

TASMANIAN MOTORCYCLE CLUB

SPOKE

Newsletter of the Tasmanian Motorcycle Club

January 2024

PRESIDENT'S REPORT

Our first ride day was a success and quite well attended with only a few minor holdups and a "bit of an oil leak". It was great to see so many of our members stepping up and helping out with flag marshalling, and also taking on some of the more qualified positions. We had a few new flaggies that did an excellent job, and we hope they enjoyed themselves so much that they'll be back.

Our first race meeting of the year will be Round 1 of the Club Championships on the 18th Feb with a ride day on the 17th. Ken has been doing a great job of getting reports and pics of our race meetings into the motorcycle mags, and hopefully the editors of these mags see fit to continue to recognise Ken's input in 2024.

Looking forward to seeing you all on the 17th.

Cary Mc Mahon

Hon President.

(Can anyone see the problem here...Ed.)



Looking Back

It nearly seems like a “Looking Back” column to review the Australian Historic Road Race Championships and the 2 Hour race run by the Sports Rider Club at Baskerville.

Starting with the AHRRC and a more in depth look at how our Tassie riders performed.

The rain all day Saturday and Sunday didn't make for as much fun for everyone, especially the flag marshals, of whom many were TMCC members. The riders had enough difficulty dealing with the weather, but some made it more difficult for the spectators to recognize by either riding with many forms of waterproofing over their leathers or like Scott Honeychurch riding with old leathers he said were more comfortable in the wet. Add to that the unfortunate part of the program that didn't list the State any of the riders were from, and it wasn't until late in the day, Sunday, that I realized some of the riders out on the track were actually Tasmanians. Some of the locals had managed to “damage their toy” on Saturday and not start Sunday which was the only day I could attend. With so many riders and races combined it was easy to miss spotting some of our locals who were not in the leading bunch of riders but doing well in their class. So sorry to those I missed spotting.

Not all classes had enough entries to become a championship so to keep it tighter I am only covering the ones that had enough starters to be a Championship, as listed on the Natsoft results site.

I do remember seeing on the entry list, Brett Gray, with his beautiful looking 1000 Honda K2 “T-Rex” and seeing him on the track but I can't find him in the results anywhere. He became so invisible to my lens that this photo was taken at Symmons a few months ago as I didn't find him in my shots on the day.



Now for some I did get decent shots of starting with Tony Oliver



Ollie ran his Honda VFR400 to 11th overall in the P6 500 class. Can't remember the model because he didn't make it to the program. Could have done better, and did on Sunday, but the wets he found in his shed and used on Saturday were shown to tyre people Saturday evening, who dated them as about 15 years old. So new tyres for Sunday and better results.

Moving from the oldest racer in the state to the oldest bike in the state ridden by Brad Astill in the P3 750 class for bikes between 1946 and 1962. It is a 650 Triumph T110 and he finished with a great 2nd place.



Another mature rider and bike combination was Garry Edwards, but he like many had multiple rides. He managed 4th with his Kawasaki KZ 650 and a 5th with Leon Jowett's Norton Eso 500. We got to see this bike regularly at bike shows last year. In fact, Leon is in charge of this year's Ulverstone Motorcycle Show.



In the P6 250 class, riding a production RGV against some GP bikes, Garth Newton scored 4th place with an ex-Tasmanian Paul Smith on a Honda CBR 250 finishing 6th. Interestingly, all the way from Western Australia was another ex-Tasmanian but not riding, Alex Pinkster came overlooking after the WA contingent through the shipping company he is involved with. Paul worked for his son at Braaap. After he finished the business called Pinktune, Alex ran Kawasaki Corner for Peter Le Fevre.

As is the norm with Historic racing, you are allowed to not only run your Period, but are allowed to run one class above yours. This meant that many of the locals with 750's were also able to run in the Up to 1300 or more commonly called the Unlimited (U/L) classes.

The day started with a spirited ride in the P6 U/L between Jason Wyllie (Suzuki GSX-R1100) and James Ryan (Yamaha FZR1000) with the end of the weekend result of 1st Jason, 2nd James, 4th Scott Honeychurch (Suzuki GSX-R750), 6th Peter Bellchambers (Suzuki GSX-R750) 8th Karen Webb (Suzuki GSX-R750) and 9th Trevor Riley (Kawasaki ZXR750)



In the P6 750 class, Scott Honeychurch was able to finish 2nd without the bigger bikes of Jason and James.

A very happy Peter Bellchambers was able to finish 3rd in his last ride before retiring. Maybe it's time to take on sponsoring and put his mate James Ryan on the bikes for this year?



A solid performance was put in by Trevor Riley on his Kawasaki ZXR to finish 8th in the 750 class.



He was followed home by Karen Webb on her Suzuki GSX-R750 in 10th with another solid performance.

Taran Ocean had a very busy day with his Honda 125 NF 4 contesting the 125 and 250 classes. A first class ride saw him finish second in both.



Jesse Woods snuck in under the radar when he broke the bike he was entered on and borrowed a Kawasaki ZX250, not in the program, and scored 3rd in the P6 250 class.



In the sidecar class John Willmore and Jeremy Archer combined on the ex- Brian Wood No.60 to win the race with No.7 Lindsay Seabrook and Irene Baksheev finishing 3rd.



Down for a busy day as usual was Jono Hughes with a Honda CB 350, Honda NC 400 and beautiful Honda CB 750 K2. This 750 took him to 6th place in the P 4 class. Much better came in the P6 500 class where his 3rd gave a clean sweep to Tasmanian riders.



Yes, one of the highlights of the weekend was the battle between Lochie Curtis #82 (1st) and Jason Spencer #72 (2nd) with the above this being the passing move that won the championship for Lochie, with 2 wins each and the champion being the highest placed in the last race. I was lucky to be there with the camera to capture the championship passing move in just over 20 frames.



The star of the meeting was Keo Watson with these two bikes, a Honda RS 125 and a Ducati 851, where he managed to win almost every race, he contested with him coming second in the first race in each class he contested. He added to the star performance when in the last 125 race he ran off in turn 1 and let the entire field pass. He then re-entered the track and proceeded to lap TWO seconds a lap faster than he did in the previous 125 race and pass the entire field to win.

The great thing about the exciting racing was seeing that very few fell off and I didn't hear of anyone going to hospital, so everyone played well and behaved to add to a great weekend's racing.

Ken Young

Motorworks 2 Hour

Unfortunately, the 2023 event clashed with the ASBK round in South Australia so it meant that very few top line riders were able to make the trip. The event had become very popular with topflight mainland competitors for the last few years. The SRCT have made an effort and changed the date for this year to again try for top line entries who haven't had it all their own way from the very competitive locals. Two "big Island" riders did make the trip with Kyle Buckley again teaming up with Brett Simmonds, and Matthew Tooley riding solo on a Yamaha R1. It was Matthew's first time in "Tassie" and he told me he was going to encourage his mates to come over for this year's event as it was so much fun.

Unfortunately for him late in the race he came into the pits to check why his bike was slowing up, to find the problem was the back brake was seizing up and locking on so that when he stopped the heat was so great the caliper caught fire with the efficient marshals putting the fire out quickly.

Brett's luck with this event continues and most of it is bad. This year a change of plan was hatched with his Honda having a reasonably small petrol tank that couldn't hold enough for one hour. So, a deal was struck with Chris Price to ride his Suzuki GSX750 that has a tank big enough for over an hour and not much slower. During practice the bike developed an "upstairs" rattle, so it was back to the Honda for Brett and Kyle.



Brett decided on not trying to run away at the front when Oscar O'Donovan, on his Kawasaki ZX10 took the lead, but rather sit on him and as he said enjoy watching the long "blackies" Oscar was laying down all over the place. Interestingly this year there were no tyre changes, and no one showing the steel beads at the end, like in the past. Was it a good move, well at about the 45 minute mark Wade Schrader on Simon Price's ZX10 hit a false neutral as he caught a bunch of 600's under brakes at the end of the straight and ended up dropping the bike leaving it in a dangerous position so the race was red flagged. It proved a great benefit for so many teams who were now able to talk to their riders and work out more tactics.

It had become a two-bike race for the lead when defending winner Jeremy Huddleston dropped his Yamaha R1 in the esses on lap one, and for the rest of the race the computer controlling the throttle was cutting in and out and even spat co-rider Damain Faulds down the road once.

The first ever father and daughter team of Scott and Chloe Honeychurch were still working out what was going to happen. Chloe was to ride first and see if she could make the hour without losing too much time as the previous year a few of the young (male) riders couldn't do it and were exhausted as they came in early. To this point she was still doing 58 second laps and when the race restarted after a 9 minute break, those times continued to the hour mark. Scott helmeted up ready, but Chloe wasn't coming in until the tank was empty.

Just on half the field were going to tackle the event solo with usual solo runner Brad Hughes finishing the race in 3rd place on his Honda CBR1000RR in his usual no fuss way. In the 600 class, and not related John Hughes, also ran his usual solo performance but this time he came up with the class victory on his Triumph Daytona 675. At 55 years young he said that should be the last time he does it solo.

Matthew Long had been concentrating on his university studies last year and only had a few races and discovered the difference between being on the bike for one hour with a co-rider and doing the event solo. Running in a great 2nd place he hit "the wall" at about the 1 ½ hour mark and sensibly came in completely spent. He sat until about 10 minutes to go and went out to just qualify as a finisher.

With just a few laps to go the "Bartole" team of David Bartel and Nathan Tole with Davie on board ran out of fuel (on the lap he had signaled he was going to have to come in) going up the hill. Having to pull over

halfway up the hill turned out to have major consequences for the race. The first meant as a no finisher it let Mathew Long many laps behind take over 3rd place.

Oscar O'Donovan was battling to hold off the hard charging Brett Simmonds. With just a few laps to go, Brett was setting Oscar up for a pass round the outside at the bottom of the hill and missed seeing the yellow flag as Oscar slowed slightly. Brett passed Oscar and the two of them passed a lapped rider near the top of the hill just before the green flag. In our motorcycle racing there is no system for a rider to redress a mistake, so when the checker flag came out Brett was in front by 3 seconds. For the passing under yellow, Brett was docked 10 seconds leaving Oscar with a win by 7 seconds.

A first-class effort from 17 year old Oscar with more worries for the opposition next year as this second hand ZX10 is to be replaced with a new model that they believe to be a little quicker.

Ken Young

Improving the experience

I found an interesting perspective in the latest Australian Motor Cycle News (AMCN) and Old Bike Australasia (OBA). I think they both make a very valid NATIONAL point but just maybe it's not the same in Tasmania.

AMCN have started a new final page with an historical racing photo, and the first, with no location detail, but to us here in Tassie, shows it was taken at the top of the hill at Baskerville (possibly mid 1980's) looking back down the hill as a group of TZ riders are coming up the hill. The entrance to the track was in view with the comment that with a "gatekeeper" sitting on a big drum and a sign saying it was \$5 to get in commenting how typically Australian racing it was.

OBA's editorial was about the fact the Newcastle V8 races were not on this year, and it is a shame how much Government money has been tipped in to "street" tracks whereas it could have benefited the sport being spent on permanent tracks which have changed very little in time.

Well here in Tasmania, heaps of Government money is tipped into Symmons Plains to run the V8's and a lot of that we motorcycle riders benefit from.

Not so much money goes into Baskerville, but they still have made many big improvements, like a complete resurface of the track, tyre barriers and most recently the new fencing at the top of the hill. The pits don't look anything like they did when we raced in the 1970's.

Take these two photos from my collection taken around 1980 with Chris Robinson and Dave Lambert's new sidecar as the main reason for the shot.



Still to be built Armco fencing, tyre walls and all the buildings in the lower section of the pits. You can see that bikes assembled on the sealed section before being sent out onto the track around the braking markers for the last corner. Also the Toilets and food stands still to be built.



Looking at the control tower with the tin shed with the "Coca Cola" sign was the STMCA storage shed that on race day became the canteen operated by the ladies of the STMCA. The ex-Longford pit stalls have already "fallen down". Still to be built the extension to the control centre and the carports.

Has the racing improved? Well, we seem to have about the same number of riders, but many of us riders back then rode 350 production Yamaha's doing 1.13 laps and Craig Bye on a racing Suzuki RG 500 was about to excite everyone by cracking the magic 1 minute mark, all on what we would call these days "rim protector" quality tyres.

Ken Young

We (They) Are The Champions!

It already seems like a long time ago so let's just remind ourselves. These are the 2023 Tasmanian Road Race Champions.

These and many more, are about to try to defend their Titles in many cases as we are about to kick off the 2024 Tasmanian Road Race Series. We wish all competitors a safe season with results that best befit your ability.



David Coward - Tassie Juniors



Boyd Witzerman – Formula 3



**Cameron Rowell
– Golden Era Under 500cc**



**James Ryan
– Golden Era Over 500cc**



Josh Van Der Putten – Lites GP



Chloe Honeychurch – Lites Production



**Jeremy Huddlestone
– Pre-Modern Open**



**Matthew Coward
– Pre-Modern Supersport**



**Brett Simmonds
– Tas Superbike Outright**



**Lochie Curtis
– Tas Supersport Outright**



**Wade Schrader – Tas Superbike
- B Grade**



**Todd Tatnell – Tas Superbike
– C Grade**



Lochie Curtis – Tas Superport – B Grade



Harley Phipps – Tas Supersport – C Grade

Important dates for the Year

Below are the important dates for this year. Race dates and ride days need no explanation, but the inclusion of the Motor Show dates do need some explanation.....maybe.

After last year's great success with the display at the **Devonport Motor Show**, the committee have naturally decided to again attend this year and hopefully in numbers bigger than last year, which were great.

It was a successful showcase for the club with so many bikes, and like many shows the importance is difficult to measure as to things like how many extra spectators from that area decide to attend one of our race meetings, and just maybe some might decide to take up racing. One positive thing is for sure in that the organising club, the Vintage Japanese MCC have indicated that because we have helped their event, can the VJMCC help us in some way. Like maybe provide flaggies!

The DMS event, even as just a paying spectator (if you are not bringing a bike to display) is worth the trip, as the Horner's will be back again with the Vincents. The builder of the V8 Drysdale's is bringing 2 bikes this time and both teams intend to start their bikes up so we can hear their magnificent sounds.

The earlier one, the **Ulverstone Show**, is over 2 days and just the week before the club's first race meeting at Symmons. So, let's trot out the usual point that this is a great opportunity for the race riders to display their bikes and promote the event. Especially the riders from along the coast who won't have far to travel. As I say time and time again, if the club is not being proactive and promoting events we are going backwards. The committee will be very busy with race meetings and the Devonport Show so where is there a rider willing to make an effort to get a few bikes along to Ulverstone. I too will be quite busy with track commentary, photographing and writing reports for a number of these events and on the show days my job is to talk on the microphone and encourage people to come over to the displays and enjoy them. This gives the club guaranteed publicity. Their show is also a trophied show with many classes so if you also have an interesting additional bike, it could even win a trophy in one of the many classes.

These therefore are the dates so far for the year 2024.

10/11 Feb	Motor Show	Ulverstone
17 February	Ride Day	Symmons
18 February	Club Champ	Symmons
3 March	TRRS 1	Baskerville
25 March	Motor Show	Devonport
20 April	Ride Day	Symmons
21 April	TRRS 2	Symmons
26 May	Ride Day	Symmons
7 September	TRRS 3	Baskerville
29 September	Ride Day	Symmons
12 October	TRRS 4	Symmons
10 November	2 Hour	Baskerville
16 November	Ride Day	Symmons
17 November	Club Champ	Symmons

Ken Young

WOT'S ON

**TMCC Committee Meeting
Thursday 1st February 2024**



TMCC need members to step up and get involved in the committee and running of the Club.

**Gunners Arms Hotel, Lawrence Street, Launceston
7pm start**

**The next TMCC Ride Day is on
Saturday 17th February 2024**

**The next TMCC Race Meeting is on
Sunday 18th February 2024**

As always, we need flaggies and officials to run both days. If you can help, please let the club know by email to tmccsec@gmail.com, or respond to our Facebook posts.

FOR MORE INFORMATION VISIT TASMANIANMOTORCYCLECLUB.ORG.AU

2024 TASMANIAN RIDE DAY & RACE MEETING DATES				
Ride	Race	Club	Type	Venue
7/01/2024		SRCT		Baskerville
21/01/2024		TMCC		Symmons Plains
3/02/2024	4/02/2024	SRCT	CLUB	Baskerville
17/02/2024	18/02/2024	TMCC	CLUB	Symmons Plains
2/03/2024	3/03/2024	SRCT	TRRS 1	Baskerville
7/04/2024		SRCT		Baskerville
20/04/2024	21/04/2024	TMCC	TRRS 2	Symmons Plains
5/05/2024		SRCT		Baskerville
26/05/2024		TMCC		Symmons Plains
1/06/2024	2/06/2024	SRCT	CLUB	Baskerville
7/09/2024	8/09/2024	SRCT	TRRS 3	Baskerville
29/09/2024	-	TMCC	-	Symmons Plains
12/10/2024	13/10/2024	TMCC	TRRS 4	Symmons Plains
10/11/2024		SRCT		Baskerville
16/11/2024	17/11/2024	TMCC	BRACKET RACES	Symmons Plains
TBC	TBC	SRCT	2 HOUR	Baskerville
15/12/2024		SRCT		Baskerville
CLUB = Club Championship				
TRRS = Tasmanian Road Racing Series				

Entries for Round 1 of the TMCC Championship on Sunday 18th February are now open.

Entries close on Friday 9th February at 11pm.

Entry link [<<Race Meeting>>](#).

Late entries close Sunday 11th February at 11pm (\$50 late fee applies)

Entries for the TMCC February Ride Day are now open. Discounts are available for Online entries.

Entries close Friday 16th February at 1pm.

Entry link [<<Ride Day>>](#)



**Enter on
Ridernet to get a
discount, &
avoid the check
in queue***

TMCC

Track/Ride Day

buckbymotors
**SYMMONS
PLAINS** RACEWAY

Graded Groups

- Novice
- Intermediate
- Advanced
- Racer



Saturday 17th February 2024

- Gates Open at 7.00am
- Sign On from 7.45am
- Riders Briefing at 8.45am
- On track sessions start at 9.00am
- EFTPos available

Entry available on the day. For more information &
entry links go to: www.tasmanianmotorcycleclub.org.au



*Refunds available for "no shows".
Want more information, call Karen on
0418 534 630 or email tmccsec@gmail.com



**Online entries close at 1 pm
Friday 16th February 2024*

BRACKET RACING – WHAT IS IT?



What is Bracket Racing?

Ever thought about moving up from track days and going racing with your mates? It doesn't matter if you are a novice, or an advanced rider, Bracket Racing is open to all eligible bikes and racers. Bracket racing is a form of racing where competitors are grouped into brackets according to their lap times, and not by the class of bike they are riding. This form of racing provides a very enjoyable and low cost form of racing.

What do I need to do to prepare my bike?

Your bike will need to conform with the requirements of road racing as per the GCR's, such as lock wiring, removal of stands and glass etc. TMCC members will be able to help you with your bike preparation if you are unsure how to do it. There is a handy prep guide on the TMCC Website for those new to racing.

Machines entered for the first time are allowed the following concessions:

- Headlights and taillights, if not removed, must be taped over.
- Side stands, if not removed, must be zip tied in the up position.
- Fully enclosed belly pans are not required.
- Fluid caps are not required to be lock wired.
- Engine crash covers are not required.

What do I need for protective clothing?

You will need full leathers, 1 or 2 piece that zips together, as well as the usual requirements of back protector, gloves, boots and helmet that comply with the GCR's.

How do I enter the Race meeting?

To enter you will need to be a member of the TMCC or SRCT and hold an MA Race licence or purchase a One Event Competition licence.

You will need a Ridernet profile to join a club, enter the meeting and get a licence.

What are you waiting for? Grab your mates and get racing!

TMCC Bracket Racing Supplementary Regulations

Competitors must read and familiarise themselves with the supp regs for this series. Please ensure you have read the document and understand the rules and regulations applied to the series. A copy is available on the TMCC Website <<[here](#)>>.

Bracket Racing Preparation Guide

This guide is designed to assist people to prepare their bikes in line with the current regulations.

It is not designed to replace the General Competition rules found in the 2024 Manual of Motorcycle Sport. All riders are encouraged to read the rules on the MA Website prior to entering. A copy of the Guide is available on the TMCC Website <<[here](#)>>.

[For more information visit the TMCC Website or contact \[tmcsec@gmail.com\]\(mailto:tmcsec@gmail.com\)](#)

Web Site

We are still looking for historical information in relation to Life Members, Trophy winners and Committee members. We are also after TMCC minute books that may have some of this information in them. If you have or know the location of any minute books, please let the club know by email to tmccsec@gmail.com, or post on Facebook. The lists can be viewed on the TMCC website at [<<Here>>](#)

Ken Young

Numbers – Background, Colour and Size

Just in case you couldn't find it in the Manual of Motorsport, here's the [link](#) to the 2024 MoMs. Go to Chapter 6 – 6.11 **MACHINE AND RIDER IDENTIFICATION** Page.30

[If you need to update your numbers and can't get them locally, Mototrack Accessories have the right size and colour. Visit their website <<here>>.](#)

FOR SALE or WANTED

This service is available free to members. Just email your advert/wanted to tmccmag@gmail.com (with a photo if you have one) and it will appear in the next available issue of SPOKE.

WANTED – Dead or Alive

1996 or 1997 Suzuki GSX-R750 engine

Not running is OK as long as it's all there and
nothing's hanging out.

Call Wayne 0428 597 914