as materials and equipment to the Race Secretary.

3.3. CLERK OF THE COURSE

The Clerk of the Course is an important figure in any race meeting. Their primary responsibility is to ensure the smooth running of the event and to ensure the safety of the competitors. They work closely with the Steward, who has ultimate authority over the meeting, to make sure that everything runs according to the rules and regulations. If you have any concerns or questions regarding the safety or legality of the races, the Clerk of the Course is the person to direct them to. They will be able to provide guidance and refer any unresolved issues to the Steward for further action.

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.

3.4. SCRUTINEERS

The Measurers and Scrutineers play a crucial role in ensuring the safety and eligibility of both the machines and riding gear used in motorcycle racing events. They are responsible for thorough inspections and measurements, and their diligent work helps to ensure that all competitors are competing on a level playing field.

3.5. OBSERVERS

In the sport of Observed Trials, the observer, also known as a marker, plays a vital role. Their responsibility is to closely monitor riders as they navigate through various sections of the course and accurately record any penalty points incurred by the rider using a punch card or tally sheet.

3.6. SECTION CHECKERS

N Munday, K Pickering, W Thornbury, N Gabbedy, B Squibb.

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.

3.7. ABLUTION ENGINEERS

A Woodbury, J Salter, W Delanty.

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	\$50
Juniors Trial (Under 16)	\$30
Family	\$80
Day	Membership Fee
Senior Trial	\$20
Juniors Trial (Under 16)	\$15
Family	\$30

4.3. A Family is defined as up to two caregiving adults and any children up to the age of 18.

5. ENTRIES

5.1. Entry to the events are to be completed online via the MA Ridernet system

To enter an event:

If you have a Ridernet ID from a previous competition licence, coaches licence, or an officials licence:

- Visit <https://ridernet.com.au/?p=login>
- Sign In using your Ridernet ID and Password
- Ensure you have a current License and Club membership
- Then choose Events
- Select Club: Tasmanian Motorcycle Trials Club Inc
- Choose correct date range and select the event
- Complete Payment – a receipt will then be emailed to you

If you have never had a Ridernet ID:

- Visit <https://ridernet.com.au/>
- Under Become a Member – Complete the Membership Registration information.
- Purchase a Current License and Club membership from the relevant sections
- Then choose Events
- Select Club: Tasmanian Motorcycle Trials Club Inc
- Choose correct date range and select the event
- Complete Payment – a receipt will then be emailed to you

Competitors must provide the following to the Race Secretary at Sign-On to validate a One Event Licence:

- Proof of practical competence
- Proof of knowledge of the rules
- Proof of club membership
- Ambulance cover (Automatically supplied for Tasmanian Residents)

If the above are not supplied the licence will be deemed invalid and the competitor will not be able to compete.

To prove competency in riding, you will need to provide proof of holding an MA licence within the last 10 years OR a current road licence OR proof of having attended an accredited training school. If you have not held an MA licence in the past 10 years, you will need to complete a knowledge test, which can be found <http://bit.ly/SeniorTheoryTest>.

5.2. Entry Fees:

Category	Entry Fee
Senior Trial	\$50 Online entry, \$60 on the day
Juniors Trial (Under 16)	\$25 Online entry, \$35 on the day
Family	\$75 Online entry, \$95 on the day
Twinshock Challenge Event	\$30 Online entry, \$40 on the day

*Fees may be varied as determined by the club for specific events (ie Tasmanian 2 Day)

6. INSURANCE

- 6.1. National Personal Accident Scheme provides basic cover for death and permanent disability.
- 6.2. Ambulance Insurance is compulsory for licensees, (this is provided to Tasmanian residents automatically). It is strongly recommended that competitors give consideration to taking out weekly benefits 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:

Classes	
Green Line:	Trial 1 (Expert)
Red Line:	Trial 2 (A Grade)
Yellow Line:	Trial 3 (B Grade)
Blue + Line:	Trial 4+ (C+ Grade)
Blue Line:	Trial 4 (C Grade), Twinshock
White Line	Trial 5 (Clubman)
No Markers	Trial 6, Junior
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. As per current MA GCR's.

9. TASMANIAN TRIALS SERIES

- 9.1. A trials series will be conducted over multiple rounds throughout the duration of the year. These rounds will be nominated as state rounds in the calendar.
- 9.2. Points for the series 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 series result of each competitor.
- 9.4. At least three series events must be completed for a competitor to be eligible for the series awards.
- 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 series results.
- 9.6. In the event of a tie of series points, the positions shall be decided by the finishing order in the most recent state round that each of the tied competitors competed in.

10. TASMANIAN 2 DAYS TRIAL

- 10.1. A stand alone Two Days Trial that is not part of the Tasmanian Trials Series will be held over two days.
- 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 event 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. EVENT CANCELLATION OR POSTPONEMENT

13.1. In the situation an event must be cancelled or postponed, All efforts will be made to run the event the following weekend (1 Week later) with the event maintaining Championship or Title status. If this is not possible the event will be cancelled.

13.2. Cancellation or postponement will be advertised via the Facebook page and all pre entered competitors shall be notified via text message.

13.3. The decision to cancel or postpone will be made by the clerk of the course for the event, in conjunction with the land owner and executive committee.

13.4. Entry fees will be held over until the next event or refunded by request to the treasurer

14. SECTION LAYOUT

14.1. The start and finish of the section will be clearly marked with a start/end board that shows the section number.

14.2. The section boundary will be clearly marked with artificial means or a natural boundary.

14.3. 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.

14.4. Gate width will be 1 metre minimum where possible

14.5. 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.

14.6. The section layout may be modified between the beginning and end of the event if deemed necessary by the club.

15. AWARDS

15.1. Trophies will be awarded for 1st to 3rd place for all classes at the completion of the series.

15.2. The club reserves the right to vary these awards depending on the number of entries in each class.

15.3. Special awards as determined by the club will also be presented.

16. MACHINES AND RIDERS

16.1. All machines entered must comply with the rules.

16.2. Multiple entry of the one machine in the same class of competition is not permitted.

16.3. Change of machine during the event may be permitted providing approval has been sought from the Clerk of the Course.

16.4. 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.

16.5. Identification plates must be fitted to all machines and must have background colour as specified in the Classes of Competition.

16.6. 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.

17. MINDERS

17.1. Minders are considered to be competitive riders and as such, must have a current club membership.

17.2. Minders, like competitors, must obey rules and any instruction given to riders at the Riders' Briefing.

17.3. The following rules with regards to minders must be adhered to:

17.3.1. 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.

17.3.2. Minders are only permitted in a section with the knowledge and permission of the observer.

17.3.3. Minders must not present score cards to the observer or scorers. This is the rider's responsibility.

17.3.4. Any penalty accrued by a Minder will be imposed on their nominated rider.

17.3.5. Minders may enter a section if requested by any competitor provided the observer has given permission.

17.3.6. Minders must vacate the section while competitors that have not requested their assistance are completing an observed attempt.

18. RIDERS' BRIEFING

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

19. 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.

20. FACILITIES

20.1. Catering will not be provided by the club, BYO.

20.2. Toilets will be available at the venue.

20.3. Camping is only available at selected venues, please contact the club to confirm.

21. COMPETITOR CAR PARK/PITS

21.1. 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.

22. TYRES

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

23. CLUB RULES & SCORING

23.1. As per the current GCR's.

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 created by either wheel of the machine whilst moving forward with either or both wheels	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

23.2. 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.

23.3. If a rider has been deemed to be baulked while completing an observed attempt, a re-run may be offered by the observer.

23.4. Careless or dangerous riding will result in exclusion from the event.

23.5. 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.

23.6. 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.

23.7. 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.

23.8. All protests must be made by a maximum of 30mins after the event completion time.

Protests are only to be made to the clerk of the course.– no late queries will be accepted.

23.9. GATE TRIAL SCORING

23.9.1. The winner of the gate trial shall be the one with the largest accumulated score.

23.9.2. Each section will comprise of any combination of Gates of the following colours – White, Blue, Yellow and Red.

23.9.3. 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

23.9.4. The maximum score available per section is 11 points

23.9.5. 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.

23.9.6. A Handicap system may be applied to determine the overall winner.

23.10. SELF OBSERVING

23.10.1. Competitors must ride in groups of at least three and no more than four.

23.10.2. Ideally, team members should be competing in the same grade, although this will not always be possible.

23.10.3. At least one member of the group must observe every attempt at a section made by another rider in the group.

23.10.4. The competitor observing at any time must position themselves so as to be able to see all areas of the section being ridden. A minder cannot be considered the observer while actively catching/minding for their rider.

23.10.5. In the case that an observer (separate from the group) is present on the section being attempted, they will indicate to the riding group the score to be marked for each rider or mark the score for the rider.

23.10.6. Competitors are permitted to carry their own scorecard but must not enter scores on their own score card.

23.10.7. A penalty may only be applied if a competitor is seen to be entering scores on their own score card by either an executive committee member or the clerk of the course.

23.10.8. The penalty for entering scores on your own score card is exclusion from championship results for that event.

24. SCRUTINEERING

24.1. Scrutineering is to be via Self Scrutineering, all competitors must complete a self-scrutineering assessment of their machine.

24.2. Scrutineering times are as follows; 9.30am to 10.00am Sunday.

24.3. Machines entered in the competition must have successfully passed a machine examination prior to taking part in practice, qualifying or racing.

24.4. Eligibility checks can take place at any time during the meeting. Machines which suffer accident damage in practice or race sessions must be re-examined before participating again.

24.5. In addition to supervising the pulling down and checking of machines after official protests have been received by the Clerk of Course in accordance with the GCRs, the Steward can order that any machine be measured and if this occurs the Scrutineer will supervise a team member to pull down any machine that has taken part in the event. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

24.6. Machines will not be sealed for later checking after the event. All machines that are to be pulled down and scrutineered will take place at the circuit before the machine is released by the Scrutineer. A member of the rider's team must be available at all times to carry out the strip down under the control of the Scrutineer. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

25. MACHINE EXAMINATION

25.1. As per the current GCR's, the below are indicative items:

25.2. All Motorcycles must be scrutineered before being allowed to partake in competition.

25.3. An operating Lanyard kill switch must be fitted

25.4. Bar ends must be plugged

25.5. Levers must have ball ends

25.6. Footrests must fold and spring return

25.7. Chain sprocket guards must be fitted

25.8. Solid sprockets or adhesive covers must be fitted to sprockets to cover holes present

25.9. Throttle must return to stop unassisted

25.10. Front and rear brake must be operational

25.11. No loose or damaged spokes

25.12. Rims are not damaged

25.13. Identification plates must be fitted and have background colour as specified in the Classes of Competition.

25.14. Front and rear mudguards must be fitted

25.15. Tyres must be of Trials Universal pattern

26. PERSONAL PROTECTION EQUIPMENT

26.1. 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 as per the GCR's.

26.2. Boots made from leather, plastic or durable material that cover at least 2/3rds of the lower leg must be worn. Trousers and boots must overlap and be secure when the rider is in the normal riding position.

26.3. Long Pants and a shirt must be worn.

27. SOUND

Sound testing may take place at any time at the discretion of the Chief Scrutineer or the Clerk of Course. Refer to Appendix C: Sound Emissions & Fuel of GCR's for details.

28. REFUELLING & LUBRICATION

28.1. Fuels used will be as per Appendix C of the GCRs.

28.2. Fuel containers must comply with the GCR's.

29. ANTI-DOPING POLICY

29.1. All competitors, Minders, officials and support personnel are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by the Australian Sports Anti-Doping Authority. Refer to MA website for details.

29.2. If any doubts exist over banned substances it is recommended competitors contact the Drugs in Sport Hotline, ph: 1800 020 506. When drug testing takes place, the payment of prizemoney may be delayed at Motorcycling Australia's discretion until the results of the tests are known.

30. DRUG AND ALCOHOL TESTING

All competitors minders, support personnel and officials are advised that random drug and alcohol testing may take place during the competition. Refer to MA website for details on the Safety Policy – Drug and Alcohol testing.

31. CODES OF BEHAVIOUR

All competitors, officials and parents are reminded of MA's zero tolerance of poor behaviour, either on or off track. The codification of the behaviours expected of MA members and all who attend or participate in motorcycling is contained within MA's policies, including its Member Welfare Policy and its Social Media Policy, which can be found at Policies - Motorcycling Australia (ma.org.au).

32. 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.

33. ANNUAL PRESENTATION DINNER

33.1. 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.

34. SPECIAL NOTES &/OR WARNINGS

34.1. 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.

34.2. Competitors and Minders with body piercings – all need to be covered or removed.

34.3. Hair longer than shoulder length must be tied and secured under clothing whilst competing.

34.4. No Thongs/ Sandals or open shoes to be worn in the pit area

34.5. No Smoking or drinking in the pit area

35. 2024 CALENDAR

(Subject to change, please check the website or Facebook page to confirm)

Date	Event	Location	Chief Organiser
19 January (Friday)	Planning Meeting for Tassie 2 Day	Online Conference	I Pickering
10-11 February	NW Motorcycle Show	Ulverstone	L Jowett
18 February	Tas Trials Series Round 1	Jericho	M Amey
2 March (Saturday)	Setting of 14 Sections for Tassie 2 Day	Mt Joy	As many Club Members as possible to assist – lots of work - many hands make light work
9-10 March	Tasmanian 2 day Trial	Mt Joy	N Gabbedy
30-31 March	Glenmaggie Easter Trial	Glenmaggie	Oakleigh
7 April	Gate Trial	Dilston	D Bayles
21 April	Tas Trials Series Round 2	Mole Creek	I Pickering
19 May	Tas Trials Series Round 3	Royal George	I Gabbedy
9-10 June	Kings Birthday 2 Day	Argyle	TCV
16 June	Scottish Trial – TDN Fundraiser	Antill Ponds	C Bayles
20 July	Twinshock Challenge	Melton Mowbray	K Hosking
21 July	Tas Trials Series Round 4	Melton Mowbray	K Hosking
18 August	Tas Trials Series Round 5	Upper Natone	K Pickering
15 September	Tas Trials Series Round 6	Mt Joy	C Dillon
21-22 September	Trial Des Nations	Pobladura de las Regueras, Spain	FIM
28-29 September	VIC State Champs	Victoria	Ballarat Rovers
2 October	Midweek Trial	Clayton South, Vic	Oakleigh
5-6 October	Australian Trials Championships	Victoria	TCV
20 October	Tas Trials Series Round 7	Oatlands	P Lockhart
16 November	Twinshock Challenge	Melrose	D Fenton
17 November	Tas Trials Series Round 8	Melrose	N Munday
December	XMAS Breakup		Southern Members

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

36. SELF SCRUTINEERING DECLARATION

(As Per MA form & Procedure)



Motorcycling Australia Self-Scrutineering Process & Procedures

Current GCR: All listed Disciplines

The onus of proving that a competitor, and the competitor's Machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

Updated Scrutineering GCR: All listed Disciplines

No person may participate in any Competition unless and until;

- a) That person, having self-scrutineered their protective clothing, equipment and Machine, has submitted a signed declaration confirming same to be fit for purpose and compliant with the GCRs; or
- b) Where the RCB requires (in the approved Supplementary Regulations) that the scrutineering of the person's protective clothing, equipment and Machine be by the scrutineer for the Event, such protective clothing, equipment and Machine have been examined and approved by the scrutineer for that Event.

MA's preferred method for the following events is to utilise self-scrutineering to ease the load on already busy officials at events. The scrutineer's role has not been made redundant, in fact quite the opposite, as self-scrutineering enables the scrutineer to perform their role more effectively by conducting random checks on motorcycles entered for the Event (refer to the role of Scrutineer below).

Self-scrutineering can be used for the following disciplines:

- MX (including Classic MX)
- SX
- Dirt Track (including Classic Dirt Track)
- Track
- Flat Track
- Trial
- Enduro

The following must apply for self-scrutineering to be used at an Event;

1. It must be listed as the method used for scrutineering in the Supplementary Regulations.
2. All forms must be completed online or manually (on paper) no sooner than two days prior to the Event. Online forms must contain the same requirements as the MA Official Self-Scrutineering Form. Paper forms can be completed on the day of the Event prior to signing on and must be handed in at sign-on.
3. Incomplete online or paper forms cannot be accepted.
4. For juniors, both the rider and parent/guardian must sign the form.
5. There must be one completed scrutineering form per Machine.
6. Penalties will apply for failure to comply or supplying misleading information, including up to but not limited to exclusion from that Event.

The role of the Scrutineer:

1. Random scrutineering checks using the approved form must be completed on machines and riders' protective clothing entered in all classes of the Event.
2. Report any machine that has been found to have supplied misleading information or not complied with the self-scrutineering form, to the Clerk of Course for their actioning.
3. Scrutineering forms must be completed for these machines and clothing and handed to the Race Secretary for Event filing.
4. Machines which experience accident damage during the Event should be checked by the Scrutineer prior to taking any further part in the Event.

Ride. Race. Enjoy.

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The national body of
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Motocyclisme [F.I.M.]



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Australian Government
Australian Sports Commission

Motorcycling Australia Official Self Scrutineering Form



MX, SX, Dirt Track, Track, Flat Track, Trial & Enduro			
SCRUTINEERING FORM MUST BE COMPLETED BEFOREHAND AND PRESENTED AT SIGN ON			
EVENT			
CIRCUIT			
NAME		MAKE	
CLASS:		MODEL	
COMPETITION #		VIN	
	✓	Comment	
Fuel type			
Brakes	Front		Operational, not binding
	Rear		
Wheels	Front		Spokes tensioned correctly, no movement in wheel bearings, no cracks in rim.
	Rear		
Machine Numbers	Size		Must comply with the Manual of Motorcycle Sport
	Colour		
	Location		
Handlebars & levers		In good condition. Handlebars & Levers meet requirements listed in the Manual of Motorcycle Sport.	
Kill Switch		Working correctly	
Footrests		In good condition and not binding on pivot.	
Self-Closing Throttle		Operational	
Exhaust/Silencer/Noise		In good condition and meets sound emissions as listed in the Manual of Motorcycle Sport	
Nuts, Bolts and Fasteners		Tensioned correctly	
Helmet		In good condition and meets standard listed in the Manual of Motorcycle Sport	
Back numbers		Must be legible (if required)	
Boots		In good condition	
Protective Clothing		In good condition	
Gloves & Goggles		In good condition	
Series decal requirements		As specified in the Supplementary Regulations	
Headlight & Taillight		When required must be working (Enduro Only)	
I acknowledge the importance of my protective clothing, equipment and Machine being in good condition and fit for the purpose of taking part in this Event, and I further acknowledge that I alone am responsible for my protective clothing, equipment and Machine being and remaining fit for purpose throughout the Event.			
SIGNED BY PARENT/GUARDIAN:			
DATE	Printed Name:		
SIGNED BY RIDER:			
DATE	Printed Name:		
NOTE:			
1. Random scrutineering will be conducted on machines and rider safety gear across all classes throughout the event			
2. Incomplete forms will not be accepted.			
3. One scrutineering sheet must be completed per machine.			
4. For juniors both the rider and parent or guardian must sign this form for it to be considered complete.			

Ride. Race. Enjoy.

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37. EVENT LOCATION MAPS

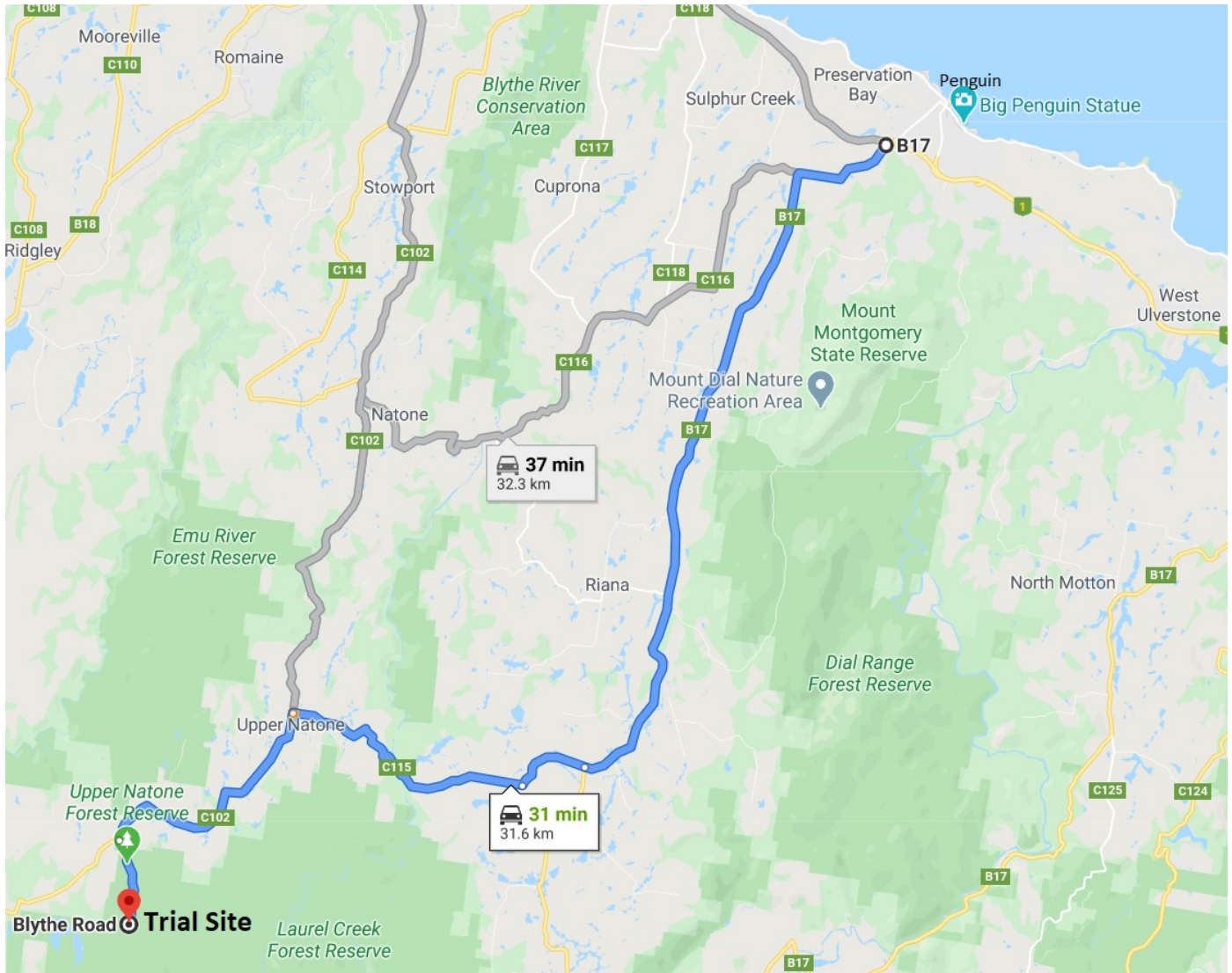
Upper Natone

(-41.281851, 145.855462)

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.

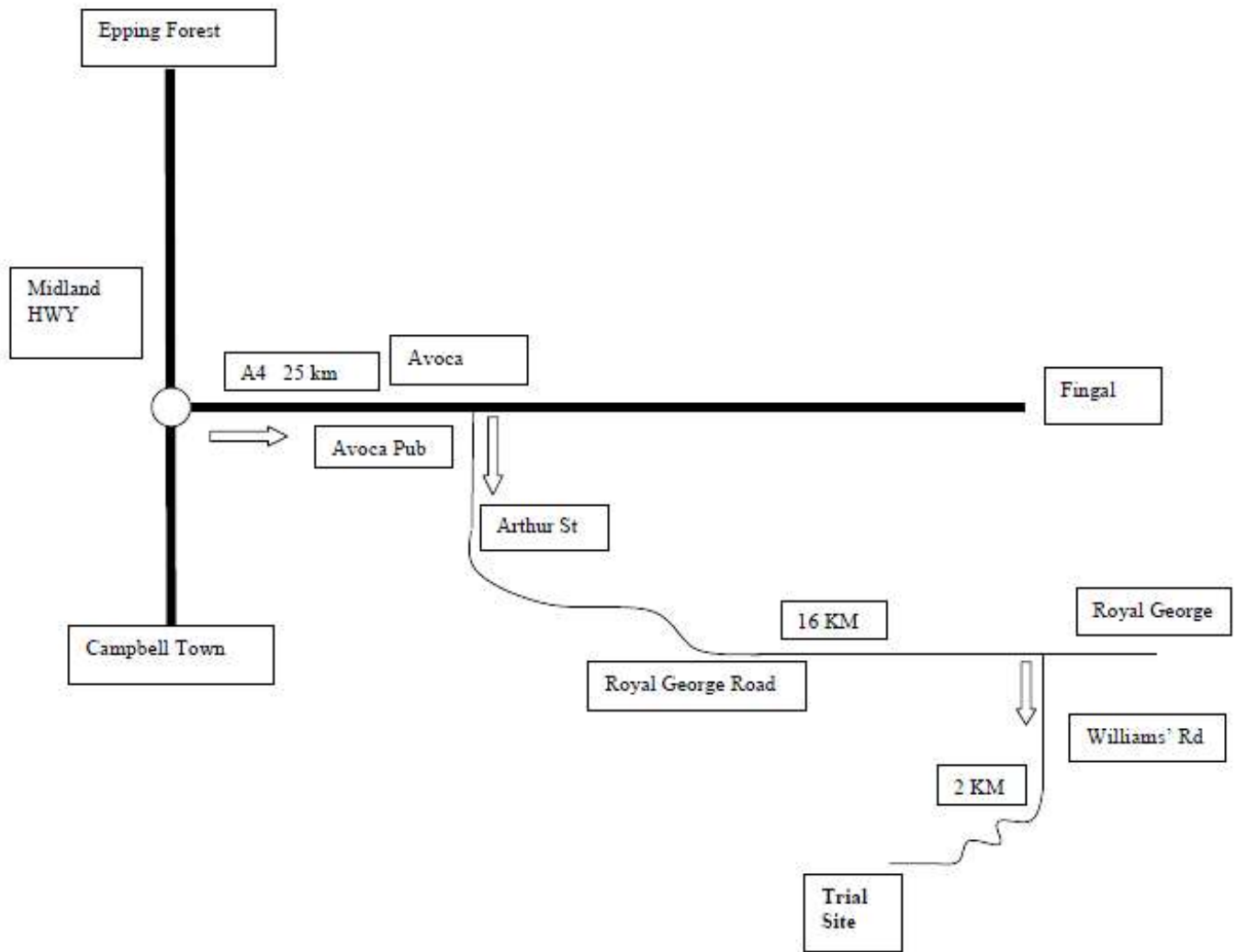
Turn left onto C102 Upper Natone Rd and follow this for approx. 5km before turning left into Blythe Rd. Continue past the camping area and travel along the gravel road for approx. 5km before turning left into the parking area for the trial.



Royal George

(-41.841128, 147.878245)

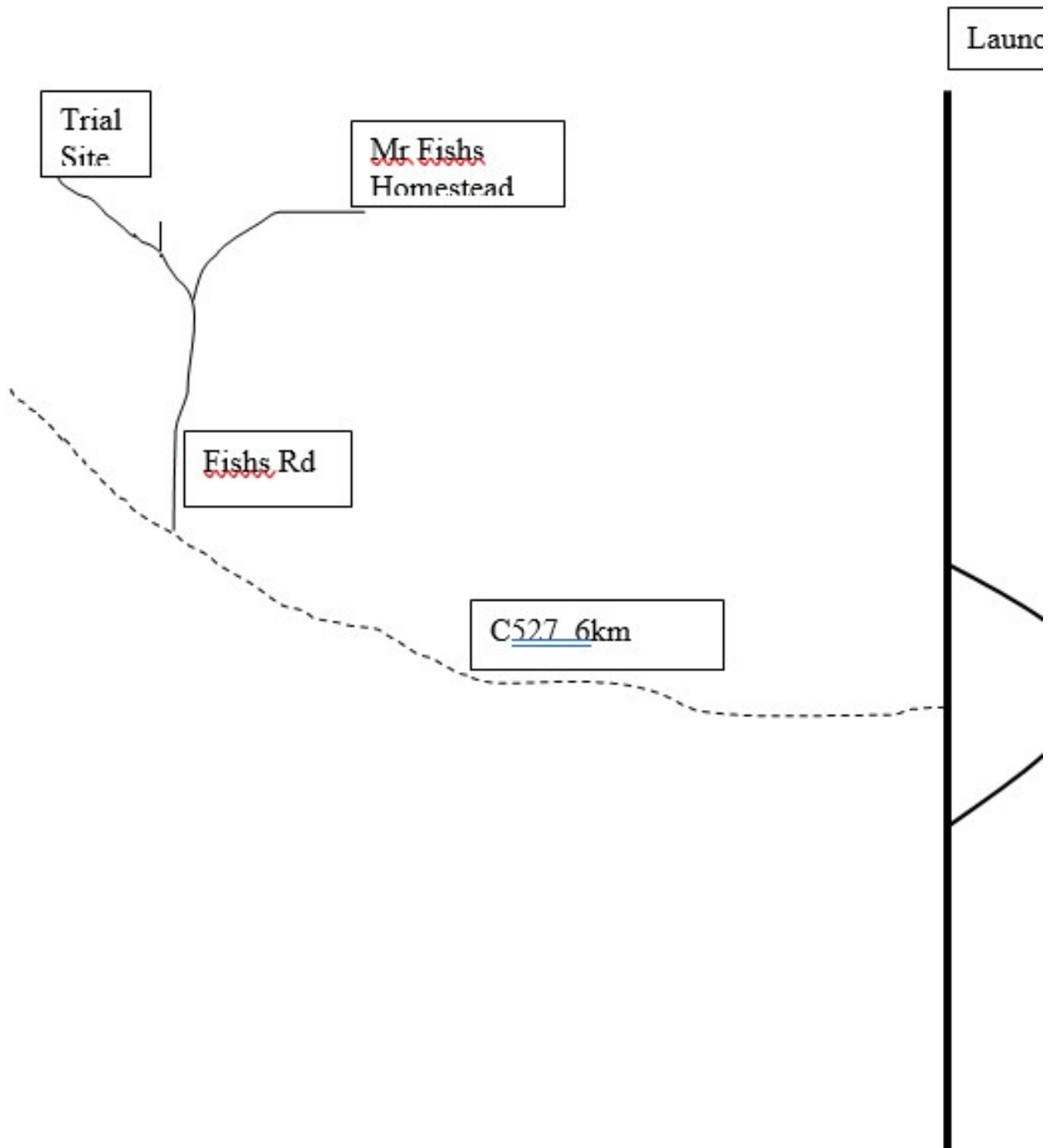
DIRECTIONS – Turn east off the Midland Hwy near Conara towards Avoca on A4. At Avoca turn South on C301 Royal George Rd, at the township turn south on Williams rd and follow the gravel road. The Trial Site is 300m off the track and will be signposted.



Oatlands

(-42.272482, 147.300803)

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.



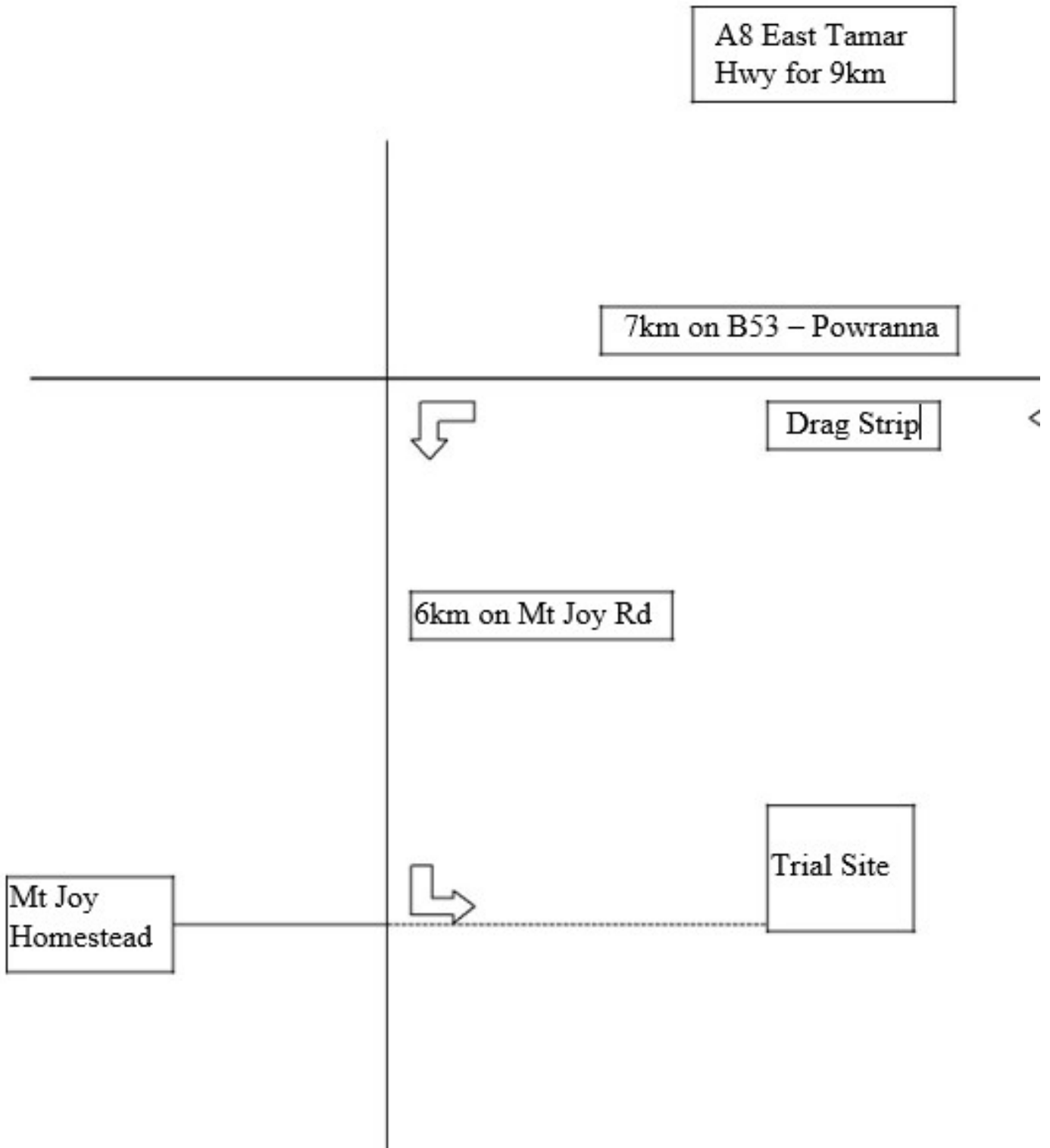
Mt Joy

(-41.750996, 147.205909)

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.

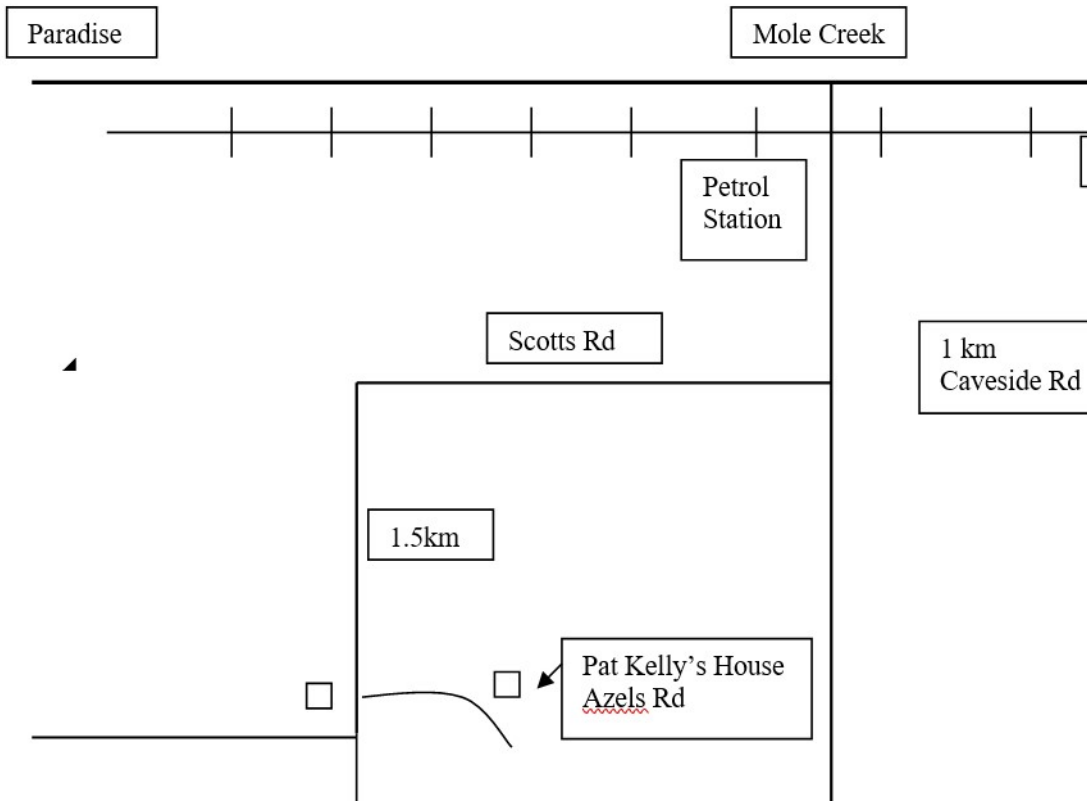
- Follow the farm track for 3km to the top of Mt Joy.



Mole Creek

(-41.600817, 146.384117)

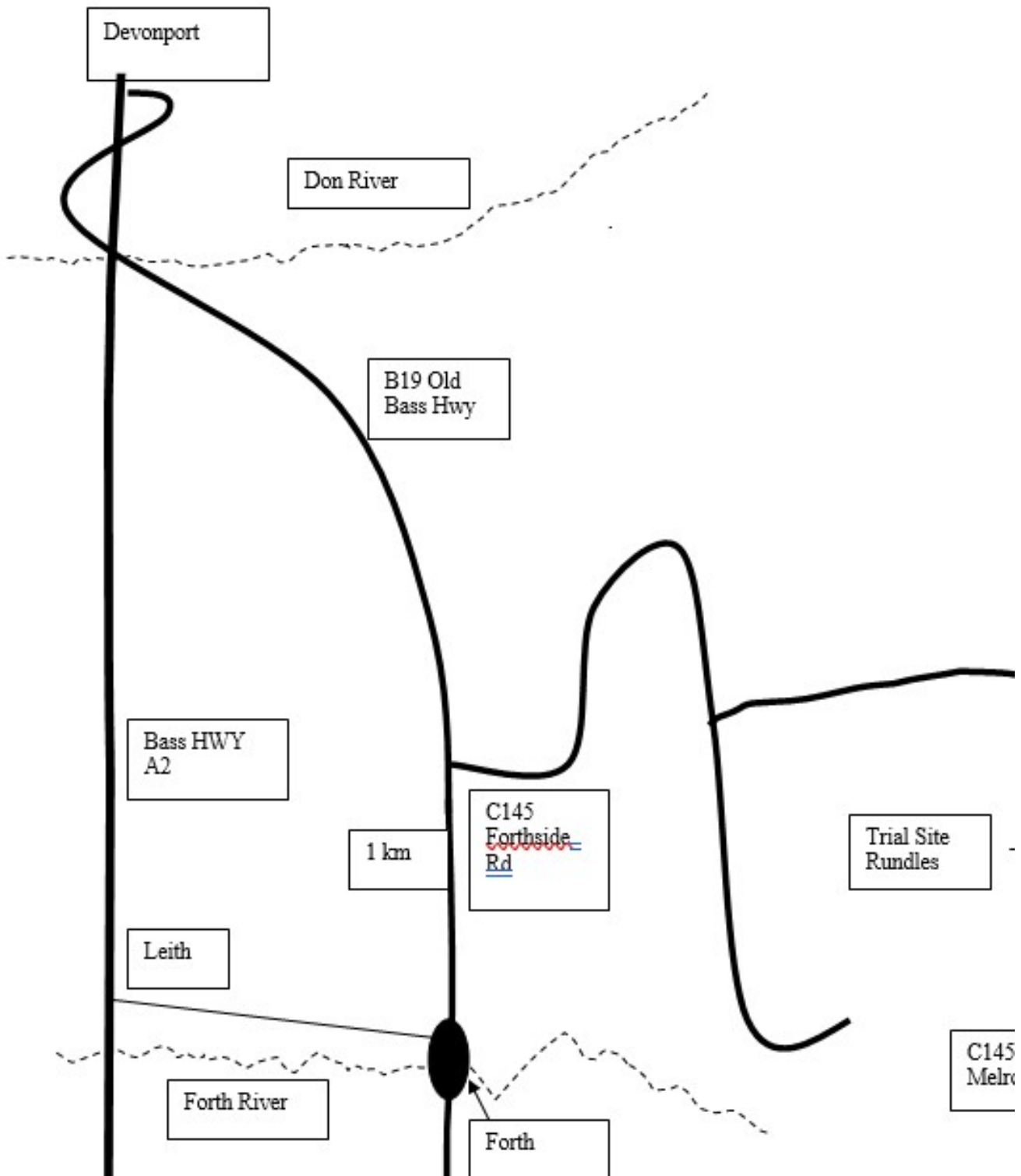
DIRECTIONS – Go to Deloraine and take the turn off for Mole Creek. When you arrive at Mole Creek turn south into Caveside Rd (Near the shop in the middle of town). This takes you past the only petrol station in town. After approximately 1km turn right into Scotts Rd, & follow the signs to the trial site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



Melrose

(-41.231592, 146.291384)

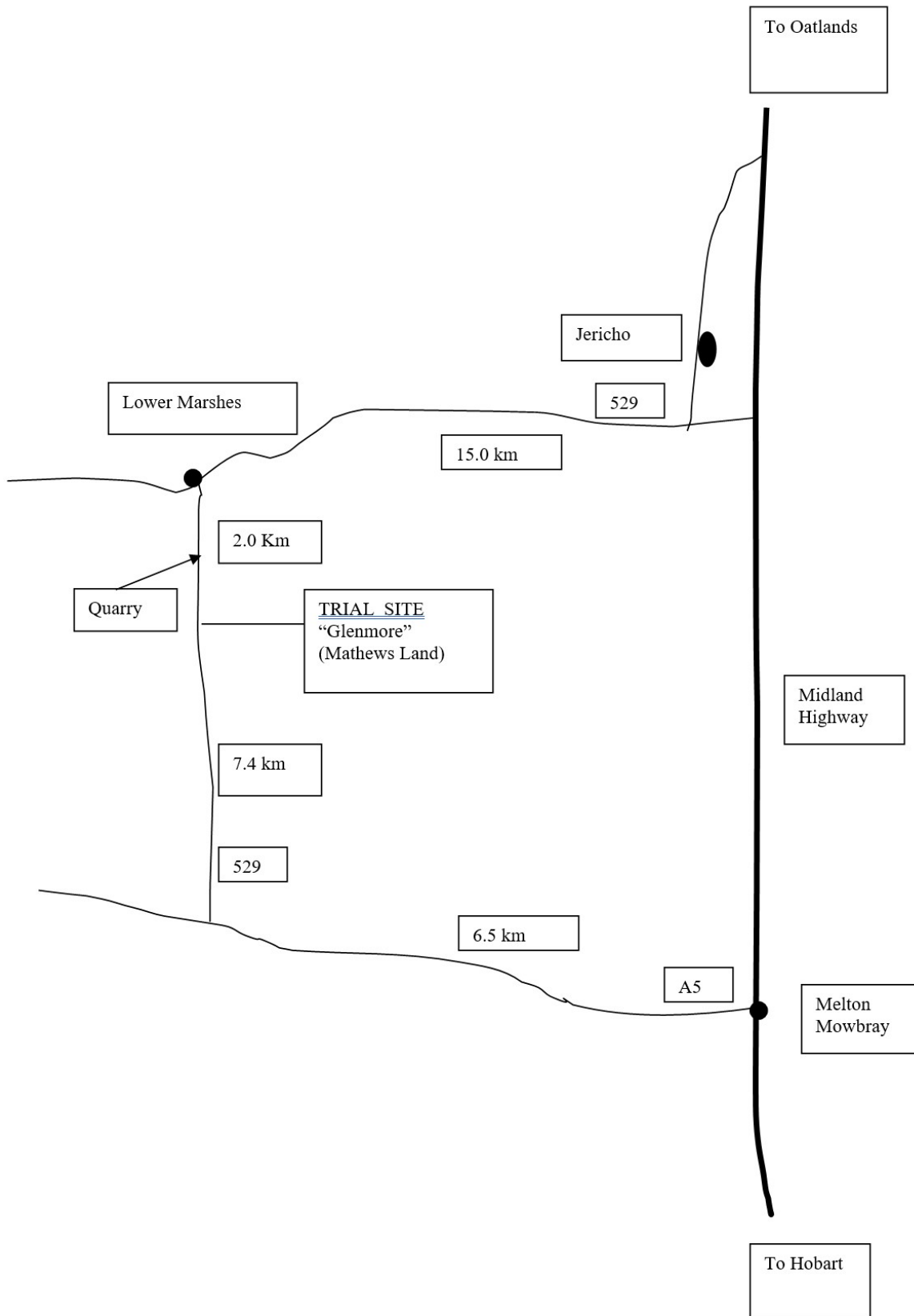
DIRECTIONS – Go to Forth, go east over the bridge for 1km, turn right into C145 Forthside Rd, Stay on C145 towards Melrose for about 7km. Just before the intersection of C146 to Eugenana Turn right into the Rundles Driveway. There will be signs from Forthside Rd.



Jericho

(-42.377041, 147.167374)

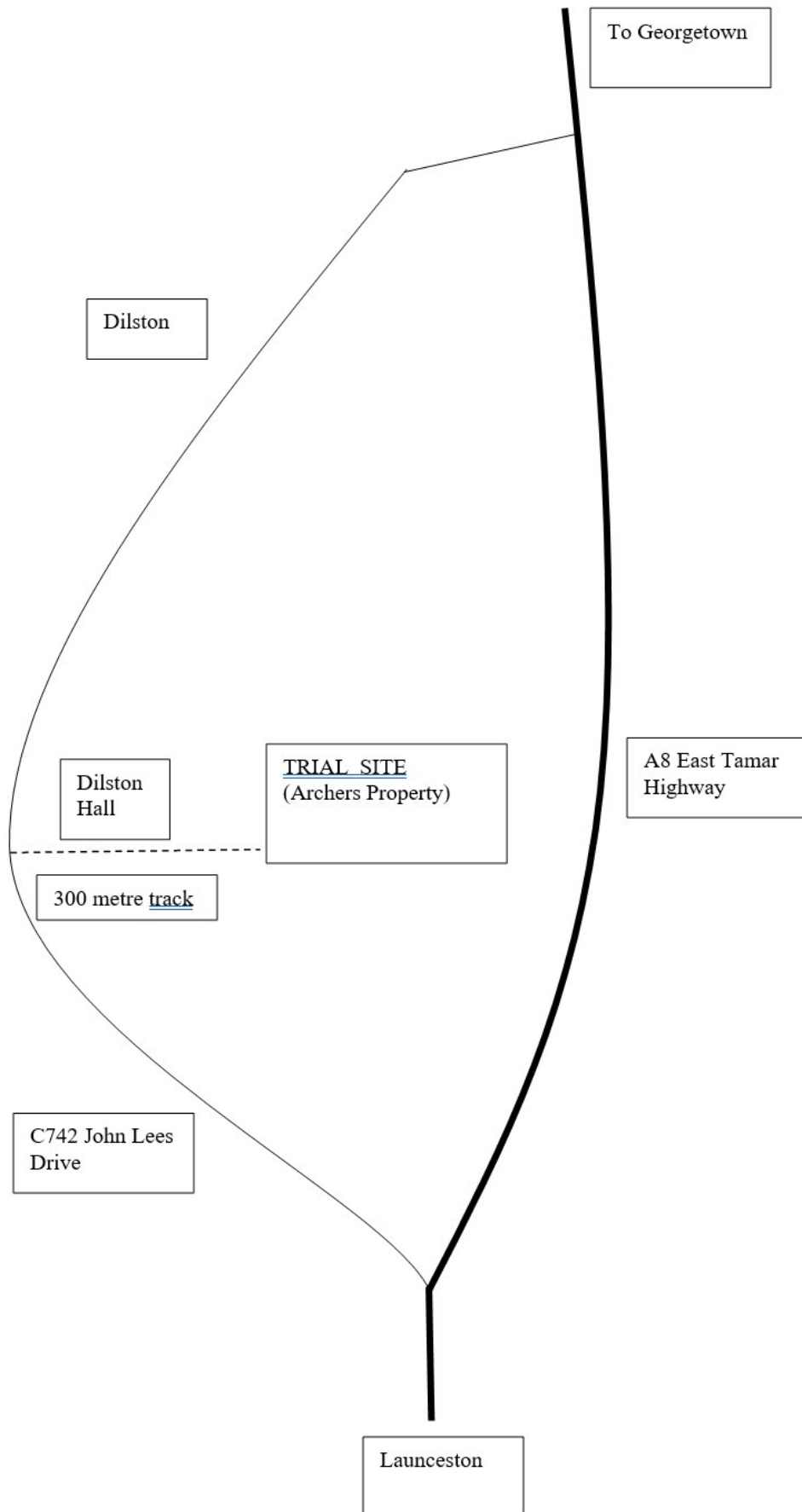
DIRECTIONS – Turn west off the Midland Hwy at Jericho. Follow the signs on the 529 road 17 km on a gravel road to the Glenmore Homestead.



Dilston (Western Side of Highway)

(-41.337029, 147.082194)

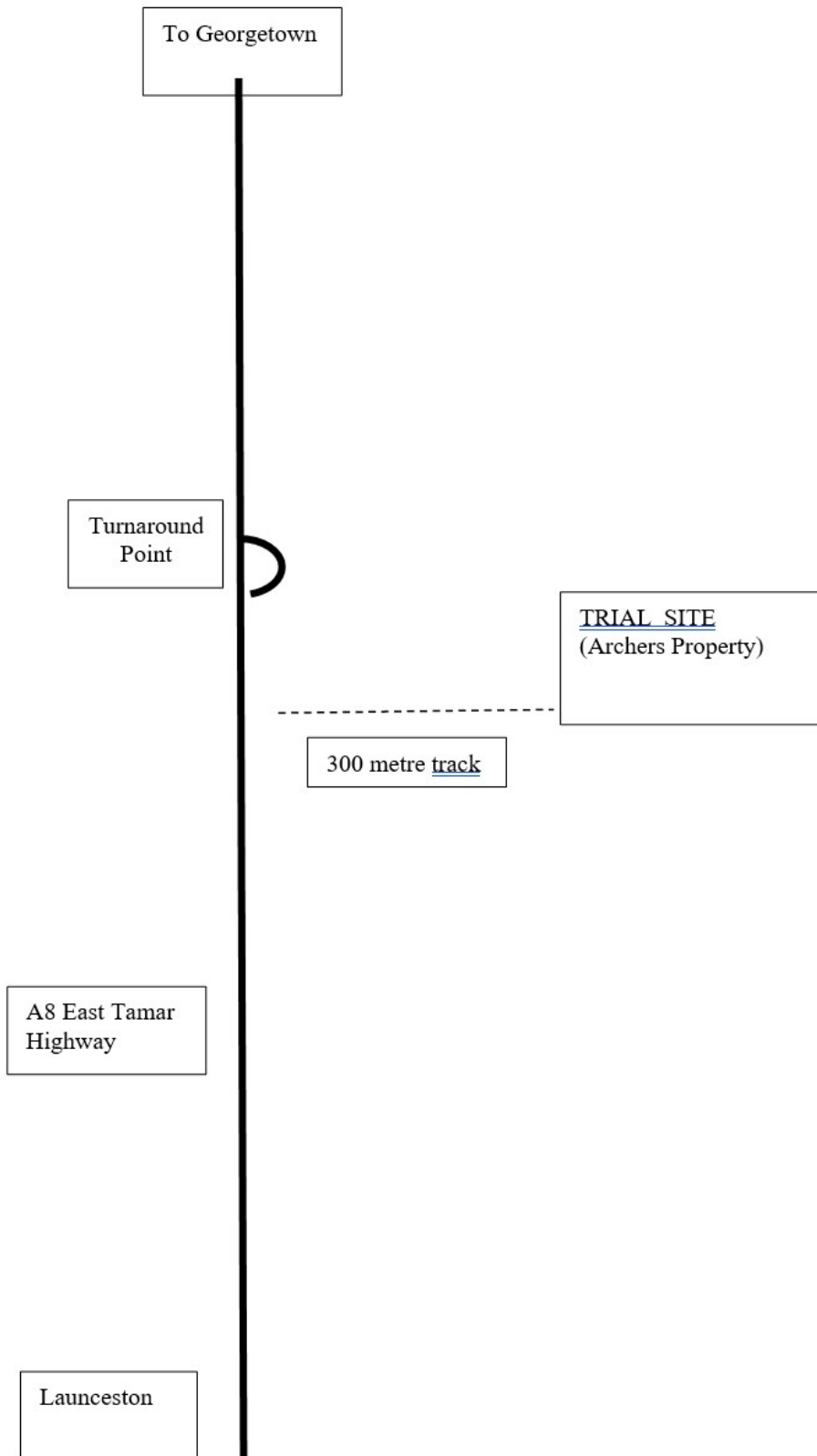
DIRECTIONS – From Launceston follow the East Tamar Highway north to John Lees Drive turn off to Dilston & turn in at the Dilston Hall.



Dilston (Eastern Side of Highway)

(-41.330995, 147.080628)

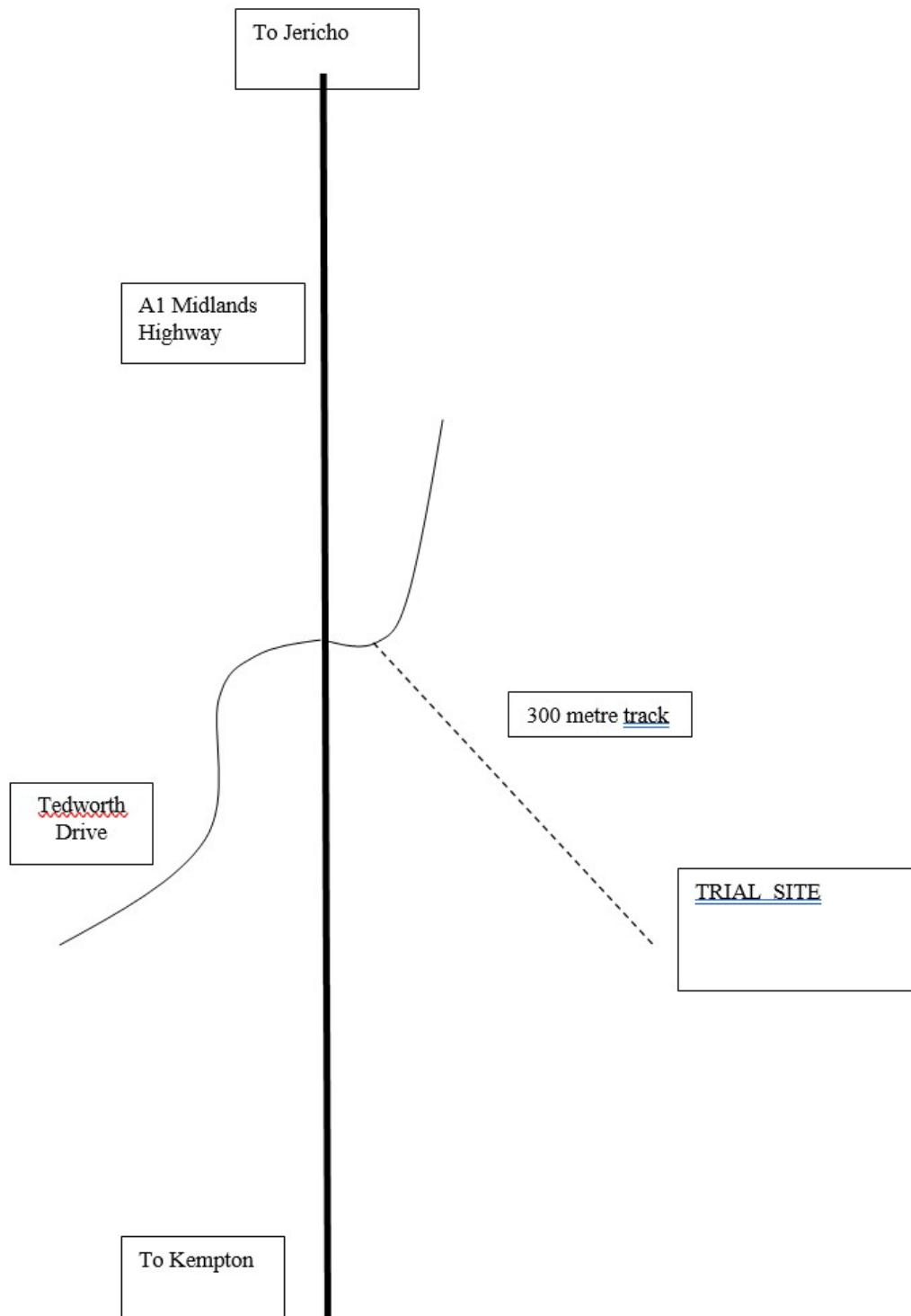
DIRECTIONS – From Launceston follow the East Tamar Highway north 15km to a turning area in the centre of the highway. Travel back along the East Tamar highway 300M to reach the turn off to the trial site.



Melton Mowbray – Northern Site

(-42.431691, 147.267099)

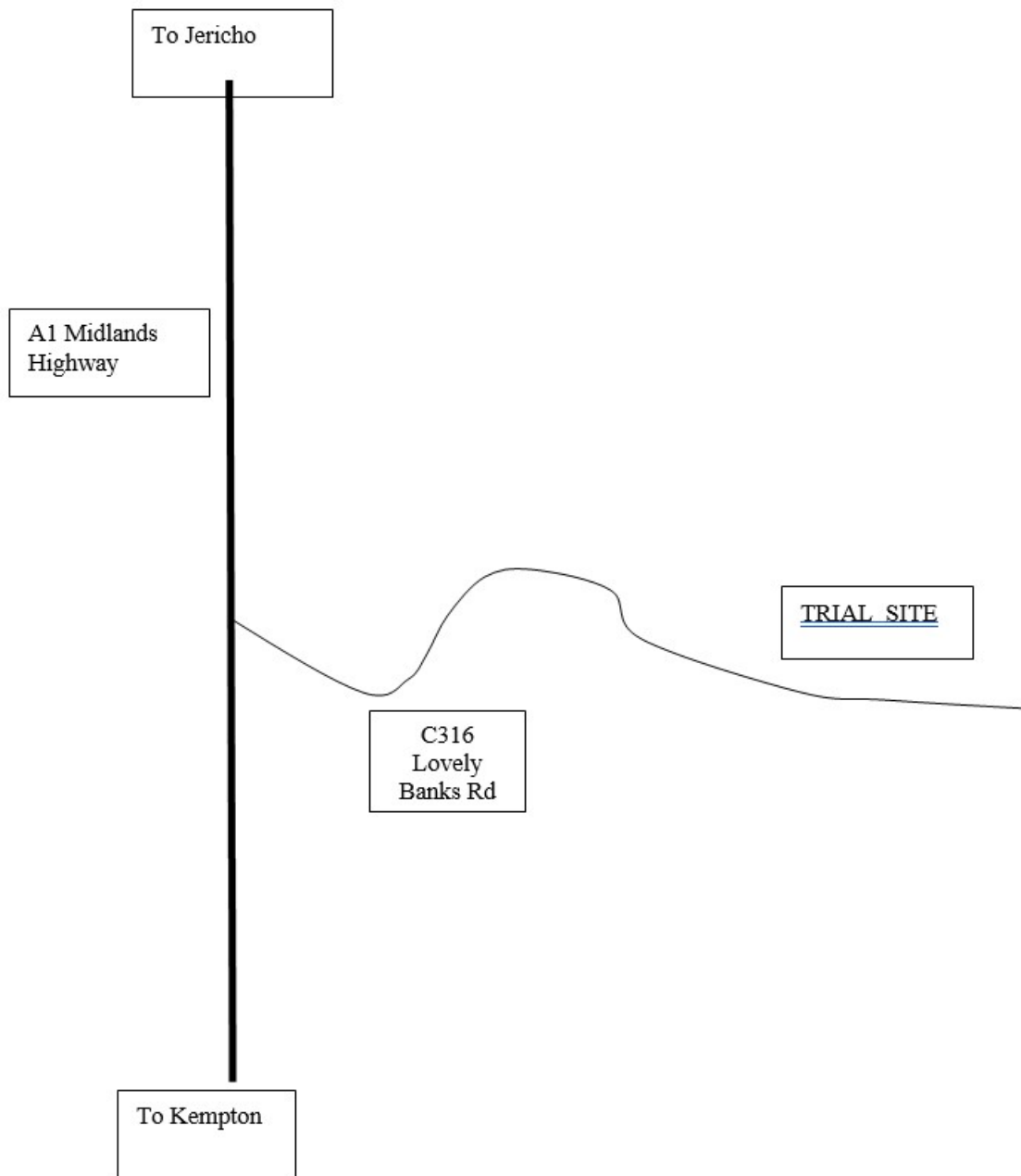
DIRECTIONS – From Launceston follow the Midlands Highway south towards Melton Mowbray. After cresting Spring Hill the turn off for the site is 2km down the road on the eastern side of the road opposite Tedworth drive. Immediately turn south on the side track to the trial site.



Melton Mowbray – Southern Site

(-42.457878, 147.252755)

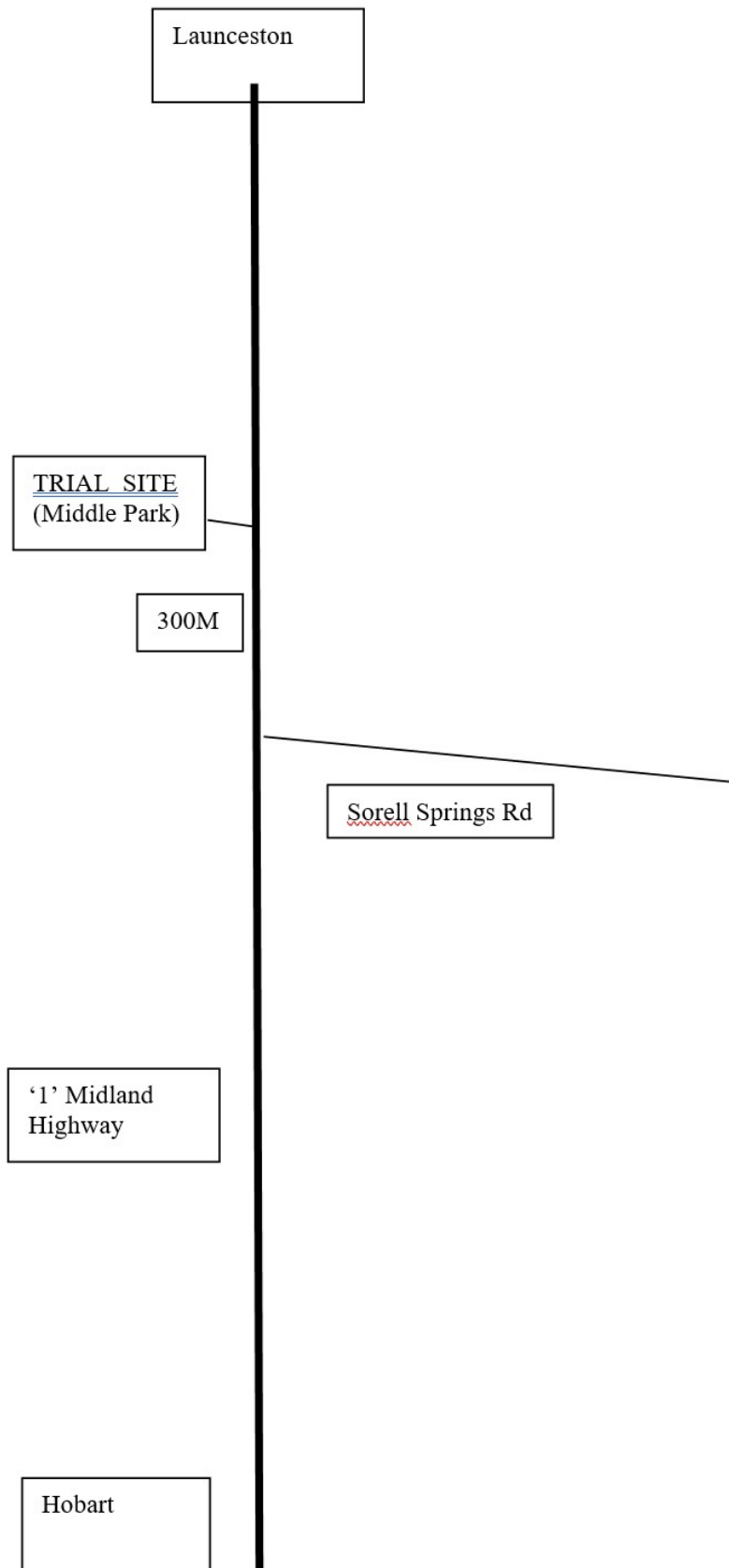
DIRECTIONS – From Launceston follow the Midlands Highway south towards Melton Mowbray. Turn off onto C316 Lovely Banks rd. Travel 3km to the trial site which is adjacent to the rd on the Northern side.



Antill Ponds – Middle Park

(-42.216306, 147.408666)

DIRECTIONS – From Launceston follow the Midlands Highway South, 10km before Oatlands turn into Sorell Springs Rd and use a turning area to cross the highway. Travel back along the highway in the opposite direction 300M to reach the turn off to the trial site.



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.

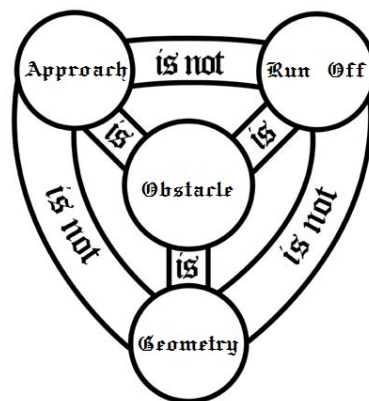
We can also call the base of our pyramid the foundation of which all other operations require. As without obstacles no skills are required, we can't damage our motorcycle and injuries can't happen.

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 than 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.