

FLAT CHAT

OAKLEIGH MOTOR CYCLE CLUB INC



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July 2009

Notes:

If you are interested in being a supervisor contact Ryan Nothard.

Photos in this issue courtesy of Chris Leighfield, Simon Leighfield, Peter Wines and Greg Fraser

REMEMBER: O.M.C.C. meets on the 2nd Thursday of the month at 8.00 pm at their club grounds in Simpson Road, Clayton South (Melways Ref. 79 C10)

OMCC Web site www.oakleighmcc.com

What's On

AUGUST

2 Gate Trial 2
9 Mt Bolton Troy
30 Aus Trials Champs

SEPTEMBER

13 Twin Shock and C
19-20 Vic Champs
27 Working Bee

OCTOBER

4 Interclub Challenge at OMCC
11 Swap Meet
18 Moto GP BBQ
25 Mt Bolton Gate Trial



Secretary's Report, July 2009

By the time you read this, the new veranda extension to the club house will be taking shape under the expert care of life member Geoff Lewis. When completed, the veranda will significantly increase our under-cover floor space and could, amongst other things, provide a limited number of premium sites for swap-meet vendors.

A quote is currently being prepared for a 'splat' wall, which will be a major feature of the Extravaganza, November 22nd. In order to keep costs down, Peter Wines (Treasurer) has signalled his willingness to make it. I expect to hear shortly whether Motorcycling Victoria will make a financial grant to the club to assist in staging the "Strav." Once this decision is made we will be able to finalize the programme and start advertising.

There is a lot of work yet to be done to get the grounds into top condition for the forthcoming Interclub (Kerry Davis Memorial) Trial and the Extravaganza. At the next club meeting (13th August) I will be presenting a check-list of "things to do" so please come along and get involved. The work will, of course, benefit all members who use the club grounds.

Motorcycling Victoria's Trials Management Sub-committee is undergoing a "front bench" reshuffle. Pending confirmation by MV, the members are Denis Fitzpatrick (Ballarat Rovers), TCV members Colin Scott and Phil Whittle (Treasurer) and OMCC members Peter Wines, Peter King (Chair) and yours truly as Secretary. It's hoped that the Sporting Motorcycle Club will nominate a member so that the committee has at least one representative from each of the four Victorian motorcycle clubs that have an active trials membership.

Daylight saving commences on the 4th October and with it Thursday evening rides at the club – can't wait!

Cheers,

Rob Murdoch

Mud Fest in Texas

Simon Leighfield

Its been a while since I did an update from my temporary home in the US and Greg suggested he was looking for some stories for the newsletter...so here's an account of a relatively recent trials experience in Texas.

Back in May, I left home at 7am on a Saturday morning for a place called Bridgeport, north west of Dallas. The venue was hosting rounds 7 & 8 of the Texas State Trials Series and while its a venue that hosts a round each year, I had yet to visit it during my time in Texas. The drive was about 5hrs....and with the last 2.5hrs being through pouring rain, the signs of what was to come were not good. On arrival at the property, I drove through the gates and found that the "all weather road" (translated...mud pit) headed down hill and deteriorated the further I went. So my little Jetta (with trailer in tow) had quite a work-out getting to the parking area with plenty of side-ways action along the way. Fortunately, I was able to pull up at the parking area without getting bogged. The morning classes had just finished riding and both riders and bikes were plastered in mud (In Texas, the bigger trials are run in two parts - the Rookie, Novice and Amateur classes ride in the morning while the Intermediate, Expert and Masters classes ride on completely separate sections in the afternoon. The idea is that the afternoon classes can observe in the morning and vice versa in the afternoon. The usual requirement is that a rider observes for one session during the weekend...in this case I had elected to observe Sunday morning so that I could travel up Saturday).

Soon after getting unloaded and ready to ride, it was time for the rider briefing. The announcement was made that many of the splitters had been removed to ease the sections but there was nothing they could do to ease the Intermediate class (my class). The trial consisted of 3 laps of 8 sections - on 6 of the sections we had the same "line" as the next class up...and 3 of those were the same "line" for all three classes. I say "line" because it was essentially open section...with no "easy" way out. All the sections were rocky - either in a gully or on the side of relatively steep hills. We had several sections that could have been taken straight out of the SSDT including an absolute ripper of a hill climb over a jumble of small-medium sized rocks. The mud was unbelievable...I have never seen anything like it. The 4WD trails connecting some of the sections were the worst culprits and resulted in the need to stop at each section to unload the additional 20lbs of mud you had accumulated since the last section. I had the front wheel lock up a couple of times from the sheer volume of mud and all the sticks and stones that got dragged up under the mud guard (including mid-section on one occasion). I have never ridden so many sections sitting down paddling since I first started riding on the Italjet...and that was with a seat! I ended up finishing 3rd on day 1 with the top 3 guys quite close together. A number of people in the class were punching out on half of the sections because they didn't want to even attempt them. It essentially became a battle between those that were attempting all the sections as to who could salvage 3 vs 5 (often with the aid of a little luck!). I scored 77 for the day (remember...it was only 24 sections)...with 1x0, 1x2 and the remainder of my score card consisting of 3's or 5's...but I was pleased to be able to say that I had legitimately attempted every section all day.

Thankfully it didn't rain for the rest of the day or overnight so with warm temperatures, the ground dried up hugely before the next day. Although much drier on the second day, the sections were still very tough... but at least they were rideable. I still lost 50 on day 2 (although no 5's) - and finished up 2nd.



It was a great property with so much trials scope. The event organisers in the north of Texas always set tough sections and have a lot of big rocks (at all their properties). I always come away from their trials feeling like I've achieved something in just being able to ride all the sections. The rocks up there don't tend to have the same level of grip that the granite boulders at Anakie or the TCV properties have.

I wish I had some pictures or video footage as Saturday was a sight to behold and words can't really do it justice! Just as impressive was that I managed to get the Jetta and trailer back out the front gate at the end of the first day without being towed!

O.M.C.C. Vinduro (Pre 85 Vintage enduro) Three Bridges 2009 .

On Sunday May 31 our club hosted the second round of the Victorian Vintage Enduro series . In the weeks leading up to the day I scouted the entire property at Three Bridges to come up with a loop that was not too steep and not too difficult with a distance of about 10KM . A week before the event it did rain very heavily in the area and the loop was one long mud hole, but as Sunday drew closer most of the slippery mud dried up and gave good traction on the day . Only one section stayed very wet and instead of drying away as all the bikes rode thru it, it became a dirt bike riders worst nightmare. The section was about 1.5KM long and just about everybody had a fall at least once trying to negotiate it .

On the whole all the riders enjoyed the day, especially when all received a finishing medal for baying able to do at least one loop. All riders managed to complete one loop and some of the very nervous girls went on to do a second loop. The top riders did between six and eight loops with Mick (from endurobiketalk.com.au) having to stop after eleven because he crashed in the mud .

Something I introduced on the day was all beginner and nerves riders were to wear a fluoro vest so that other faster riders would know to give them some space . This worked very well ,in fact so well that it is going to be used for all Vinduro events in the future .

There were a lot of Oakleigh members at the event and we had a turn up of about fifty riders in all which was a little disappointing as I had expected at least double that for a meeting so close to Melbourne.

I must admit that advertising for the meet was not as good as it could have been. We only had a month and a bit as the round was given to the club because another venue was sold and the new owner did not want bikes on his new property. Next years Three Bridges will be a lot bigger and better.

I have already started to plan the loop and with a little help from other people on the administrative side of things it should really take off . (maybe the club will make a little money out it for our other projects)

I would like to thank all Oakleigh members who helped to make Three Bridges Vinduro 2009 the great success it was. Without all your help things could have been a little messy as I was not too sure how to run it.

The next Vinduro will be held near Benalla on the 27 September 2009. .Hope you can make it.

For more info on vintage enduros and entry forms go to www.endurobiketalk.com.au

Ryan.Nothard



Twin shock and C grade day

The Twin/Mono Shock BBQ and social day held on 25 April was a great success, with 28 riders of all different abilities greatly enjoyed our 5 reversible sections created by, Greg, Ray, Geoff, Graeme, Rob and Marty (many thanks to them). The weather was good and several sections had that 'Scottish Six Day Trial' feel being extra long.

Lunch as usual was the full affair and eagerly gobbled up by all those who entered. Again thanks to chefs Graeme and Ray who manned the BBQ.

Next one coming up soon on 13 Sept so get some practice in over the next few weeks, and I hope to see you at the next meet.

Martyn Lewis



Martyn and Montesa 172 (yes, he purchased it new)



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WHY NOT CONTACT ME FOR A QUOTE? Chris Leighfield 0458 260 857 - Lyndhurst Victoria

Red Plate Dates

OMCC General meetings 2nd Thursday in each month, at 8 PM.

If you wish to go for a ride outside these dates you must phone John Bowen on 97723019 (H) 9776 9816 (W) and arrange for a club permit.

Failure to adhere to these requirements may result in disciplinary action as per section 7c of the Oakleigh Motor Cycle Club constitution.

Another batch of OMCC Riding Jerseys has arrived.

Newer members have been coveting the blue & silver OMCC Riding Jerseys, seen at events over the past couple of years.

The same fantastic quality shirts - with the vented sleeves and now available in high-fashion stylish red & silver for the club trendoids out there. More sober members will appreciate the traditional blue & silver design which is also available.

Numbers are limited and the kids reckon the red ones will go really quickly.

Sizes to suit the full range from 9 year old juniors through to full-size Experts.

\$50 for Senior sizes (XXL, XL, L) & \$40 for Junior sizes (S & XS).

Contact Peter Wines for all your outfitting requirements...

TRAIL RIDES

Geoff Lewis invites those interested in a trail ride to contact him: 03 59774032

ROAD RIDES

John Bowen is the club contact for road ride outings. A comfortably short scenic loop at a pace to suit your classic or smaller bike with extra for the faster bikes. Contact John on 97723019 AH.

THE SPANISH YEARS 6 – 1974 Part 1

Early in the New Year, the Mk.2 MAR arrived. It was quickly fettled and a few weekend sessions were completed at Elaine before the season started off at Creswick. As always at Creswick, a testing course had been set. This was exacerbated by continual rain throughout the morning session, most riders being wet through by the time the lunch break arrived. A huge bonfire had been lit in a clearing by the car park and many, myself included, stood nearby to try and dry out before the afternoon session. Fortunately it stayed dry for the rest of the day, making riding far more enjoyable.

My first ride on the Ossa was successful, a loss of 32 points for the day heading Alan Kerney by 5 points. Once again, with a loss of 52 and now Montesa mounted, Steve Johnson finished third.

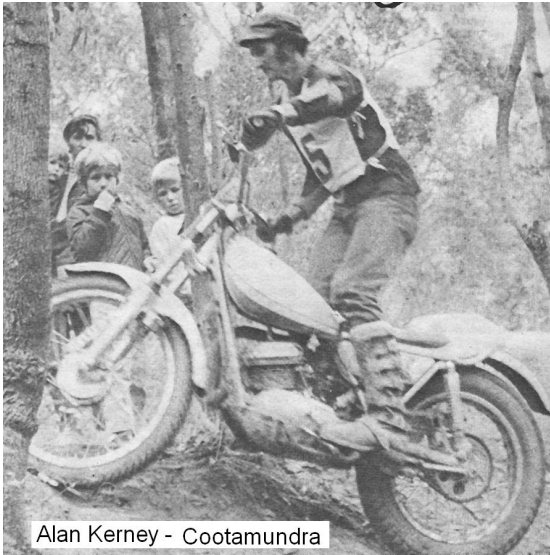
Our next event was at Mooroduc, the last occasion on which the venue was used. The area was becoming quite worn out as far as setting trials sections was concerned however the Frankston Club did the best they could with long climbs and twists amongst the trees. The result was a testing course which was relatively easy but not to be taken lightly. At the end of the day, I proved that the first ride on the Ossa hadn't been a fluke when I took out the premier award with a loss of 9 points, 7 ahead of Alan Kerney. Once again, Steve Johnson finished third.



The Sporting Club was about to hold its annual Frank Pratt Memorial Scramble at Barrabool and preparations were in hand. Owing to the reluctance of the Scrambles riders in the club at that time to assist with organisation, a rule had been made that no club member's entry would be accepted unless that member had done something to contribute to organisation of the event. Usually that meant that riders turned up for one working bee which qualified them. One rider who hadn't met that qualification was Gary O'Brien. This was discussed in the club committee meeting and I said that, despite the fact that Gary never came to club meetings and possibly may have not been aware of the requirement, he should still be subject to the rule which had been made. The following day, I received a phone call from another committee member to say that Lyall had just about made a doll with my name on and was sticking pins in it! It transpired that one of our committee who was very friendly with the O'Briens, had gone to Lyall and told him I had the daggers in for Gary. I'm not sure if my phone call to Lyall to try and smooth things over did any good, probably it didn't. The next week, a letter from Lyall tendering his resignation from the club and returning his Life Member's badge, was read out at committee. Gary also resigned and both joined the Colac Club.

Soon it was Easter and we headed off for the annual Cootamundra Three Day Trial. The weather had been very wet and, travelling up in convoy with Sam Daymond, we forded a number of flooded sections of road before finally arriving in the town. The following morning dawned fine and we headed off to the trials site. It was my first time at the venue and the entry road to the property crossed the railway. Normally, a tunnel underneath gave access however, owing to recent heavy rain, it was flooded. The way in on this occasion was to cross over the railway. Since there was no made track, cars had to be driven across the rails. I was somewhat hesitant, questioning the car's ability to ride over the rails however the crossing was achieved without too much drama. Fortunately, trains weren't due at that time of day. The landscape of rolling hills with huge rock outcrops was most impressive although, despite the recent heavy rainfall, the ground was dry and dusty. On all occasions that I rode at Cootamundra, I never saw it any different.

It was the practice of the organisers to take all riders on a conducted tour of the course before the event commenced, that making up for any lack of route marking between sections. As well as finding out where all the sections were situated, it also ensured that engines were fully warmed up before riding the first section. Eddy Collingridge, section setter superb, had planned out a good set of sections and we were soon on our way. I had finished a reasonably successful day and was ready to return to the motel when I was advised that a protest had been lodged against me for "blatantly altering a section". The protest had been lodged by a local B grade rider, the observer having seen nothing out of the ordinary. The penalty was 25 points added to my score. Thinking in retrospect, the section was up a gully and a few small pebbles were strewn on the ground. Walking up to inspect the section, I had kicked a few of these. My interpretation of the whole issue was that it was totally unfair and consequently I withdrew from the trial and headed for home. Sam also left in support, saying he didn't like that kind of thing. The following week, in his report in



Alan Kerney - Cootamundra

the Green Horror, Barry Barton had a field day, his report stating "Some riders had made a long pilgrimage to witness Australian Champion, Chris Leighfield, in action. Their very first impressions were less than favourable, their faith shattered, they lodged a protest at the day end based on their amazed witnessing of blatant section altering. The protest was upheld, Leighfield was penalised 25 points, so he immediately picked up his bat and ball and left, leaving a bad taste in many mouths"

I was never able to prove anything but Cootamundra was a Montesa stronghold and rumours came back to me that Lyall had put out the word for them to try and get me at any cost. I guess that was payback for the Barrabool affair.

The event finally saw a clear victory for Alan Kerney with a loss of 140 points for the three days. Peter Paice was runner-up with a loss of 199.

Soon we were off to Lancefield again, also to be the venue for the Victorian Titles later in the season. Things were almost back to normal and a reasonable morning's ride through large boulders in the creek had me level on points with Alan Kerney with a loss of 28. In the afternoon, I fared similarly, ending up with a total loss of 57. Things hadn't gone so well for Alan though and he added a further 50 points to his morning score, giving me a comfortable winning margin. Once again, Steve Johnson finished third. Barry Barton's report opening was "Still smarting from the Coota affair, Leighfield stormed through the afternoon session - -". From that time onwards, he lost no opportunity to theorise in print on my state of mind when riding. I should probably add that he too was one of the Montesa aficionados.

Sam Daymond was having trouble with bruising to the insides of his knees where they continually contacted the downtubes on each side of the Montesa frame. The rocky Lancefield course caused him significant distress and he decided that he wouldn't ride the Cota any more. He handed the bike back to

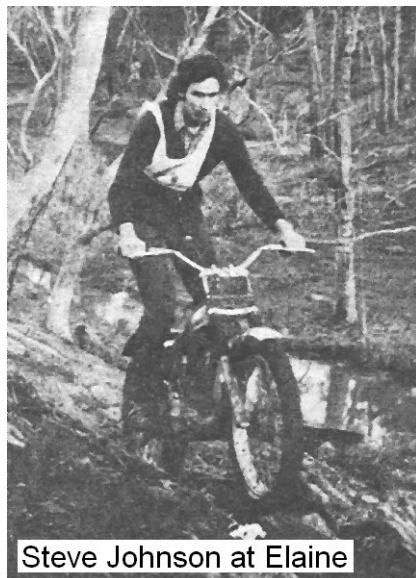
Lyall and dug out the Bultaco, its frame having a single central downtube which caused Sam no discomfort.

Coincidentally, Steve Johnson's Cota caught fire and burnt out and Lyall immediately gave him my old bike.

Our next event was held at Wangaratta. The organisers had chosen a number of rock-filled gullies bordering the access road, a deviation from the usual sections set mostly on the hillside. As usual at Wangaratta, the weather was fine and sunny. The course was relatively easy and Steve Johnson, mounted on my old Cota, pushed me hard the final difference being only one point. Steve's Mum, Thelma, was quick to point this out. She also said how much better the bike went than the new bike Steve had been riding previously. I put that down to careful preparation which was always a priority for me.

A couple of weeks' course preparation with Lenny heralded another event at Elaine. As usual, we had set difficult sections to try and give me that little break I needed when I was also occupied with organisation.

Sam Daymond had volunteered his services and set the sections for the



Steve Johnson at Elaine

lower grades, easing Lenny's and my workload somewhat. Probably as a result of the events of the previous year where many competitors vehicles had been towed from the property by tractor, the entry was somewhat smaller than usual at that time. Nevertheless, those who entered had an enjoyable day despite losing a huge number of points. The severity of the sections gave me the margin I needed and I finished with a loss of 102 points. Once again, Steve Johnson was runner up, losing 130 and pushing Alan Kerney back to third.

Chris Leighfield

THE PROJECT By Chris Leighfied

5. Engine choices

Right at the beginning of the project, I reviewed suitable engines. One important aspect was that whatever I chose, it should have a four speed gearbox.

My first choice was to obtain a 250cc Villiers 32A or 37A. Those were the engines which I had experienced in my Sprites of the sixties. Although somewhat limited in power in some English trials, mostly in the South where mud and long steep hills abound, they would be quite suitable for Australian application. What I quickly came to realise was that in Australia they are like hens teeth. It's just about necessary to buy a complete bike to get hold of the engine. A possible alternative would have been a 197 cc Villiers 9E engine, very similar in design to the 32A unit.

My second choice was a 175 cc Bantam engine. I discovered that these were also like hens teeth in Australia. Bantams didn't get four speed gearboxes until very late in their evolution. By the time they arrived, the Japanese invasion had started. Consequently, very few Bantams were subsequently imported to Australia.

For a moment, I considered a 125 cc Fichtel and Sachs engine, the same as I had in my 125 Sprites after Villiers production of 37A engines had ceased. I decided that it would probably be just too difficult where spares etc. were concerned so this was immediately discounted.

My third and final choice was to obtain a 197 cc Villiers 6E, 7E or 8E unit. Many of these are currently used in Australian pre-65 trials machines and spares are reasonably easy to come by. I had experience of the 6E engine in my Dad's 1950 Francis Barnett Falcon and of the 7E engine (competition version of the 8E) in my first trials bike, a 1957 James Commando. Neither was very strong in the performance area however, but given current two-stroke technology, it should be possible to build an engine which would be suited to all Australian conditions.

From that time onwards, I kept an eye open for a suitable unit, frequently looking on Ebay and checking at swap meets. I contacted Greg Ditchfield (Manx Classic Spares), keeper of a huge supply of Villiers parts in Ballarat who actually had a 9E engine. However it was an engine only and the cost of obtaining all the parts necessary, gearbox, primary drive and the entire ignition system to complete the unit would have been high. Consequently I declined but Greg said that he would keep a look out for a 32A unit at any swap meets he attended. Some time later, he did actually find one when walking round at the end of the first day of the Bendigo Swap Meet. The stallholder himself wasn't there so Greg asked the person looking after the stall to put the engine to one side and to tell the stallholder that Greg would be back for it the following morning. The following morning, when Greg arrived at the stall, the engine had gone.

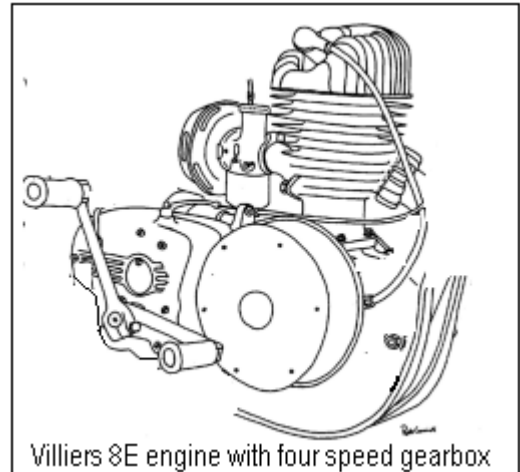
Greg also alerted me to a publication written by two English tuning gurus, Rob Carrick and John Wood entitled "Villiers Singles Improvements Handbook". He was kind enough to lend me his copy so that I could make one for myself. Although the book is centred on the 9E and "A" series engines, the information is equally well applied to all Villiers engines.

Some time later, The Melbourne Trading Post advertised 5 Bantam engines in pieces for \$500. On contacting the seller, I discovered that all were 125 cc and all had three speed gearboxes. Once again I declined.

I was starting to think I would never get an engine when a 6E popped up on EBay. The owner was in Wagga, so it wasn't too far away. The caption read "Water damaged so few usable parts". I was the successful bidder at \$52 but then it cost me a further \$100 to get it freighted from Wagga. Never mind, that was still a good price.

I had already located the source of a four speed gearbox although one was never fitted to a 6E engine and a little adaptation would be required.

When the engine arrived, I discovered that the armature plate with all the electrics was missing, the flywheel was there however but it didn't run true. The end cover on the gearbox was damaged and it was quite apparent that the engine had at one time been thrown and had landed on that side. It should be fairly easy to obtain the missing and damaged parts so I wasn't over concerned. Dating the engine put its vintage around 1950.



Straight away, I started putting out feelers for spares. I knew that Greg Ditchfield had most of what I needed but I sought to obtain parts at lower cost than dealer price. One of my first contacts was an old riding companion, John Sells, who lived in Queensland. John actually had a serviceable 8E barrel and piston which he gave me. When I measured up both parts, I discovered that new rings only were required. These were obtained from Greg. An ignition armature plate, flywheel cover and HT coil were purchased from local fellow rider, Mal Day. Things were coming together and, by the time I started work on the engine, I should have most things I required.

The other outstanding issue was to choose a name for the Special. I tried combinations of Villiers, BSA and Bantam, eventually coming up with Vibsa, so there it was, I had a name.

Villiers “E” and “A” series engines.

George Fisher had competed on a machine fitted with the 125 cc “D” series engine. The reason for this was that capacity class awards in National Trials were, in those days, very prestigious. Consequently, manufacturers tried to cover as many as possible. Usually, classes were: up to 125 cc, 126 cc – 200 cc, 201cc – 250 cc, 251 cc – 349 cc, 350 cc and 500 cc.

Design of the “D” series engine was just about identical to the “E” series, even using the same gearbox, primary drive and ignition system. The stroke and bore were suitably reduced.

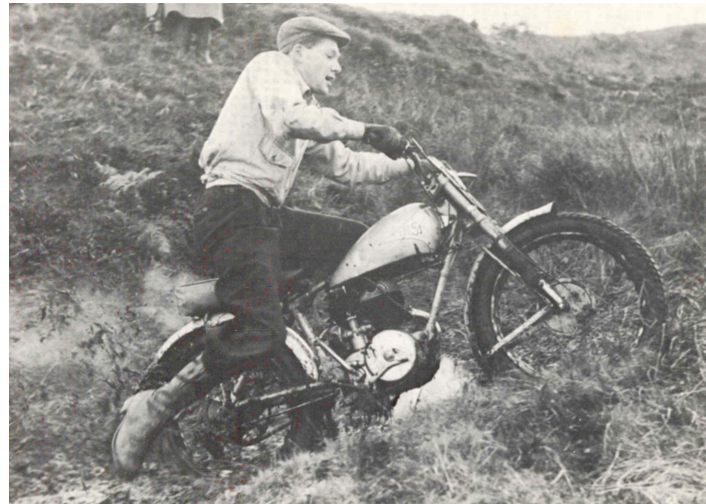
Manufacturers of lightweight machines, amongst these Francis Barnett, James, Dot and Norman concentrated on the 197 cc version. Sometimes these were slightly

enlarged to over 200 cc so that they could compete in the 250 cc class. The 6E engine only had a three speed gearbox, the four speed being introduced on the 7E / 8E range which appeared in 1954. Although my first trials machine, a 1957 James Commando with a 7E engine, was very limited on power, the works machines always seemed to be adequate.

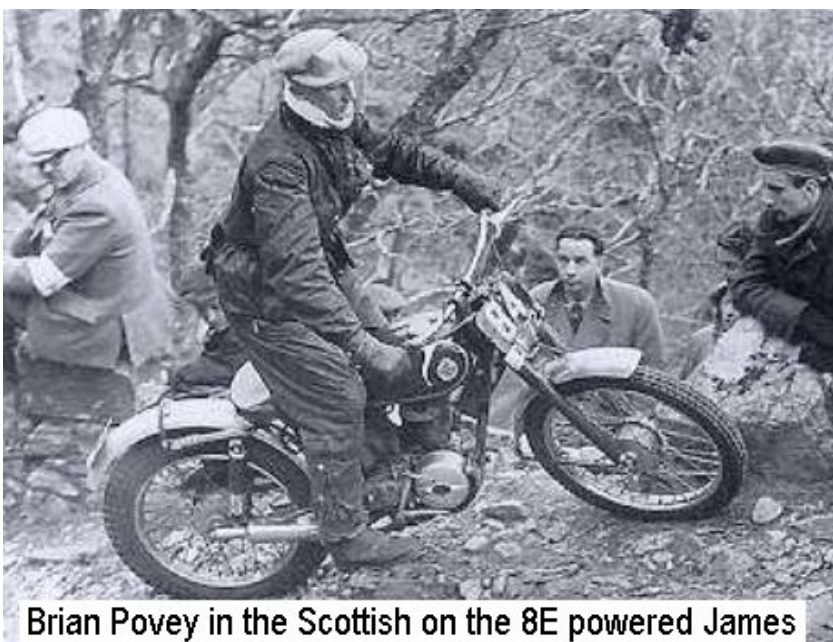
James rider Brian Povey rode in my home centre. His machine was actually 201 cc but such a minor change would not affect power. In my early days, I frequently watched him ride and modelled my riding on his.

He never seemed to be wanting for power.

Another of the James boys had a 225 cc version. This increase in capacity was achieved by fitting a standard Villiers “1H” piston. A good increase in torque was



Even the great Sammy Miller started out on his SHS special with Villiers 6E engine and three speed gearbox.



Brian Povey in the Scottish on the 8E powered James

Bill Wilkinson winning the Scottish on the square barrel Greeves



achieved by this modification. Boring the cylinder barrel to just over 63 mm diameter significantly reduced the thickness of the cylinder walls, this being particularly relevant at the bottom of the barrel where the walls adjacent to the transfer ports became wafer thin. This reduced the structural strength of the barrel and it was not uncommon to see the odd separation of the mounting flange from the remainder of the barrel. Nevertheless, crankcase compression was very low, one of the principle reasons for the lack of power. This was mainly due to Villiers insistence on continued use of hammerhead flywheels rather than adopting full circle parts. The only Villiers engine, except for the much later Starmaker, to use full circle flywheels was the 150 cc 31C engine, basically the same design as the 9E / 32A models, except for the crankshaft assembly. Once the 32A engine came along, whilst the crankcase compression had been significantly increased, engines were still down on power.

Greeves and other manufacturers started to make improvements, mainly in new alloy barrels with much improved porting. Whilst these were originally developed for scrambles motors, they quickly followed across to trials engines. In the case of Greeves, the first barrel was merely referred to as "The Square Barrel". Its successor, a barrel with larger fins which was much wider at the front than at the back was developed for the Challenger scrambler and was always referred to as the Challenger barrel. Other manufacturers also developed alloy barrels and achieved significant improvements in power output. This was extremely valuable in muddy and hilly trials.

In England these days, most pre-65 machines with Villiers 32A / 37A engines and alloy barrels have one of the Greeves versions fitted. This is irrespective of make, many of which in original form had only the basic Villiers iron barrel fitted.



Dave Clegg in the Scottish on the Challenger barrel Greeves

Chris Leighfield

OMCC 2009 Calendar

As At: 20/03/2009 11:21:00 AM

JAN	4	11	18	25	
			Nick Suter Ryan Nothard	GROUNDS CLOSED 26 (Mon) Aust Day	
FEB	1		15 Working Bee 1	22 Masters Games Barabool Ryan Nothard	
	Mark Jones Alan Fagan	Graeme Trounsen Scott Stevens	Stan Mularczyk	Ryan Nothard Gary Siani	
MAR	1 (Sun) Simpsons Rd Club Trial OMCC WSBK	8 Tassie Titles 9 Labour Day	17	22 Barabool Club Scott Trial SMCC	29 (Sun) Three Bridges Club Trial OMCC Clive Halls
	Rob Murdoch	Geoff Lewis Ray Sherrin	Greg Frazer Rodney Gordon	Glenn Smith Peter Gruener	Chris Rogers Hugh Harvie
APR	5	11 - 12 GLENMAGGIE OMCC	19	25 (Anzac Day - Sat) 26 Twinshock & C 1 OMCC Grounds	
	Stan Mularczyk John Hughson	Easter JD1	Ryan Nothard Gary Siani	Martyn Lewis	
MAY	3 TOOBORAC TROY1 TCV	10 GROUNDS CLOSED	17 Gate 1 OMCC Grounds	24 ANAKIE TROY2 SMCC JD2	31
	Martin Hampson Ryan Nothard	Mother's Day	Gary McDonald	Peter Gruener Alan Fagan	Peter Wines Rodney Gordon
JUN	7 & 8 Queen's Bday Argyle 2Day Club Trial TCV 30 th Anniversary	14	21	28 AVENEL TROY3 OMCC	
	Mark Jones Ray Sherrin	14 Hugh Harvie Rob Murdoch	Chris Rogers Peter Wines	Mark Jones Ryan Nothard	
JUL	5	12 Anakie Club Gas Gas Gate Trial SMCC	19	26 SEDGWICK TROY4 TCV JD3	
	Geoff Lewis John Hughson	Stan Mularczyk Gary Siani	Brendon Smith John Bowen	Nick Suter Martin Hampson	
AUG	2 Gate Trial 2 OMCC Grounds	9 MT BOLTON TROY5 BRMCC D4	16	23	30 AUS CHAMPS PACIFIC PARK (TBC)
	Gary McDonald	Peter Gruener Glenn Smith	Rob Murdoch Scott Stevens	Rodney Gordon Greg Frazer	Gary Siani Ryan Nothard
SEP	6 GROUNDS CLOSED	13 Twinshock & C 2 OMCC Grounds	19-20 VIC CHAMPS 21-23 Trials Vic Youth Camp	27 Working Bee 2 OMCC Grounds	
	Father's Day	Martyn Lewis	Ryan Nothard Martin Hampson	Stan Mularczyk Ray Sherrin	
OCT	4 PCLUB CHALLENGE Simpsons Rd OMCC Bathurst	11 Swap Meet OMCC Grounds	18 MotoGP BBQ	25 Mt Bolton Club Gate Trial BRMCC 24 - 26 NZ Champs	
	Peter King	Ryan Nothard Stan Mularczyk	Peter King Greg Frazer	Graeme Trounsen Alan Fagan	
NOV	1 GROUNDS CLOSED	8 Barabool Club Trial SMCC	15 Working Bee 3 OMCC Grounds	22 Simpsons Rd Club Trial OMCC	29 AGM Thursday
	Cup Weekend	Chris Rogers Gary Siani	Stan Mularczyk	Rob Murdoch	Hugh Harvie Peter Wines
DEC	6 Sleepover OMCC Grounds	13	20	27	
	Stan Mularczyk	Nick Suter Ryan Nothard			

School Holiday Weekends are shaded

Major Victorian Events (Observers present) are shown in bold