

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

February 2024

PRESIDENT'S REPORT

Round 1 of the Club Championships was held on the 18th February. Numbers were low, but the riders who did turn up put on a great show. We started off the day with 6 Sidecars, but unfortunately only 5 finished the day. Pommy John's tale of woe continued in Race 3 with yet another broken motor. We wish John a speedy repair so that he can be back on track soon.

Saturday's Ride Day was cut short by an unfortunate incident at Turn 4 between Matthew Long and Tobey Schuurin. We wish them both a speedy recovery.

Our next outing as a Club is the Devonport Motor Show on Sunday 24th March. TMCC will have a display of bikes and information. If you can come along and talk to people about the club and what we do, it would be greatly appreciated.

The next Race meeting is Round 2 of the Tasmanian Road Racing Series at Symmons Plains on Sunday the 21st April, with a Ride Day on Saturday 20th April. We need riders to enter the ride day and race meeting. More riders means better, more interesting racing. So, get your entries in!!!!. Entries are open now on Ridernet [<<Here>>](#). Entries close on Friday 12th April.

And we always need volunteers for flagging and other official duties. Put it in your calendar.

Cary Mc Mahon

Hon President.

Looking Back

Having recently had the National Historic Championships here in Tasmania, I thought this time I would look back to 1975 when the club used to run Round 1 of the Australian Road Race Championships. A time when many of the historic class bikes were actually current models.

The system was that the March Long Weekend was the first round of the National Touring Car Championships at Symmons Plains and for those two days the TMCC would run a meeting under the title of Tasmanian TT in combination with the cars. Then the following weekend we would run Round 1 of the ARRC.

This way many first-time mainlanders had the chance to learn a track new to them, and in most cases, the Japanese factories had just released their new models and the top riders wanted somewhere to race them to set up for the ARRC.

Before I started writing a regular column as a toe in the water situation, I did a few “guest” columns, and this one comes from 1 March 1975 in the Saturday Evening Express and I think shows how the sport was just starting into a “golden era” and boom.

Setting the layout in the 3-column layout looks neater as the writing style was short sentences as paragraphs so it was easy and quick to edit to the space available.

Under the bold heading of.....

Dare I Pick Winners? By Ken Young

After returning from an 18-month stay in Sydney and seeing a lot of racing I will stick my neck out and try to predict some winners for the Australian Motor Cycle Grand Prix (Ed; actually, ARRC the weekend after) and Tasmanian TT this long weekend.

Well, after a look at the programme, I think I am sticking it on the chopping block!

With 74 riders with 96 bikes between them, and 16 sidecars and 15 teams to ride them, it becomes very hard to pick.

Especially when 40 solo and 4 sidecars are from the mainland, and eight of these from South Australia that I have not seen race and which have never seen Symmons Plains.

The size of the fields doesn't help either with the smallest solo being 12 for the 125 cc ARRC and the largest being 41 for the Tom Phillis Memorial Race. (Ed; back them an extra race was at the end of the day to give riders another ride but

in the 1980's the ACCA banned clubs from running “Memorial” races as they believed it was not a good Title for the spectators) Most other fields are in the 30's.

So how do you go about picking the winners?

Put all the names in a hat and draw one out, would be as accurate as any system.

The 125 cc with 12 riders looks the easiest to assess, Atlee (NSW) with the C.S.D. has been the fastest for a long time but Simms (NSW) and Lemon (Qld) have been getting progressively faster all year.

Badcock (Tas) with his track knowledge should be able to keep with them and Nenadovic, Huber and Sharp from SA – if they can lean the

track – could be upsetting factors.

Easy to pick a winner? He should be among that eight, I think!

The 250 cc race should be a close race between Burgess, Coleman, Cochrane (NSW) Lemon and Badcock, all on Yamaha's.

The race right down the ranks looks close with most of the riders evenly matched on the slightly slower lightweight bikes.

In the 350 cc race there are 29 Yamaha's facing two factory Kawasaki's and I'm not even game to say that a Yamaha will win.

Who could say that - with The Master himself, Ron Toombs

(NSW) on one of the Kawasaki's?

With one of his regular slow starts but strong finishes he would have to pass a lot of very fast Yamahas led by Queenslanders Bary Lemon and National Champion Gregg Hansford, with Burgess (NSW), Johnson, Rosenthal and Quincey (Vic.).

There are four young NSW riders to watch, too; Garry Coleman, Vaughan Coburn, Mike Cochran and Jeffrey Sayle.

With a good start and the chance of some title points they will ride to the limit and are very hard to beat when they are having a good day.

Tasmania's Dave Hollbrook and brothers Bill and Richard Thomas will be in the thick of it and keeping the front runners honest.

The senior class might see the end of the domination of the 500 cc class by the smaller 350 cc bikes with the introduction of the only factory Suzuki 500 cc to be imported into Australia.

(Ed; The first of the twin TR models before the 4-cylinder RG was released)

It will be ridden by Bill Horsman, of South Australia, who is no stranger to the Symmons Plains track.

This bike is new but reputed to be very fast and gave the front runners a hard time at recent meetings on the East Coast.

To win he has to beat riders like Toombs, Hansford, Lemon, Rosenthal, Hone and Burgess.

The unlimited race will be the race to be remembered, I think with the clash of 750

Kawasaki's and the 700 Yamaha's.

I feel that given good weather and little wind the magic minute should be broken.

The record at the moment is held by Ken Blake at 61.2 sec.

The two most likely to break this are Toombs and Hansford.

The Junior Sidecar race has seven very fast starters with Allison/Lambert (Yamama) the best chance to win just ahead of Price/Campbell (Honda) all from Tasmania.

The Victorian Yamaha of Kirby/Cohen and Holmes/Smart will be flat out to beat them.

The Senior Sidecar race, I think will go to the all-conquering Skinner/Cornow team in the revolutionary Laverda 1000 cc. Second will be a fight between Price/Campbell, Albery/Bracken and Innes/Arrey, all Tasmanian and all on big Hondas.

Skinner has a good chance to beat the Bayliss lap record of 68 .6 sec.

A newcomer to watch in this class will be McBain/Robinson on their Honda 812 cc. They are just starting out in sidecar racing and they got it all together at the February club day and are showing that they are going to be a force to be reckoned with.

The unlimited and 350 cc production race should provide a great deal of excitement with five Kawasaki 900s fighting it out.

The fastest of these should be Hemsworth (Vic.) Aushburn (NSW) and Oliver (Tas.). I believe that Hemsworth will be the one to watch because

he has a very exciting style of riding.

Campbell and Johnson on the 750 Hondas and McKendrick on the 750 Kawasaki have the skill but not quite the power to keep up with the leaders.

They should head a strong pack that will be just behind them – and in front if any of them make a mistake.

I think Allison (Tas.) and Clarke (SA) on 350 Yamaha's will fight out the 350 class.

There are four B and C grade races to support this line up. They all have over 30 riders in each and trying to pick a winner from this lot would be like trying to pick the day that the Tasman Bridge will re-open, so I won't even try.

I'll just sit back and enjoy watching the stars of the future trying to be the stars of today.

I think that if the weather holds there will be some records breaking runs and a lot of riders who can turn on exciting racing whether its for the win or just to beat a mate at the tail of the Field.

The real takeaway from this column was that those names were the ones to the front in most cases and with such big numbers we were spoilt with high quality and high numbers racing at the time.

The observant among you should notice that the top Tasmanian 350 GP rider of the time was not mentioned, well that naturally was Barry Lack and it was very soon after he had tangled with Ray McKendrick at Baskerville crashing and first dislocating then breaking his thumb. Being a medical first for the Doctors at the Hobart Hospital they couldn't decide whether to try to fix it or cut it off as they expected it was going to not recover.

Can you imagine these days a race meeting with a 350 race and an open race with over 30 B and C grade riders entered. I came back from Sydney where B, C, AND D grade race heats were held on the Saturday with the top 15 from each heat making it to the 45 starters for the Sunday final of each class.

Looking for photos for this column I struggled as it was before I had convinced my father that he should come along and stand out in the sun, wind, and rain, at his age to just take photos for my column. So, I went to the collection taken by Ian Brickhill to see if that year was covered and found it was, with some great photos.

The first thing that jumped out at me was that Gregg Hansford as mentioned in my column, was not now riding a 350 Yamaha for Queensland dealer Annand and Thompson but had just signed with the Kawasaki team to ride the second 750 and then to be added 250. The team was soon to be known not as Kawasaki Australia Racing but simply the "Green Meanies". The deal was so recent that Gregg was to race at Symmons still in his Chesterfield Racing leathers. He was also listed as riding a TZ 700 for Annand and Thompson so it was a very bold step to jump ship and proved to be one of the best moves he could have made. So, with thanks to Ian Brickhill these are some of the brilliant photos he took at that meeting.





The Dummy grid was down the back of the bike pits on the grass with riders expected to turn up as the previous race started. This would be for the Unlimited race and without locating my program for the meeting it is slightly from memory. The lineup is # 1 Mick Hone (TZ 350), # 11 Len Atlee (TZ 700), # 10 Jeffrey Sayle (TZ 350) next to him is Suzuki dealer and rider Winston Badcock looking after # 29 Bill Horseman (TR 500), # 02 Gregg Hansford (H1 750), team manager Neville Doyle # 63 Ron Toombs (H1 750) and behind # 47 Dave Lambert (Z1 Kawasaki 900).

Winner!..... I just found the TT car and bike program for that meeting and for that meeting TKA had a second bike at the bottom of the entry with no number and the rider listed as TBN.

I can now name the rider number 76 as the one and only Bernie Summers now living in NSW.

In the close up shot, behind Neville Doyle you can see # 32 Ray McKendrick on a production H1 750 Kawasaki. You can also see that the team are using these new fangled tyres called slicks. Many others were on treaded tyres. The name Doyle should be familiar to you all as his son Peter was soon to assist as the team expanded and is now the MA CEO.



At the start the front row have been named but behind from the left it looks like # 47 Dave Lambert on the Z1 is well on the back wheel trying to mow down someone on the second row behind Hone, # 15 Bill Thomas (TZ 700), # 52 is Garry Coleman (TZ 350) # 7 is Dave Hollbrook (TZ 350), # 25 is Dickie Thomas (TZ 350), # 04 is Barry Lemon (TZ 350) # 95 Doug Sharp (TZ 700), and # 5 is Greg Johnson (TZ 350)



The spectacular Yamaha TZ 700 of Bill Thomas complete with his treaded tyres ready to race. The first TZ's were only 690 something, and called 700 cc whereas the next batch were slightly larger bores and called 750's. Still no match for the even more spectacular "Green Meanies" with so much power the riders had difficulty keeping the front wheel on the ground out of the old Pit Corner (before the non-existing Bus Stop).



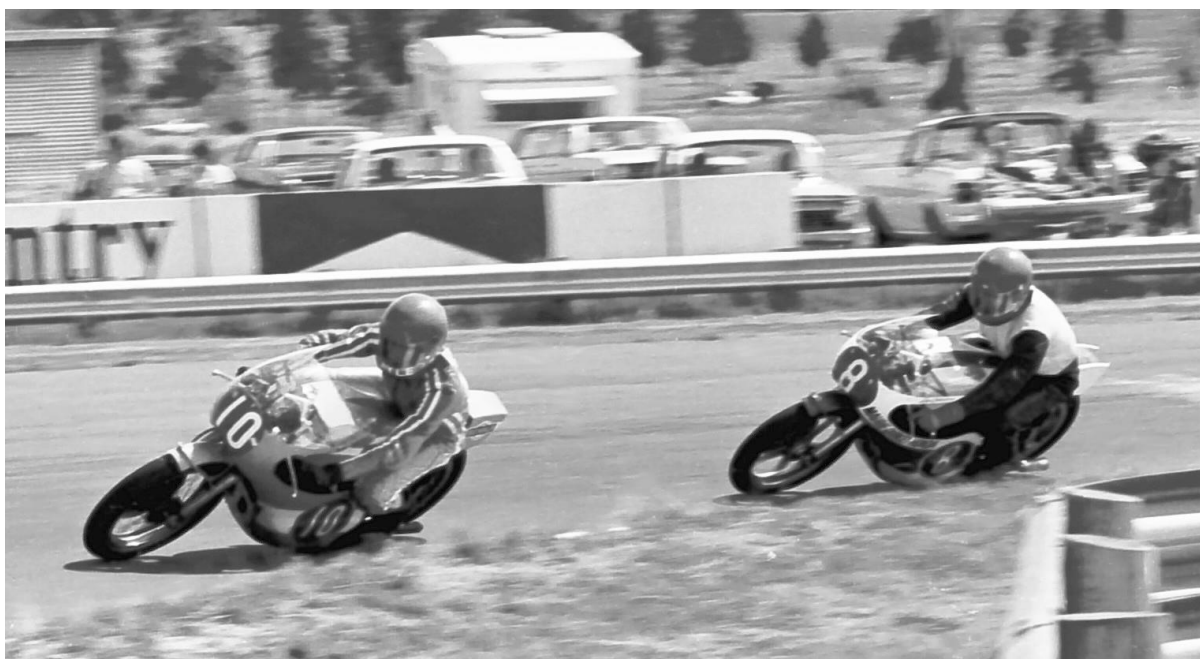
Junior Sidecar winner Ross Allison with Dave Lambert taking the opportunity to check something in the motor Department. The two are still great mates and are often seen at club events like the Dinner. You can see that “Lamsie” was a pioneer of the idea of using boxing boots instead of either full race boots or gym shoes as was common to allow the passenger better movement around the chair.



As mentioned in the article Mick McBain with Chris Robinson in the chair, called for obvious reasons a “Wedge”. Mick with long curly flame red hair was known to one and all as just “Nance”. “Robbo” was to get behind the bars for a very long and dominant time with firstly his brother-in-law Geoff Reader and then when “Allo” retired “Lamsie” became the long time “swinger”.



This is a 350 race maybe not even for the lead with # 04 Barry Lemon leading # 1 Mick Hone and # 11 Len Atlee all on TZs.



The leader could have been # 10 Jeff Sayle and # 8 Ray Quincey also on TZs.



One of the locals, Adrian Holmes, on the bike that is now restored and owned by Dave Lambert. You can easily see the standard twin leading shoe brake on the front and the big noise reducer on the end of the exhaust. Most TZs of the time produced about 110 db. before the stinger and about 90-95 after the fitting of it.



After emails with ex-pat Bernie Summers this one brings a new interest to us. B and C Grade open race placings in this order 83 Craig Hemsworth (Vic.) 99 Graeme Ausburn (N.S.W.) and our own 47 Dave Lambert all on Kawasaki Z1's. Winner Hemsworth is the father of Chris, Liam & Luke, you know those blokes that went on to do OK in movies.

For those of you interested our hard working officials for that meeting were Stewards; Ian Tilley, Sam Hughes and Trevor Jowett, C of C; Les Walkden, Secretary; Duncan Ramsay, Judge; Peter Douglas, Starter; Terry Stocks, Course Marshal; Peter Richie, Flag Marshal; Ken Young, Pit Marshal; Tony Wing, Timekeeper; David McLeod, Machine Examiner; Ray Stone and Announcers; Terry Brooks and Geoff Stagg.

Some of the actual lap records for each class were listed and remember that was before the bus stop. All were on Yamaha's except listed. Records like 250 – Tony Hatton 64.7: 350 – Brian Hindle and Ron Toombs 62.1: Unlimited – Ken Blake 61.2: Senior Sidecar – Steve Bayliss / Graham McGregor (1000 Hon) 68.6: Fastest Tasmanian – Barry Lack 63.9: Unl. Production - Mal Campbell (Hon) – 70.1: Junior – Barry Lack 72.0:

As a comparison the touring car record was held by Allan Moffat (GTHO) 64.5: Sports Sedan Peter Brock (XU1) 59.8 and the outright a staggering effort by John McCormack (Elfin MR5 Repco) at 52.6.

Ken Young and photos from the Ian Brickhill collection.

Victorian State Championships

Jason Spencer has informed me that he intends contesting all rounds of the Victorian Championships on a Honda CBR 600 in the Super Sport class, and on one of the older ones in the Pre-Modern class. He is taking Harley Phipps to assist him.

The first round will be at Tailem Bend in South Australia. The reason is so that S.A. riders can do round one and maybe then do all the rounds in Victoria. A very cunning plan for Victoria. The round is the weekend before the Devonport Motor Show. Jason is going to drive his "spare" van back to Victoria and leave it there for round two. BUT he will be loading up his number one van with possibly the 1000 and the 400 and taking them to Devonport. That's how to help the sport grow.

To top it off I have nailed him down to write a report on his Vic Champs each round for SPOKE.

I thought I had a busy start to the year, but I think Jason tops that! We look forward to the reports and maybe even seeing some Victorian Trophies cross Bass Strait. I know that Jason's trophy cabinet at work is still waiting for the 5 hour trophy from Eastern Creek last year to arrive as they didn't have them done and they "will be in the mail".

At the TMCC Club Championship round Brett Simmonds told me he was going to do the Vic Champs too on his Superbike.

Ken Young

Devonport Motor Show

This will be the next event for the club, and we would like as many bikes (and riders) as possible to make an impressive display in front of probably more than 7000 spectators.

You can turn up on the day with your bike, but it would help if you went to the site and registered beforehand to give an idea of the space required for our display.

The big question for many of you has been why do a display it's not racing? Well, it's not just my opinion that promotional work is needed to help promote racing and keep it going. I recently read an interview in AMCN Vol 73 No 15. It was under the column "Grid Talk" and the subject was Mick O'Brien, the Publicity manager for the NSW Night Series at Sydney's Motorsports Park done by Matt O'Connell. It is over 2 pages, but some questions jumped out at me.

One of the first things I noticed was the crowd, especially young people in good numbers

Yeah, the night series is more social, and the paddock is more open and transparent to spectators. When people are walking around with their kids and families, we encourage riders to give them the full experience,

to walk into garages and meet the guys. The amount of people I see getting pictures with riders or sitting on motorbikes is fantastic.....

The Crowd must love being able to get up close to the action, especially with the more well-known riders?

Yes. It's just really nice, casual format. I walked into Mike Jones' garage last night and there were three kids just standing around. I joked with Joney's mechanic that I didn't know he had kids. He laughed and said no they're not his, they're fans and here they are having a picture taken with the 2022 ASBK champ. To me that's what it's all about.....

You have also had really good support from the top riders?

Yes definitely. When it comes to Josh Brookes for example..... Before the presentation last night he was hot and sweaty. The orange army of volunteers were there and each one of them got a personal thank you from him. Nobody asked him to do it.....

Food for thought, so riders, we want you there and we know you are competitive. How about running a competition among yourselves to see who can end the day with the greatest number of kids who sat on your bike and had a photo taken with you! Once the family have stopped to look it becomes a great chance to tell the parents about our next meeting and that it is free admittance and above all great racing with so many bikes.

Ken Young

Vale Peter Sanders

Sadly, at the first round of the TRRS at Baskerville, during the Saturday practice sessions, Peter became ill and after consulting with the medical people there, decided to have a rest in his caravan before his next session and passed away from a heart attack.

I came across Peter for the first time when I was doing the promotion for the 2005 Historic meeting. He was the new reporter the Examiner sent out to do a story for the paper. At that stage I was surprised at the bike knowledge of this new reporter.

I was soon to find out some fascinating information about him like, that he was originally from England and had for a time worked in the BMW factory in Germany. He was to land in Tassie and run an accommodation venue on the East Coast at Goshen and was the restaurant's entertainer on guitar at night.

Apon joining the Examiner, he was to soon join the Club and quickly became the publicity officer who regularly scored space in the paper to promote club events. Known to all as simply "The Colonel" he was to help revive SPOKE as it is today.

He was also an occasional racer just enjoying bikes. His racing led to the montage of photos on the cover of the club's book, 100 Clicks, he is the rider behind the main photo of Laurie O'Shea.

A handful of years ago he retired from the Examiner and decided to step back from the sport leading to this scribe taking over the writing of SPOKE. He would regularly migrate to Queensland with his wife for the winter. Six months ago they decided to take a caravan on a round Australia trip but sadly his wife took ill and died on the trip.

He had decided to come back to racing and this Baskerville meeting was to be his first ride in some years.

Not to be, instead we have his funeral coming up soon.

Ken Young

Next Issue

With so much happening I haven't had a chance to write reports. So, we should have reports on the Ulverstone Bike Show, TMCC club round (18th February), first round of the TRRS from Baskerville (3rd March) and the Devonport Show the day after the State election AND Jason Spencer's report on Round 1 of the Vic Champs.

Ken Young

WOT'S ON

TMCC Committee Meeting Thursday 4th April 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 20th April 2024**

**The next TMCC Race Meeting is on
Sunday 21st April 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

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

TMCC Track/Ride Day

buckbymotors
**SYMMONS
PLAINS** RACEWAY

Saturday 20th

April 2024

Graded Groups

- Novice
- Intermediate
- Advanced
- Racer



- 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 19th April 2024*

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 2 of the TMCC Championship on Sunday 21st April are now open.

Entries close on Friday 12th April at 11pm.

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

Late entries close Sunday 14th April at 11pm
(\$50 late fee applies)

Entries for the TMCC April Ride Day are now open.

Discounts are available for Online entries.

Entries close Friday 19th April at 1pm.

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 \[tmccsec@gmail.com\]\(mailto:tmccsec@gmail.com\)](#)

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