

# SPOKE

Newsletter of the Tasmanian Motorcycle Club. September 2021.

## PRESIDENT'S REPORT

**DELIGHTFUL** weather at the beginning of the month welcomed riders back to Symmons Plains for a Saturday ride day and the following day's penultimate round of both the club and state road racing championships after the winter break.

**THERE** was plenty of close racing across most classes, but the battle between junior riders Brodie Curtis and Tom Turner was particularly great to witness.



**BRODIE** turned a five-point deficit in the state championship going into the September round into a six-point championship lead heading to Baskerville's final round next month.

**JUNIOR** racing has really taken off and it's great to see the race craft being displayed by these younger riders, riders who are more than competitive in open competition too.

**TOM** and Brodie are equal third in the Lites Production class, after Tom scored 12 points more than Brodie on the day. The class has an extensive field with 17 different points scorers.

**I CAN'T** wait to see how the championship plays out at Baskerville on October 10.

**Hon. President  
Cary McMahon**

# TASMANIAN ROAD RACING AND TASMANIAN MOTORCYCLE CLUB CHAMPIONSHIPS - ROUND 3 - SYMMONS PLAINS, SEPTEMBER 5.



"No one shall pass who has not signed in" Gabby, hard at work.

























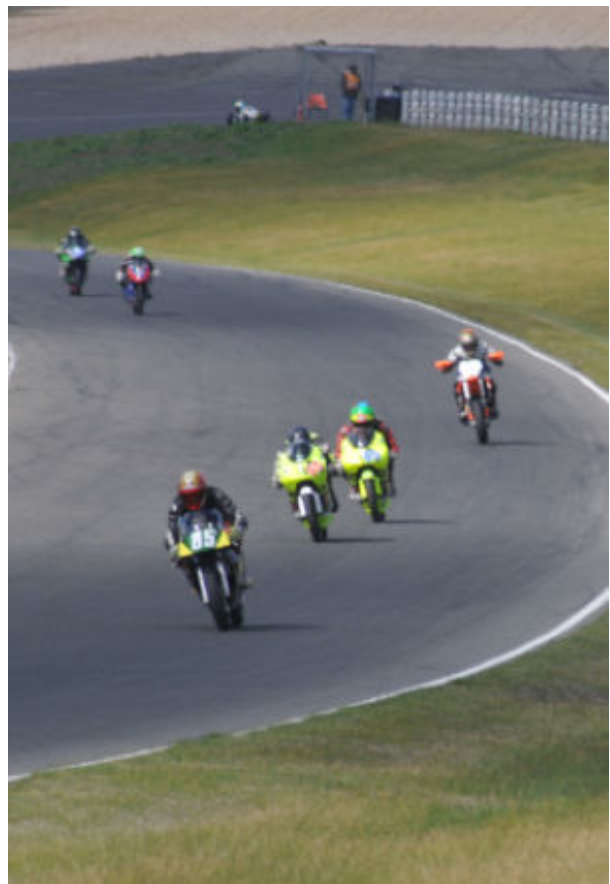


















In response to last month's tool joke in Spoke, Andrew Biner sent this one. (please keep them coming)



# VALE

## Ray Stone

17th December 1931 – 29th August 2021

(foreword by Ken Young)

**SPEAKING** to Ray Stone after Robin Yates' funeral, Ray told the small circle that if they ever wrote his story it would start.....

"I was born at a very early age and although my mother was very busy, she still found time to come and meet me at the Hospital and take me home....."

**LET** us continue

I could rattle on for ages about this long-time club member, a great mate with a wicked sense of humor. When you ordered parts from him at Ian Tilley's (where it took about 2 weeks to arrive from Melbourne) he would often say "No worries it will be here by Friday" to which the customer would get excited about the speed, for Ray to then reply "But I can't tell you which one!"

**TO** continue the "Stoney" story I hand over to his best mate Barry Lack, who wrote this for his funeral.

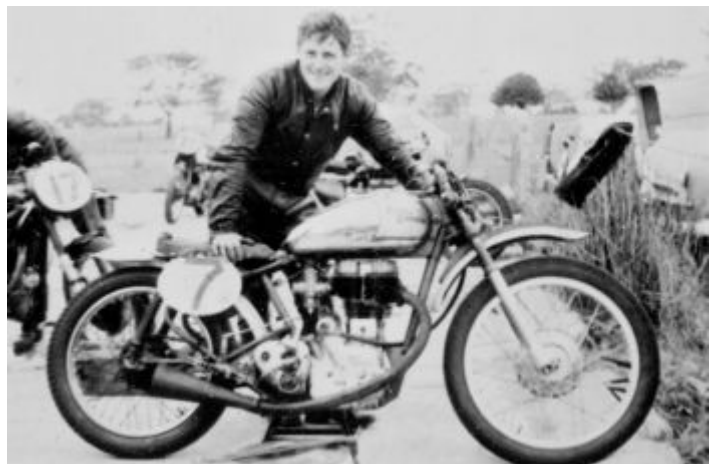
**RAYMOND** Francis Stone was affectionately known to his friends and family as Stoney or Uncle.

First words that come to mind are Prickly, Argumentative, Generous, Mentor, rarely wrong.

**RAY'S** journey began in Melbourne, born on the 17/12/1931 son of Grace and Allan Stone, Ray attended school in the area and on leaving school joined the merchant navy.

That time served him well for what opportunities would be ahead of him in life.

**ON** his departure from the navy, he took up a position with Reg Ansett driving a delivery truck around Melbourne for a few years, he then moved on from there to what would be the start of his long involvement in the motorcycle and mechanical industry.





**RAY** and Betty married in 1967 and moved into a service station/car business, Pitstop Motors, which sold Toyota vehicles and Yamaha motorcycles. Ray was to manage the motorcycle and workshop area of the business which he did with great success. This was the start of a long and happy life together until Betty's passing in 2002.



**THEY** were supporting young riders with their bikes, Ray doing the mechanical and parts side and organising to take them to race meetings around Victoria and interstate. He was also racing Yamahas (mainly 125 and 250 cc TD2 and 3) at the time and was supported by Pitstop organisation.



**AFTER** a time, Ray and Betty took the plunge to open their own shop in Hampton selling Yamaha product, continued his support of local riders and organised a team to compete in the very first Castrol 6 hour in 1970 on an Ossa 250 then the next 2 years on Yamaha 250 Ray and Betty built up the business to be a great success, until a fire destroyed the facility which ultimately ended their Melbourne chapter.



**IN** ...1972..... Ray and Betty had the heads up from Daniel Andrews and moved to Tassie. What forethought they had back then, Stoney would have thought that out just ask him. On arrival in Tasmania he took up a position as parts interpreter with Ian Tilley which is where we first met and Ray became a close friend and mentor for me throughout my career, which I am extremely grateful for.

After time with Ian, Ray had a brain fart and purchased a hamburger take away shop in Paterson St. which he operated for a while before thinking that wasn't the go and looked to get back into the trade he enjoyed.

**1975** Ray purchased George Gibbons' motorcycle repair business and continued with that until 1981 where he and Betty opened Ray Stone Motorcycles in Youngtown ..... selling and servicing Yamaha products and in 1983 became the sole Yamaha dealer in the north. Betty worked alongside Ray and had a full-time job to keep him in line as she was the steady guiding force behind this likeable flamboyant guy and their business.



**STONEY** was happier, if let loose, to spend more time working on race bikes and us guys than making a dollar. He continued with his sponsorship and support for local riders and would devote hours of free time to us at the workshop, travel with us to the mainland race meetings, work in the pits or anything else that was required. On the closing of his shop Ray went on to work with Doug Forsythe wholesale, Karcher and Kim Shepherd engine reconditioning.

**RAY'S** own racing career took him in the late 50s/60s/70s to tracks across most of Australia including Bathurst, Fisherman's Bend, Darley, Sandown, Bandianna, Calder, Mallala, Adelaide, Hume Weir, Symmons Plains, Amaroo Park, riding a range of motorcycles including Royal Enfield, Manx Norton, Ossa,





Yamaha race and production machines. He competed against the best competition in Australia up until early 70s, his passion in later times was 125 cc and 250 machines building his own 125 bikes from scratch and purchasing new GP machines from Yamaha. On one of his last rides at Symmons Plains he was riding



a 250 TD2 Yamaha, which he tells the story that it was impossible to fall off. The corner at end of back straight at Symmons Plains fixed that theory, with him flat on his guts in the grass. One of the times he may have been wrong.

**I'D** like to share a couple of stories to start the reflection, as you're all possibly are aware Ray wasn't wrong on many occasions and when it came to a discussion or a directive the delivery of any message was as blunt as the back of an axe. You were never in any doubt of what he meant - no sugar on it.

Ray and myself were at a race meeting with TZ Yamaha and needed to check rings etc at the end of the practice. As you do, we took the bike back to the motel put it in the room and proceeded to remove the head and barrels, Uncle says to me "get away from that I'll sort it for you", which was all good, we kept on with a few froffys while he worked on the bike.



**A** bit of time went by, and I was watching him fluffing about for a while. He had the barrels and head back on tensioned up carbbies on and he was looking bemused. I said, "Uncle what's the problem"? his answer was, "I don't seem to be able to get the top radiator hose back on". I get up walk over had a look and said to him that if he had the cylinder head on the right way around it possibly would fit. May be another time that he may have been wrong.

**ONE** of his favorites sayings that some of you would have heard goes like this, Ray takes up conversation with another person, he then asks them what they do, they would answer I race a motorbike, Stoney would look at them and reply " .... and I bet you beat it as well".

Another classic line he would use to riders, was, "If you've seen the gap mate you're too late, you should be in it".

**ANOTHER** was, "you know mate, I was in Bagdad when you were in Dads Bag". Ray was visiting Steph's pub at St Leonards one day, drives in the carpark and mounts the Peugeot up on the concrete retaining wall, keeping in mind he has been going to that pub since the early 70s and he seemed to think that wasn't his issue either.

**IN** closing we should all take time to reflect on what a fantastic person Ray was and also what he contributed, not only to the motorcycle fraternity but life in general, he had everyone's best interest at heart, great person to be around and the memories he has left for all of us to laugh and cry to, the life of a party, mentor, workmate, clubmate and most of all a devoted husband to Betty. Our best wishes go out to family and friends ..... we are thinking of you at this special and sad time.



**Have a great ride to the clouds old mate.**





**WITH the SRCT set to host the final round of the Tasmanian Road Racing Championships at Baskerville on Sunday, October 10, here's an overview of who's sitting in pole position in each of the classes (and who's in with a chance of picking them off) courtesy of Karen Webb who collated all the points.**



				Round 1 21/03/2021	Round 2 11/04/2021	Round 3 05/09/2021	Round 4 10/10/2021	SERIES POINTS
				Total	Total	Total	Total	TOTAL
Position	Bike #	TAS SUPERBIKE OPEN	GRADE					
1	1	Brett Simmonds	A	75	60	100		235
2	126	Jason Wyllie	A	53	95	72		220
3	72	Jason Spencer	A	60	70	76		206
4	40	Jeremy Huddlestone	C	47	63	62		172
5	420	Wade Schrader	C	41	72	57		170
6	47	Quentin Blazley	A	51	66	0		117
7	88	Mark Delanty	C	44	15	0		59
8	76	Don Fenton	C	0	0	58		58
9	74	Thomas Jones	C	0	58	0		58
10	29	Scott Campbell	A	17	0	38		55
11	666	Damian Faulds	B	0	0	49		49





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				Total	Total	Total	Total	TOTAL
Position	Bike #	TAS SUPERSPORT	GRADE					
1	39	Hamish Sellers	B	52	90	80		222
2	23	Matthew Long	B	58	90	69		217
3	8	Marcus Delaney	B	55	52	71		178
4	52	Mitchell Hawksley	B	75	0	100		175
5	88	Peter Bellchambers	B	45	69	60		174
6	80	David Bartels	C	40	59	63		162
7	6	Martin Long	C	31	65	39		135
8	28	Robert Carnicelli	C	45	48	0		93
9	45	Luke Van Egdom	C	34	55	0		89
10	7	Jonathan Hughes	B	29	0	57		86
11	46	Daniel Briggs	B	39	40	0		79
12	29	Mathew Carey	C	0	54	0		54
13	69	Stephen Oliver	C	0	0	0		0





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			Total	Total	Total	Total	TOTAL
<b>Position</b>	<b>Bike #</b>	<b>GOLDEN ERA UP TO 500cc</b>					
1	13	Cameron Rowell	56	95	85		236
2	65	Grant Boxhall	50	72	93		215
3	27	Ben Boxhall	0	77	74		151
4	39	Rhys Tan	52	25	0		77
5	31	Tony Oliver	65	0	0		65
6	2	Garth Newton	0	0	0		0
7	14	Terry Morris	0	0	0		0



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			Total	Total	Total	Total	TOTAL
<b>Position</b>	<b>Bike #</b>	<b>GOLDEN ERA OVER 500cc</b>					
1	21	James Ryan	75	95	100		270
2	88	Peter Bellchambers	60	85	80		225
3	22	Karen Webb	48	68	54		170
4	73	Stuart Bugg	54	72	0		126
5	6	Gavin Brooks	0	0	69		69
6	31	Tony Oliver	51	0	0		51



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			Total	Total	Total	Total	TOTAL
<b>Position</b>	<b>Bike #</b>	<b>TASSIE JUNIORS</b>					
1	57	Brodie Curtis	75	80	85		240
2	66	Tom Turner	60	100	74		234
3	60	David Coward	35	71	65		171
4	27	Ava Connell	32	69	61		162
5	10	Gus O'Halloran	53	0	66		119
6	16	Isaac Simmonds	0	0	93		93
7	26	Jett Pryor	0	64	0		64



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			Total	Total	Total	Total	TOTAL
<b>Position</b>	<b>Bike #</b>	<b>PRE-MODERN SUPERSPORT</b>					
1	95	Mark Eagling	70	78	100		248
2	42	Tim O'Halloran	56	64	80		200
3	30	Matthew Coward	51	70	72		193
4	74	Daniel Mulholland	63	72	0		135
5	17	Oscar O'Donovan	0	100	0		100





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			Total	Total	Total	Total	TOTAL
Position	Bike #	FORMULA 3					
1	765	Peter McElowney	65	83	100		248
2	96	Lachlan Curtis	48	88	80		216
3	55	Boyd Witzerman	70	81	0		151
4	34	Trevor Renton	15	56	69		140
5	59	Dale Madden	47	0	69		116
6	78	Robert Scott	48	47	0		95
7	35	James Gibson	0	61	0		61
8	94	Harry Sellers	54	0	0		54
9	11	Larry Eaton	41	12	0		53
10	46	Daniel Briggs	0	48	0		48
11	7	Jonathan Hughes	0	34	0		34
12	81	Kristian Riley	0	23	0		23
13	41	Cody Travers	0	0	0		0
14	54	Neil McElowney	0	0	0		0



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			Total	Total	Total	Total	TOTAL
Position	Bike #	PRE-MODERN OPEN					
1	73	Stuart Bugg	0	100	100		200
2	76	Don Fenton	75	60	40		175



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			Total	Total	Total	Total	TOTAL
<b>Position</b>	<b>Bike #</b>	<b>LITES GP</b>					
1	65	Grant Boxhall	70	66	88		224
2	69	Taran Ocean	49	85	83		217
3	46	Daniel Briggs	49	75	80		204
4	165	Nathanial Greene	53	71	69		193
5	14	Mark de Jong	39	59	48		146
6	151	Marek von Bertouch	43	71	0		114
7	619	Heath Fielding	46	45	0		91
8	74	David Honeychurch	65	0	0		65
9	2	Garth Newton	12	0	0		12



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1	95	Mark Eagling	70	78	100		248
2	42	Tim O'Halloran	56	64	80		200
3	30	Matthew Coward	51	70	72		193
4	74	Daniel Mulholland	63	72	0		135
5	17	Oscar O'Donovan	0	100	0		100





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			Total	Total	Total	Total	TOTAL
Position	Bike #	LITES PRODUCTION					
1	56	Jesse Woods	75	80	100		255
2	26	Chad Wyllie	52	100	72		224
3	70	Tom Turner	31	72	68		171
4	57	Brodie Curtis	48	67	56		171
5	94	Michael Greene	45	58	64		167
6	61	Dane Griggs	60	65	0		125
7	11	Harley Phipps	34	39	43		116
8	39	Rhys Tan	50	0	54		104
9	12	Leah Renton	18	34	39		91
10	11	Larry Eaton	0	0	80		80
11	27	Ben Boxhall	0	42	37		79
12	740	Oliver Skinner	0	0	57		57
13	314	John Kranz	0	53	0		53
14	81	Kristian Riley	31	22	0		53
15	41	Cody Travers	40	0	0		40
16	4	Taylor Franklin-Smit	37	0	0		37
17	69	Stephen Oliver	0	0	22		22
18	5	Doug Watson	0	0	0		0



## **HAVE your say.**

Members' letters, opinions and comments will be published in the next available newsletter. Email items to [tmccmag@gmail.com](mailto:tmccmag@gmail.com)

THIS is the forum for TMCC members to have their say. (If you have any items you think will be of interest to members, please email them to [tmccmag@gmail.com](mailto:tmccmag@gmail.com))

## **COMING UP**

**The October committee meeting will be held at 7pm on Thursday, October 7, at the Gunner's Arms, Lawrence St, Launceston, from 7pm.**

**The SRCT will run the its next ride day at Baskerville, on Saturday, October 9, and the final round of the Tasmanian Road Racing Championships on the 10th.**

**The next TMCC ride day will be held the week after at Symmons Plains on Sunday, October 17.**

**The annual awards presentation dinner will be held at the Riverside Golf Club on Saturday, November 20, at 6.30pm for 7pm. Tickets cost \$35 for adults, \$20 for under 12s and registration forms for the dinner are available on the TMCC web site. Alteratively, hard-copy registration forms will be available at the October 17 ride day at Symmons Plains.**



# STEVE BADCOCK'S LATEST PROJECT

Most active TMCC members would remember when Steve Badcock used to



rock up at the track with his very trick Z"650" Kawasaki and nip at the heels of the bigger bikes.



He then parked the Kaswaski and sought his adrenalin rush courtesy of the Suzuki drag bike he built here and runs, with the help of son Fred, in Qld (when Covid allows him to get away).

Word has now reached us of Steve's latest project, a new roadracing bike especially set up for racing in the wet. (further details next page)

**Steve's "wet bike" is currently stored in a back corner of his Hagley Garage, just waiting for the rain.**





# **FOR SALE & WANTED**

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

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**FOR SALE: 6" Rear wheel for a 2004-2009  
SUZUKI GSX 1000. Wheel has no sprocket hub.**

**\$300 ONO**

**ALSO FOR SALE: 3.5" front wheel for a  
SUZUKI SV650, from 2003. Wheel has brand new  
brake rotors.**

**\$150**

**Enquiries to Trevor Renton on 0419 551 636**

