

# Tasmanian Motorcycle Trials Club

(First newsletter of the new financial year)



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**Publicity Officer:** I Pickering  
**Scrutineers:** M Amey, J Perkins.  
**Photographer:** A Lockhart

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

**June 2022**

## President's report

G day all. Well, what a great day the Scott trials was. Once again we got the privilege to use the Morrison's property at Anthill Ponds. For those who don't know, we obtained this property last year for this event after I did a Farm fellas ag bike ride/tour around the property. The leg that we did this year was the same as we rode on the agbike ride. I remember thinking on the ag 100 gee this ride up the old train line and highway will be the best replication of the Scottish trials that I know of in Tasmania. The views and the history has some good similarity to the real Scottish Six Day Trial. So thank you very much to Dougal Morrison and his family for allowing us to utilise their property. They also managed to turn the weather on, couldn't has asked for anything more.

The event is a great TDN fund raiser. It's a great opportunity just to do something a little different in comparison to a normal competition trial. Good to see a lot of riders running older bike and twin shocks. As far as fund raising goes, I think it's important that people donating get something in return for their donations. Having fun with mates, riding silly sections and getting a feed and beer is possibly the best fun to be had.

So this event has a few people to thank. We've made mention of the land owner. Thank you very much to the big team of setters who come to the property the day before the event to set. It's not hard setting one line but it still requires people to take the time and do it. We had 3 groups of setters which made the day a breeze and enjoyable. It also meant that we could run 3 groups for the Sunday as people knew where to go. Most of all, thank you to our lovely ladies who went above and beyond to feed us. The meat and gravy rolls out on the loop were sensational. Thank you very much Rosie and Alysha for buying, prepping and cooking the tucker. I never heard one complaint about the food, done good. Thanks Chello for the BBQ and beers at the end of the day. Way to a man's heart haha. Thanks to Samuel and the Pickerings for doing up the score cards and getting the results up very swiftly. Mostly thanks to all the club members for coming along and supporting the TDN cause, honestly TDN would not be possible with out the local club members across Australia doing things like this to help us raise funds.

This is a great little event, dare say its becoming an annual for the club. Great to see everyone out just enjoying the banter and not being too tied up in the competition. Thank you to all those who travelled and came along to support the cause.

On another topic. I see and hear a few people are gearing up for a mainland trip to the VIC Titles. Pretty stoked to hear of so many Tassie representatives booking the boat and going along. Keep practicing and riding with friends flat out. It will be nice to send so much talent over there to give the mainlanders some stiff Tassie competition. Just on the MA license side of things. If you are planning on getting a full license, I would strongly encourage to get your club membership through Launceston Motocross and Scramble club. They deserve the support after all their work and efforts through the running and hosting of the Nationals here in Tas.

Anyways that is probably enough from me. Once again the newsletter is most likely late due to me. A man has been hectic of late so I apologise. Samuel does keep onto me and reminds me every few days, the good old kick under the arse is sometimes what I need from him lol.

See you soon  
Baylesy.

### **Newsletterman's report**

There's things to report!

For those that like to keep their finger on the pulse, Matt Langtree (trials.com.au) has created a weekly email newsletter, so you'll get news and links collated and sent straight to your email. Check it out:  
<https://trials.com.au/news/new-trials-australia-newsletter-published-every-week-issue-1-shipped-6081>

In surprising news, Triumph Motorcycles has purchased Oset. Triumph are getting into the MX and Enduro game and decided they wanted to get the kids involved too. Hopefully this means Oset gets more visibility and maybe more importantly, Triumph can use their name and market share to get Oset production moving a bit more quickly, there's just none of them available at the moment.  
<https://osetbikes.com/gb/news/triumph-announces-the-acquisition-of-the-electric-motorcycle-manufacturer-oset-bikes/>

Back when I was a little tacker, Mecatecno released a kid's trials bike, I remember seeing it in Australasian Dirt Bike, the purple framed Alevin. I thought it was a top little bike. Anyway, over the last few years they've been making kid's bikes, Oset competitors, and competed in the Trial E (electric) class a couple of years ago. Now they're back with a second version of the bike they used there, the rather odd looking Mecatecno Dragonfly. The Hell Team will be the Aussie distributor of these things, check them out here:  
<https://todotrial.com/la-nueva-mecatecno-dragonfly-ya-esta-aqui/>

Because Facebook and Instagram make getting our message across quite hard, I'm toying with the idea of creating a promotional/regular contact type distribution list. Basically, unless you're on social media all the time and specifically look at the club, you might miss stuff. For things like the pie drive, this newsletter and any important updates would be sent directly to you. It'll be optional but suggested, I'll probably tie it into the membership form next year, so keep an eye out for that.

If you haven't changed to the new Google Calendar link, please do so soon: If you get stuck or need help, let me know  
<https://calendar.google.com/calendar/ical/8eqo05pe1aa4ro1h1rn4aa0ak0%40group.calendar.google.com/public/basic.ics>

Enter online please! I've made it pretty easy, even Chris has been doing it!  
<https://www.tastrials.org.au/entries/>

### **Scottish Trial – Antill Ponds**

“Righto guys, we're going to ride 28km on bikes you can't really sit down on, but it's for a good cause and you'll get fed.”

The Scottish Trial was held at Antill Ponds, which is a great place except Microsoft Word keeps trying to autocorrect it to anthill ponds. This was our second time here and this time, we spend the majority of the time on the eastern side of the highway.

So nobody got lost trying to ride around by themselves, we were broken off into three groups with roughly equal numbers. My experience in the second group, which was mostly Dads (myself, Andrew Squibb, Rob Thornbury, Steve Salter) riding around with their offspring with a couple of others tagging along, was probably quite different to the other groups. Other groups probably wouldn't have had someone like Millie, who stuck her boot out going past a large puddle on the old highway with the sole intention of dragging it in the water to spray me and cool me down.

15 sections were set, each section consisting of five gates, as long as you went through them, that's great, you can make it as hard or as easy as you wanted to. Some used it for training and went all out, some didn't want their daughter to beat them so they took the easier line. No yellow tape is a good thing, you could go wherever you wanted, but sometimes that tape is very handy, there's a whole different skill in finding gates, remembering them when you walk back to your bike, then remembering them when you're riding. Sections were set at a C grade level, but the rocks had some different ideas. Section 'the one before the dam, just before lunch' would have been a lovely simple section, large flat rocks on mostly flat ground, but there was just no grip on them, they were like ice, Chello and Kurt reckoned they were the slipperiest rocks they'd ever been on. Other sections had grippier rocks, which lost grip and people dragged mud and grass onto them, like section 'the last one before we went back under the highway after lunch' which caught out Bryce Squibb.

I've mentioned lunch twice now. Rosie and Alysha turned it on, they loaded up a van with a LOT of jerry cans, probably needed a dangerous goods permit for that, and food, and set up a little lunch stop for us. Roast beef and gravy rolls, roast pork rolls and kiss biscuits go down very well mid-event, thanks heaps for doing that, we just need to work out how to get that at every event now. From memory, back in the 90s, we use to have sausages on a bbq at lunch, I think. Chello got on the bbq when he finished and cooked up a bunch of snags for us too. I've got no idea how much money we raised for the TdN (WAIT, it's just been confirmed, \$1160 was raised!), which was the main point of the day, but between the entries and the raffle tickets sold, I reckon we did well. The whole day was just a fun break from the normal stuff, I got to finally ride on the old highway and under the current highway which, for some reason, I've always wanted to do. The views were incredible, there was a big eagle very close to us at the 'swampy' section, another two flying nearby, another one in a tree, just an all round top day and I think everyone had an absolute ball.

Scoring was... interesting. Five riders on one point, everyone's a winner! See the results further down for more detail.

**International report**  
**Kaikoura Three Day Trial 2022**  
4-5-6 June 2022  
Ken Hosking

The Kaikoura Three Day Trial has been running for over 70 years in various guises. In recent years the event has been run over three different properties in the Kaikoura region, about two and a half hours from Christchurch, in the South Island of New Zealand. I have always been attracted to the event, from first riding it in the late 1960s until today, when even the issues with travel (Covid testing, disrupted flights and reduced flight options) could not stop my attending once more.

In the week before this year's trial, heavy rain fell in the region and despite the welcome sunshine and mild temperatures of the event, the venues were wet and slippery to ride.

As usual, the event began on the Friday evening prior to the three-day public holiday in New Zealand, a week earlier than the equivalent holiday in Australia. Riders and families assembled at the Whalers Inn in Kaikoura to sign in, have a drink or two and generally set the scene for the social side of the event. This year some 90 riders had entered the event, which is, I believe, a record entry.

This year an additional grade had been included, using green markers, that resembled our C+ line as it included the blue Clubman markers as well as the green markers, except for the third day when only the green markers had to be followed. My brother Peter Hosking, Tui Scott, who readers may recall rode in the 2019 Australian Championships at Mt Joy, and I entered to ride the green line.

The venue for Day One was at Trewin's Farm, about half an hour's drive south of Kaikoura. Twelve sections had been set on steep grassy banks with slippery rocks, slippery logs and even more slippery tree roots. The sections were ridden three times. The rain of the previous days made for very slippery conditions, particularly after the sections had been ridden multiple times.

Peter, Tui and I rode together throughout the event. Peter and I were riding Betas and Tui was on a Sherco. We started at section 4, with the organisers having directed all sidecars to start at section 1 to help avoid congestion. We three all cleaned the section but it would be some time before I achieved another clean. Subsequent sections were rather more challenging and I found my lack of recent practice in deep mud meant that my feet were not on the rests as they should be and the fives also started to mount up. Section 1 was the section that I enjoyed the most, with a log crossing, followed by a tight turn, a burst up a hill, and another turn onto some rocks, a further rock step and a final off camber descent to the end. Section two included several crossings of angled and very slippery logs. Subsequent sections made use of the steep hillside that runs alongside the access road to the farm, with the final three sections being set in a gully with a rocky stream. All sections became more and more slippery as the day went on. Section 12, which was entirely set in a rocky stream that resembled a SSDT section, also comes to mind as being tricky but mud free and very enjoyable to ride.

At the end of the day, the bikes were hidden under a layer of mud, but fortunately a sizeable stream runs across the property and provided an opportunity to clean them in preparation for the next day.

Pete and Tui were handling the conditions far better than me and at the end of the day Pete was third and Tui was fourth in our grade. I am not revealing where I was placed but suffice to say that it was a long way back from Peter and Tui.

Day two was held at Dairy Farm Road, about 20 a minute drive inland from Kaikoura. The course of ten sections was ridden four times. The sections were reached by following farm tracks with some impressive scenery looking back down to Kaikoura and the sea. The rain had not affected this property as much as that of the previous day and the sections were set at a very similar level to that of our C+. This was an enjoyable day with good weather conditions. The first two sections were set on steep hillsides, with section 1 having a difficult descent down a rock filled gully. Section 4 had an awkward path across inclined rocks followed by a 1.5 metre muddy undercut step. On lap 1 the step was something of a challenge, but it eroded to become a ramp as the trial went on. Sections 5 and 6 were set in a valley and although quite slippery, were not that difficult. Section 7 was a series of climbs and drops in a small quarry but section 8 posed a problem for the green line riders as a cambered slope culminated in a difficult off-camber turn. On lap 2, I somehow lost my line in the descent into the section and rode down the experts red line by mistake. I realised that this drop was not too difficult and the resulting climb back up enabled me to eliminate the problematic turn and not miss any green markers! Somewhat foolishly perhaps, I told Peter and Tui about the line, with the result that we rode that section with ease on subsequent visits. Section 9 was a tight wiggle on a steep rocky hillside and section 10 was a series of tight turns over slippery tree roots.

At the end of the Day Two Pete had a narrow two-point lead in the green grade with Tui being third. Although I had a much better day than on day one, I was still well down the field. Francis Sydenham, who will be known to Australian riders as he has ridden in Australian Championships in the past, rode the green line clean for the day on his Vertigo. Unfortunately, he had been unable to complete the course on day one following a fall in one of the sections, thus putting him out of contention in the overall results.

Day Three of the trial was held at Mt Fife Station, inland from Kaikoura, again with four laps of ten sections.. Most of the sections were set in the rocky creek that flows through the property, thus largely avoiding the mud that would otherwise have been a problem. The surroundings were quite like those of the Scottish Six Days Trial with sections that were quite technical. Some of the Green line sections were very challenging. I again had issues with the slippery climbs, but rode better in the rocky streambeds. An interesting phenomenon occurred late on the fourth lap. Section 2, that we had ridden three times by then, started with a rocky stream crossing followed by a steep and slippery ascent of about three metres that looked to be vertical when approaching across the stream. Peter rode it ahead of me and just as he neared

the top of the ascent, he veered off his line, collided with a tree and slid back down the slope. Greg Power, a multiple New Zealand Champion, was waiting ahead of me on his classic Bultaco and set off, only to do exactly the same thing. I followed and rode the slope but not without a dab or two at the top. On catching up with the others I was told that they were both affected by sunstroke, that is temporary blindness brought on by suddenly looking at the sun. It seemed that the angle of the sun was such that, just when looking up was critical, Peter and Greg suddenly could not see ahead. How I managed to ride it without the same problem is a little baffling, but I did find the climb quite challenging and I might just have closed my eyes and hoped for the best...

After cleaning the bikes in the stream once more, we packed up and headed back to The Whalers Inn to view the results and attend the presentation of awards.

Peter had held on to first place on the green line, with Tui third. Importantly for those of us who identify with the South Island, the South Island team beat the North Island team once more. And so ended yet another Kaikoura trial.



Peter, Day 3, Mt Fyfe

Tui, Day 2, Dairy Farm



Ken, Day 2, Dairy Farm

## Next events

Heading south (or north, if you're already south) for July, it's listed as Melton Mowbray but specifically, it's Bisdee Tier. We haven't been here for a couple of years, for those that need a reminder, it's on the way up (or down, depending) the southern side of Spring Hill on the highway. Remember Southerners, you've got a little turn out to the left before turning in.

## Training day

People have been talking about the club running another coaching day within the next month. We have decided to run this coaching day on the 31/7/22 at Mount Joy (first gravel pit). Keep an eye out on the Facebook page, we will put a post on there with some form of entry or name list. This is also going to be another TDN fund raiser so support will be mostly appreciated. The coaching session will be catering for all skill levels with a number of people helping out to coach including Chris and Jenna. Don't be shy to come forward with something you really want to work on or learn, because if you are thinking it, I dare say it's on everyone's mind. Even if its bike set up, riding position or attitude or a skill you would like to nail then just sing out. We're here to help. This is your day to learn.

Speaking of TdN, remember there's a raffle going on, talk to Chris, Jenna or Phil Whittle to get some tickets.



### Trial des Nations Team Australia

26 May at 08:38 · 🌐



Team Australia needs your help for the upcoming Trials des Nations in Monza Italy on the 24-25/9/22. Once again we will be running our TdN raffle. With great support from Alpinestar, Dunlop, The Hell Team, Michelin, Trialsbike and Global Racing Oil. We also have a bonus prize of a GasGas gear Bag, GG umbrella . GG Water bottle and GG hat which have been donated from GasGas. and There's a couple of ways you can purchase tickets. Team members will have tickets at events, you can contact Phil Whittle for purchasing full books @ \$40 and he will fill the book out for the purchaser. Keep an eye out for upcoming events in your state. If would like to make a donation to the 2022 [Trial des Nations Team Australia](#) please contact Phil Whittle.



**Trials des Nations TEAM RAFFLE 2022**

Name.....

Address.....

Phone.....

**0001**

**TRIALS DES NATIONS TEAM RAFFLE 2022**

**TEAM AUSTRALIA**

**1st Prize:** Alpinestar Tech 1 Boots, Monza Imports Value \$499

**2nd Prize:** Dunlop Front and Rear Tyres, Fkeda Value \$350

**3rd Prize:** Mot's Riding Pants and Top set, The Hell Team Value \$315

**4th Prize:** 53 Riding Pants and Top set, The Hell Team Value \$295

**5th Prize:** Michelin X-Lite Rear tyre, Gas Imports Value \$265

**6th Prize:** \$250 Store Voucher, Trialsbike (Monza Central) Value \$250

**7th Prize:** Acerbis Jet Helmet, The Hell Team Value \$125

**8th Prize:** Global Racing Oil Pack, PTR Imports Value \$100

**9th Prize:** Global Racing Oil Pack, PTR Imports Value \$100

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

**TICKETS \$2 EACH - DRAWN FRIDAY, AUGUST 28, 2022**

**0001**

**ALPINESTAR** **HELL TEAM** **GAS IMPORTS** **GLOBAL RACING OIL** **DUNLOP**

**TMTC Scottish Trial**  
**Middle Park, Antill Ponds**  
**19th June 2022**

| Position | Rider            | Bike               | Total | 0  | 1 | 2 | 3 | 5  |
|----------|------------------|--------------------|-------|----|---|---|---|----|
| 1        | Will THORNBURY   | Honda TLR 250      | 1     | 14 | 1 | 0 | 0 | 0  |
| 1        | Jack SALTER      | Gas Gas 125 GP     | 1     | 14 | 1 | 0 | 0 | 0  |
| 1        | Mike TRAVICA     | Sherco 300         | 1     | 14 | 1 | 0 | 0 | 0  |
| 1        | Chris CHELLAS    | Sherco 250         | 1     | 14 | 1 | 0 | 0 | 0  |
| 1        | Neil BERNE       | Beta 200           | 1     | 14 | 1 | 0 | 0 | 0  |
| 6        | Chris BAYLES     | TLR 200            | 2     | 13 | 2 | 0 | 0 | 0  |
| 7        | Ken HOSKING      | Beta 250           | 3     | 13 | 1 | 1 | 0 | 0  |
| 7        | Samuel LOCKHART  | Gas Gas 250 Racing | 3     | 13 | 1 | 1 | 0 | 0  |
| 9        | David CATT       | Sherco             | 4     | 12 | 2 | 1 | 0 | 0  |
| 10       | Andrew ROYCROFT  | Scorpa 250         | 6     | 12 | 0 | 3 | 0 | 0  |
| 11       | Daniel FENTON    | Beta Zero 250      | 6     | 11 | 3 | 0 | 1 | 0  |
| 12       | Simon LANGWORTHY | Beta EVO 250       | 8     | 12 | 0 | 1 | 2 | 0  |
| 13       | Kurt PICKERING   | SWM TL320          | 9     | 11 | 2 | 1 | 0 | 1  |
| 14       | Zak LUNN         | Beta EVO 250       | 10    | 8  | 5 | 1 | 1 | 0  |
| 15       | Millie LOCKHART  | Gas Gas 125        | 11    | 10 | 2 | 2 | 0 | 1  |
| 16       | David PARKER     | Beta 300SS         | 13    | 8  | 4 | 0 | 3 | 0  |
| 17       | Andrew SQUIBB    | Beta               | 14    | 11 | 1 | 0 | 1 | 2  |
| 18       | Ron OWEN         | Montesa Repsol     | 14    | 9  | 2 | 2 | 1 | 1  |
| 19       | Scott PICKERING  |                    | 15    | 6  | 6 | 0 | 3 | 0  |
| 20       | Ian PICKERING    | Montesa 247        | 16    | 9  | 2 | 0 | 3 | 1  |
| 21       | Nobby GABBEDY    | TLR 200 Power      | 16    | 8  | 3 | 1 | 2 | 1  |
| 22       | Grant TAYLOR     | TRS                | 17    | 6  | 5 | 2 | 1 | 1  |
| 23       | Mick LUSCOMBE    | Montesa 300RR      | 22    | 7  | 2 | 2 | 2 | 2  |
| 24       | Jenna LUPO       | TRRS 250           | 22    | 5  | 5 | 2 | 1 | 2  |
| 25       | Con BROSNAN      | Gas Gas            | 25    | 4  | 6 | 0 | 3 | 2  |
| 26       | Bryce SQUIBB     | Beta 250           | 26    | 8  | 1 | 1 | 1 | 4  |
| 27       | Steve SALTER     | Gas Gas            | 26    | 6  | 3 | 1 | 2 | 3  |
| 28       | Sam CALOW        | GasGas TXT 300     | 29    | 4  | 2 | 4 | 3 | 2  |
| 29       | Dylan BAYLES     | Vertigo Combat 300 | 75    | 0  | 0 | 0 | 0 | 15 |

# For Sale

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Regularly serviced, ridden in C+ Grade  
Various accessories (guards etc), original cost over \$500  
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## Dealer Adverts



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*PTR Engineering bike racks*

*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

Phone 0418 122 009

Email: [kenhosking1@me.com](mailto:kenhosking1@me.com)

**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.