

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

September 2023

PRESIDENT'S REPORT

This is our first newsletter for some time, and we've had a bit on over the last few months. The club attended the House of Motorcycles Boot Camp, then a couple of weeks later we went to their Learner rider seminar where we promoted our ride days and race days. Last week they had a day where the public could have their bikes tested on the Dyno, so we set up a table once again to promote the club and our activities. It was bloody noisy but interesting and was well attended.

Our September Ride/Race Day was a successful event with very close and good racing and a reasonable turnout, but we still need more riders entering as we can't keep running these events at a loss. For our November race day, we are intending to do something different by running a day of "Bucket Racing" where riders race against others with similar times (I'm not exactly sure how it works but Karen and Matt do). Basically, it matters not what size bikes you are racing against as long as the lap times are the same ie: you could be on a 250 doing the same times as a 500 so you are matched. It will all be explained to you as to how it works, and it should be a fun day with some different prizes instead of medals. Entries open on 9th October, so get your entries in.

When the weather warms up we intend to have a road ride starting at Scotts Motorcycles at Legana, with some cryptic clues and questions which riders/pillions will have to answer along the way. The ride will be approximately 2 hours and you will have to navigate your way around a set course, answering questions and ending up back at Scotts for a BBQ lunch and refreshments. If you don't have a bike it doesn't matter, bring the car, kids, mother in-law (only joking) or even the dog. It will be a bit of a fun day.

Cary Mc Mahon

Hon President.

KEN'S REPORT

As we said, after the winter break we will be back. Well, Editor Karen Webb has returned from her national tour and staff writer (me) didn't leave the State.

Our illustrious President Gaby was also somewhere in NSW on holiday, so I was going to step in to do a "Guest President's Report" for this issue only, but Gaby has snuck back into the state without telling me.

We are about to start a very busy 6 to 8 months of events which started with round 3 of the Tasmanian Road Race Championships at Symmons Plains on September 10th.

The slight struggle now is for me to get back in the swing of writing for SPOKE and the magazines. It has snuck up so quick that there was no time to do a preview for Symmons Plains for the magazines, just maybe a race report after.

The maybe bit is because as some regular readers of AMCN would have read that Hamish Cooper (my contact) is on extended leave. Put simply he has done a "John Farnham" and having cancer removed from his jaw and doesn't expect to be back on deck before the end of September. That means all his work had been dumped on magazine assistant editor Kel Buckley which include doing his setting of my race reports.

As I said, I didn't leave the State and spent a heap more time on cleaning old photos and major work on trying to put together a few sentences and a "head shot" of all our life members to go on the clubs web page. More on that below, plus much more, please read on.



A rare photo of Young captured by Karin Matherson at the 2 Hour as he shows her son, Wilson, how a camera works while he sits on the bike his father Marcus Delaney shared with Mathew Long. I wonder how long I can stay behind the camera taking photos of everyone else before someone else catches me?

Ken Young

THE BIG SUMMER

After looking at the calendar of events coming and what I know of events already listed for 2024 it certainly looks like being a very big summer in motor sport.

We started with the TMCC ride day on September 9th followed by the race day September 10th for round 3 of the TRRC. A report to follow in the next issue.

One month later on 8th October the SRCT will be running the final round at Baskerville where the track owners have been busy doing up grades, starting with replacing the tyre wall at the top of the hill with an armco fence set further back and a gravel trap in front of it.

Much of the updates have come about because of the success of the big annual Historic Car meeting providing funds from the gate takings. This year it is to be run on 2 – 5 November.

That will be followed by the National Historic Bike Road Race Championships on the track from 23 – 26 November and that is a must see event.

The SRCT follow that up the next weekend on 1 -3 December with the annual 2- Hour race.

I haven't been able to find out if the Oatlands Motor Cycle show is staying in January or has been moved back to late this year.

To start next year we have the three big motor cycle shows that are so advanced that I have already been locked in to do PA work at all three.

We start with the Ulverstone show on the 10 -11 February at the Ulverstone rowing club with displays this year including demonstrations from the Tassie trials club, MX Stunt riders and The House of Motor Cycles bringing about 20 bikes for anyone to book in and have a ½ hour test ride in the group.



The Ulverstone Show's spectacular and popular Trials demonstration.

That will be followed on the 9 – 11 March Long weekend for the Longford Motorama that the club provided some bikes for the big bike display. Next year it will be Saturday and Sunday static display at Woolmers and Monday at Symmons Plains where the public can buy laps in cars. We also will be hoping for old bikes to do display laps during the day. Motorama is still building to become a major event with big support from the State Government. Before the event as usual will be the launch outside the Longford Country Club Hotel and the new innovation of the drive from Launceston to Longford by racing cars and bikes, if we can find some. This year a replica Brabham and a few touring cars of the era made the run from the National Motor Museum to Longford. The idea is to “replicate” the time Jack Brabham ran out of time in preparing his Brabham in town and under police escort just drove it from Modern Cars in Invermay Rd straight out to Longford for official practice.



The Longford Motorama with the Jack Erhrit Vincent looking down toward the bike section over the rose garden.

The final show will be on 25 March at Devonport. This year club members were invited to bring their race bikes along for display. The Vintage Japanese Motor Cycle Club, the organisers of the bike side, along with Devonport Rotary were so pleased with our turn out that we are to be made very welcome again next year.



The 2023 Devonport Rotary Car and Bike Show looking down the row of club race bikes.

That's all locked in but there is much more to be locked in for the Mad Month of March or there about. Next year SRCT have round 1 of the TRRC, possibly late in February, and we have round 2 that will be either March or April. The problem is that the Touring Car Masters, that's the 4 cylinder cars, that are becoming very popular, have indicated to the Motorama committee that they are hoping to move their Feb date to March. The sticking point is that track booking relies on working round the V8 Supercars and they have indicated they don't intend announcing their dates until around Bathurst.

This came to light at a recent Motorama committee meeting (which includes Terry Brooks on the executive and Nigel Keefe and Ken Young on the general committee) with a report on who might be the guest star at the next Motorama. The first choice is still involved with V8's and can't commit to us until the calendar comes out. The second is usually involved with the Phillip Island Historics on the same day as Motorama but came back to the contact to say he had just discovered that the date has not been locked in yet and he may be available.

This also means that Symmons Plains can't allocate a date for the TRRC until the V8's do something. It becomes a watch this space for more information and a drama for our committee to lock in next year's dates.

WHILE THE CATS AWAY.....

While SPOKE "senior staff" (Karen and Gaby) have been away for the winter break with little happening on the race track, but heaps happening for the writing staff (me).

I have been able to dive into the Martin Coombe photo and memorabilia collection I recently had been given by his daughter, Denise. So much great information and 180 fascinating photos but as usual with no information on the photo subjects. I enjoy playing detective and solving the photo problems, like the big ones of, is Martin Coombe in any of the photos and what does he look like?

This is where I have often said any race photo can help, especially if we know who is in the shot. In a photo album loaned to me by Ian Tilley from his father Bill's collection, it had most of the photo details with it. Fortunately, as strong Norton men they were friends and Bill had some great shots that included Coombe. Coombe had a very distinct light coloured jumper with Norton across the front that he usually wore when competing on the beach back in the early 1930's.

I would normally insert that photo here but due to so much great information I also found time to write a feature story on Coombe for Old Bike Australasia and a few of those have gone to them for the story. It was on a speculative submission, so I can't say if it will be used until or if it turns up in a future issue. I have a strong belief that photos can only be published once so OBA has first choice at the photos. That's how freelance writing works.



Well, if I crop it very close it must make it a different shot and does show the unique jumper better.

Also, it has given me a lot of time to work on the cleaning of the old photos. That requires a lot of "mouse" work so much so that (no joke) I have worn out the "mouse" and had to buy a new one as the left click button struggled to pick up and drag.

The other project I have been working on has been trying to put together a few sentences on each of our Life Members, and have a head shot photo of each of the 42 Life Members. So far, I have been able to find a photo on 38 of them with the possibility of 2 more coming from a photo Gaby has of a 1925 committee. That's George Gleadow, and William Rainbird with the possibility of a better shot of a few others. It then leaves me with Peter Lee and John Turnbull. Around the time, we had Peter, Dickie and Bevan Lee. Fortunately, after a recent Motorama meeting, I spoke to Terry Brooks and have a handle on them but no photo of Peter. Then Annie Johnson, who was instrumental in me obtaining the Coombe collection interjected with the fact she knows the Lee's and will see if they can provide a photo. I thought I had John Turnbull covered as my contact at the museum provided me with a photo of his wedding that was published in the Mercury but not the Examiner. Alarm bells were ringing. More work and I found that Turnbull from Hobart was married the same year as Turnbull from Launceston to a different bride. BUGGA!

Finding the information for their profile on many was fascinating like with Vern "Jack" Sheldrick (1949) and Turnbull (1950). Just before that time Both worked for W & G Genders and Turnbull was Sheldrick's best man. Both men were on our Ladies committee and married prominent ladies on that committee before becoming life members. Just after WW II many organisations had big social events just because they could, and Genders and the TMCC were among them. The Examiner often did extensive coverage in the social pages with full lists of those who attended. Many well known TMCC

members appeared on these lists including state wide events for Genders where the Hobart based State ACUT secretary Jack Bratt was often listed along with local names like Gough and Beacroft etc.

That now means the Life Members photos and profiles are about as complete as I can get then, with the last remaining thing being listing then all in order of the year they were awarded with only one to find out now in Mal Campbell.

Ken Young

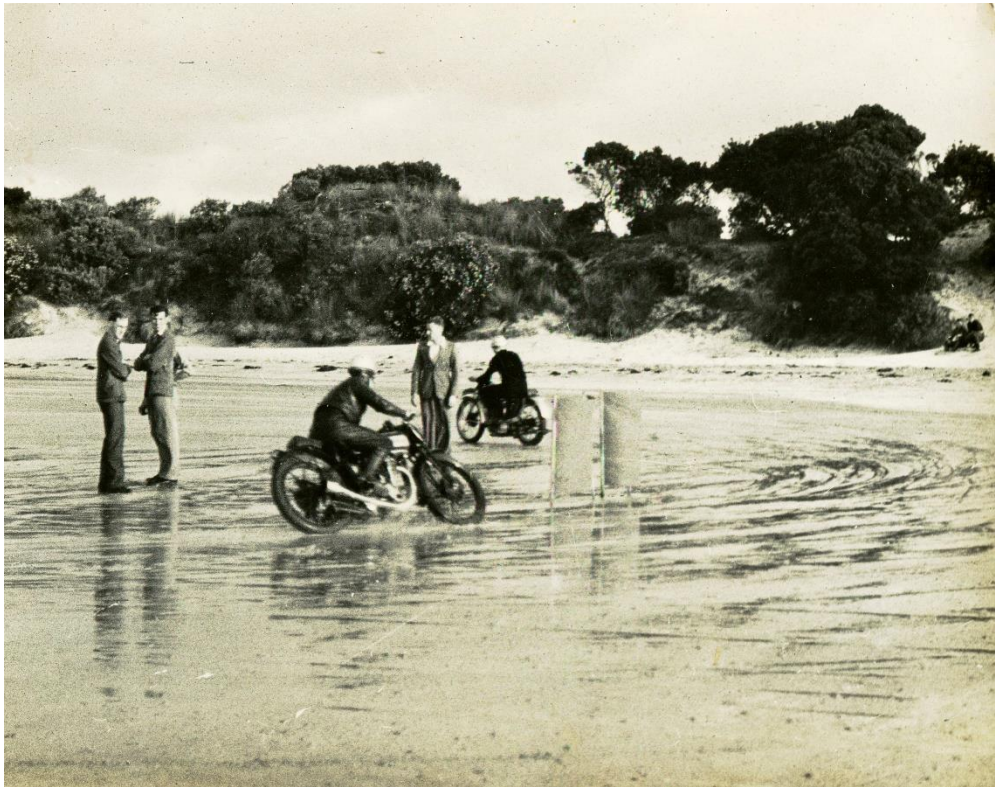
LOOKING BACK

I don't think I could go past diving into the Martin Coombe collection with one of the problems being, as mentioned above, I have done a big story for Old Bike Aus. and as I always say you can only use photos (19 of them) and words (1920) once, so I have to stay away from what I have already done.

In the early 1920's most club speed events were conducted on Greens and Bakers Beach's with outright straight line speed or round the flags circle racing. Then there were grass hill climbs held on Bourton Hill and road trials with punishing finishes usually with an observed section. Even the road trials were mainly held on bush tracks and unsealed roads. On the flip side they often gathered for social runs like the one below to Great Lake with a big line up of quality riders.

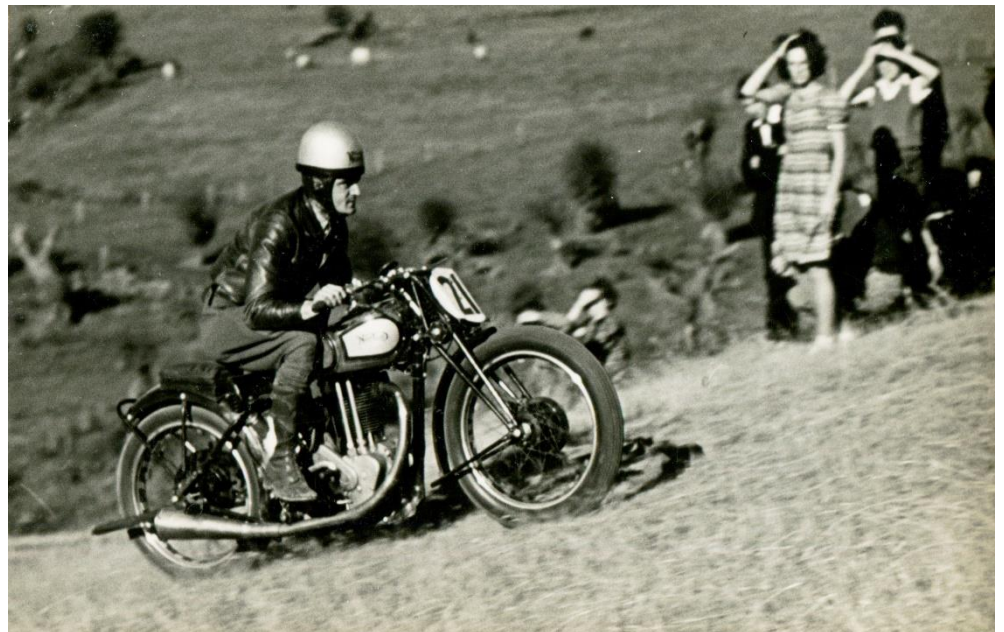


The unmistakable face of Trevor Jowett (in front) and friends trying to work out how to exit an observed section test at the end of a road trial.



Unknown, at this stage, riders round the flags at possibly a Greens Beach race.

Same again at the hill climb that started at the St Leonards train station and ran up a paddock on Boiton Hill.





Lunch break on a ride (in winter) to Great Lake with the line up being from left E Loone, Jim Cridge, Martin Coombe, G Smith, Bill Tilley, E Tilley, Reg Hay, Jack Sheldrick, J Weekley and Vern Sutcliffe.

In 1936 the annual one-off TT meeting was not going to be held in either NSW or Victoria but in South Australia at a place called Victor Harbour. The AUCT decided to join the trend and nominate two riders who would receive SOME financial support to attend as the official Tasmanian representatives. They were to be Martin Coombe with his Norton and fellow TMCC member George Wade with his Douglas. Wade decided he would attach a sidecar for that meeting as well as run it solo. He therefore needed a passenger and invited L. Cameron along for the job. Also, off his own bat A. Woolnough joined the party. From photos it looked like they shipped the bikes to Melbourne and maybe put them on the train over to S.A. A report though, stated they rode them back to Melbourne for shipment home.

Knowing about the trip to S.A. it made it a little easier to identify photos like the one below.



Another photo shows, on the shed behind, the word Harbour as in Victor Harbour. The three men in "striped" jackets with one having a map of Tassie on the pocket says to me Tassie competitors at the event. Having now seen a few photos of Coombe it must be him in the middle and on the right, Wade. I found a Web site under the Google search, George Wade on Bakers Beach with a great profile and photo of him. Many of you may find it interesting to read about one of the club's "A" grade riders.

<https://www.motormarques.com/editorial/item/196-george-wade-1913-1997>

The person on the left in our photo would be either Cameron or Woolnough I would think.

It looks to me that the first trip to compete on a tared road track made a big impression on Coombe. His collection of photos has many taken at that meeting, even photos of him and Wade standing round talking to Irish 10-time Isle of Man winner Stanley Woods whom they raced against.

World War 2 put a hold on those thoughts but on return he became determined to bring proper road racing to Tasmania. Quorn Hall, Valleyfield and Tunbridge airfields were the starting point with some very talented competitors from all states of Australia competing but let's face it when you have an air strip with hay bales down the middle, can you call it a true road racetrack?

In Coombe's collection were two clippings from the Examiner that pointed to what he was trying to organise. The first being from the Examiner in August 1949 and also shows how I managed to find out some of the committee names.

Motor Cycling Delegate

Mr. M. Coombe will be Tasmanian delegate to the Autocycle Club of Australia conference to be held in Brisbane next month.

The decision to send Mr. Coome was made at the annual meeting of the Tasmanian Motor Cycle Club in Launceston last night.

Discussion took place as to the possibility of conducting an Australian-wide T.T. race in Tasmania in 1951. This race would be similar to the

famous Isle of Man event conducted each year.

Mr. V. J. Sheldrick who has been vice-president of the club for many years, was elected a life member.

Of the 216 club members approximately 100 attended the meeting including representatives from the South and North-West.

A credit balance of £25 was reported

Election of officers;- Patron Supt. Canning; President,

Mr. T. K. Colquhoun; Vice-Presidents, Messrs. V.J. Sheldrick, G.S. Hodge; Secretary, Mr. J. Shady; Treasurer, Mr. J. Turnbull; Committee, Messrs. R. Hay, M. Coombe, E.J. Walkam, P. Henry, J. Simmons, E.T.H. Jowett, A. Ikin, W. McArthur; Captain, Mr. A. Adams; Vice-Captain Mr. A. Houstein; Handicappers, Messrs. E.J. Walkam, H. Houstein, P. Henry; Auditors, Messrs B.J. Campbell, R.S. Gee; Timekeepers, Mrs. H.G. Howe, Electrician Mr. H.G. Howe.

This one was written by Examiner Sports Journalist Jack Donnelly in August 1965 and covers most of the importance of what Coombe was to the Club.

Top sports Official Retiring

Mr. Martin Coombe has told the annual meeting of the Tasmanian Motor Cycle Club that he will not nominate for the incoming committee.

This was followed in 1929 by the first of a number of

Few men have done more for the sport of motor cycling in Tasmania than Mr. Coombe.

He has been a member of the 60-year-old club's committee for the past 33 years and his record is an impressive one.

Nortons – a make with which his name will always

He started motor cycling while serving his apprenticeship as a motor mechanic in the early 1920's.

His first machine was an early belt-drive 500 c.c. Humber.

be associated in local memories.

In 1936 he represented Tasmania in the Australian Tourist Trophy race at Victor Harbour, South Australia.

There he raced against the legendary Stanley Woods, of Ireland, winner of 10 Isle of Man T.T. races.

Mr. Coombe won the open handicap at the meeting. It was his first appearance in a road race.

And he has the distinction of being the only T.M.C.C. member to have raced against Woods.

Many triumphs

From 1936 his all-conquering Norton brought him a flood of fast times, club, State and Australian records until he hung up his leathers after World War II to devote his time to the executive side of the sport.

During his long term as an administrator, Mr. Coombe filled almost every office in the club except that of secretary and treasurer.

On many occasions he was a Tasmanian delegate to

the conference of the Federal controlling body – the A.C.C.A.

One of the visionaries who dreamt of road racing at Longford even before World War II. Mr. Coombe has been connected with this world-famed meeting since its inception in 1953 and virtually organised the racing in that year single-handed.

Mr. Coombe has been honoured with life membership of the T.M.C.C. but motor cycling as a whole owes him a debt which will be difficult to repay.

Both were laid out in the style of the newspaper of the time, as this style of writing allowed Sub Editors to crop a story to fit a space available so had short sharp sentences as statements.

The story on Martin Coombe that I have submitted to Old Bike goes more into the importance of his efforts to get Longford up and running. It was a major effort that invited others to come on his journey, but he was the one who drove the “bus” and made sure it happened. Who knows, but without the success of Longford in turning it into a major draw card for both competitors and spectators, with often 25,000 spectators each day both Baskerville and Symmons Plains may not have been built or at least for a long time after. Baskerville was built by a group of enthusiasts. Because of their involvement in Longford the Youl family became heavily involved with racing at Longford. This involvement would have been a major reason why John sat on a hill on the family estate with his regular rally navigator, Ross Oliver and his son Tony and decided to mark out an idea for a race track and name it after the family farm called Symmons Plains. Then invited his house guest Jack Brabham to look at his idea marked out with pegs on two of his front paddocks. From there, volunteers from the Light Car Club, the Volkswagen Car Club and The Tasmanian Motor Cycle Club set too and helped bring John’s vision to life for the first meeting on March 13th 1960.



That control tower stood for decades with the lower level being the timing and stewards' rooms and the top level being the commentary box. So many of our club members worked in that "box" as commentators. Like one of the Beecrofts, one of the Ricketts, Terry Brooks, Geoff Stagg, Ken Dobson, Barry Lack, Craig Bye, Robbie Scolyer oh and a bloke called Ken Young and many more.

Ken Young

SAM HUGHES

Sadly, again we have to report that another Life Member in Sam Hughes passed away in August.

I few years ago I wrote a major story for one of the magazines that was not able to be used so I am going to repose that story for you all in two parts with the second half next issue.

The name Cyril Hughes is certainly not well known in racing circles in Launceston, but as a pre-teen Cyril used to often carry a black faced stuffed toy around, so his grandmother started calling him Sambo. The name stuck, and to this day he is usually known as simply Sam.

Sam had a love of two wheels and as a teenager he would ride his push bike from his home in Mary Street, next door to the East Launceston Primary School, to Boiton Hill to watch grass hill climbs. On the 4 or 5 km ride and pushing up the very steep Queechy Hill to the finish area for the hill climb he would often be passed by competitors heading to the course.

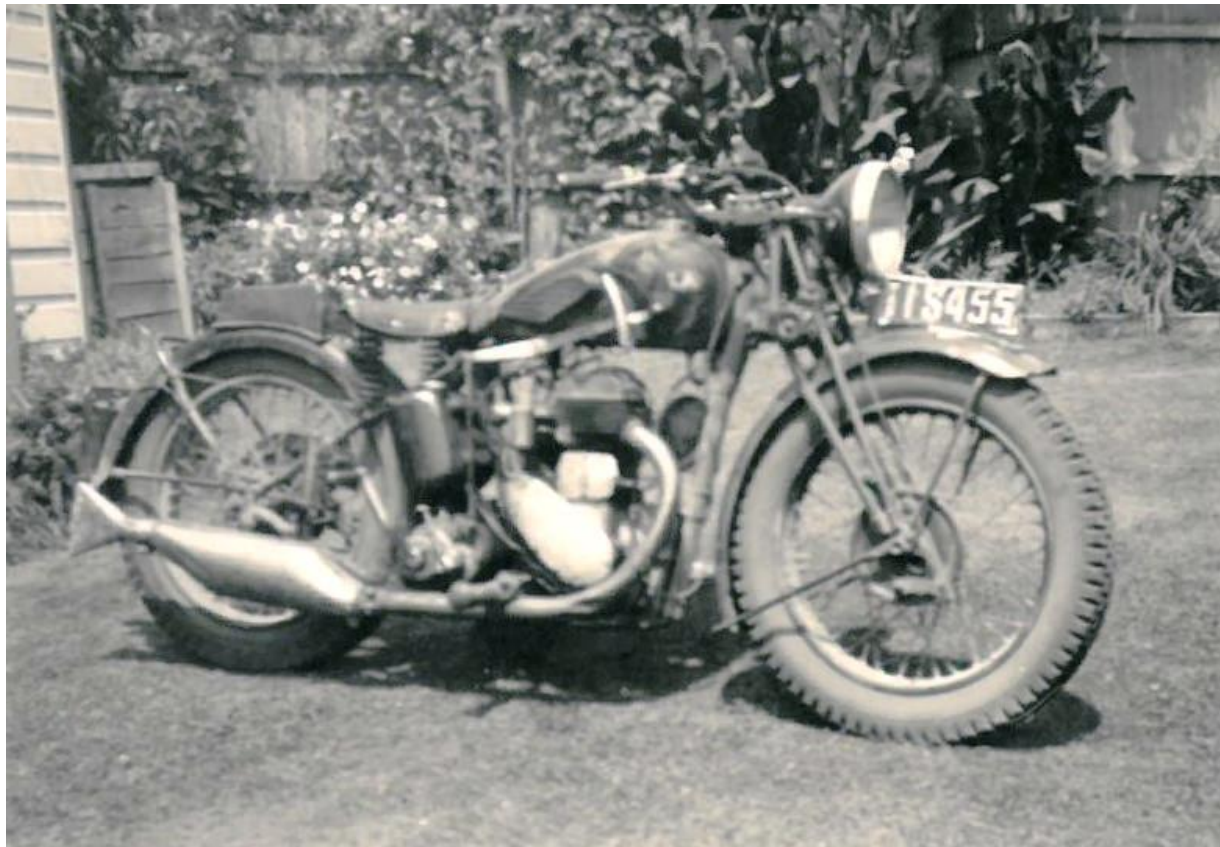
It was easy to pick out the competitors heading to the event as most were wearing leather jackets and a crash helmet. Also, most had a specially modified old spare tyre draped over their shoulders. The old tyre would have bolts punched through the tread for better grip on the grass paddock. The riders would arrive on their road bike and strip what he thought he could, to save weight, and fit the special tyre for the event, and do the reverse before leaving the event.

On the other side of the East Launceston Primary School, that Sam attended, was another older motor cycle rider and lady ahead of her time. Bev Whitford owned a string of bikes, mostly 250's and would sidecar passenger for Trevor Jowett mainly at speed events where trimming weight was important like ¼ mile events.

When Sam finished state school in a time where only about 50 percent would qualify for higher education, he just missed the cut, but as Bev's brother had just become headmaster at the Brooks Community School, he was able to pedal out to Brooks each day to further his education.

Sam's love of bikes was certainly not shared by his parents as they banned him from owning a bike until he turned 21. He was able to satisfy some of his mechanical interest by joining a model plane club. Balsawood planes had up to 2cc engines and with strings attached to control the height would be flown in a circle until the petrol ran out. His club were even invited to Valleyfield to demonstrate between bike races where Sam's interest in bikes was strengthened.

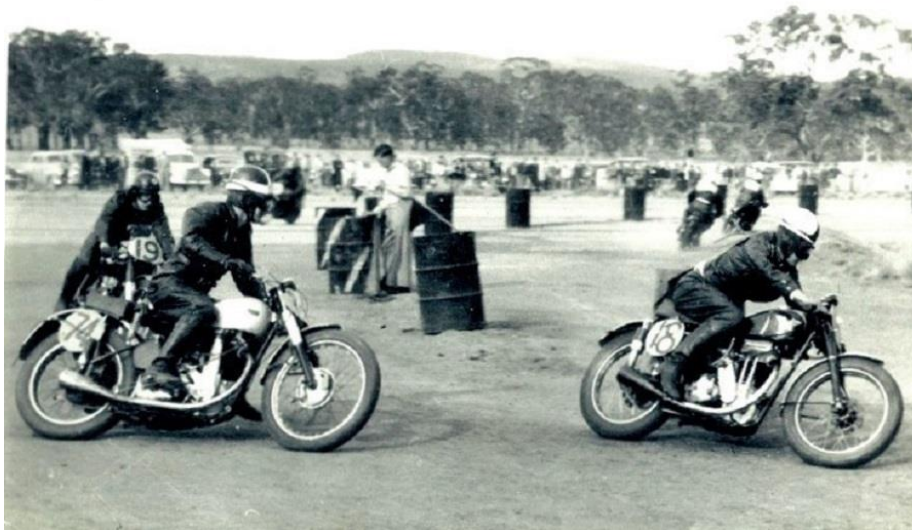
So as a booking clerk for an Auctioneer, he started saving to buy his first bike soon after his 21st birthday. Sam doesn't remember the early 600 BSA Side Valve fondly.



“I don't want to talk about it,” said Sam, “It was so old, it was a rigid frame and I can't remember if it was hand or foot gear change!” He had also forgotten that he had loaned me his photo album for scanning and a shot of that bike was in the album. Now as a sales rep for Castrol oils he wants to make up for lost time, so Sam decided to try racing and find a discipline that suited him. The first event was a beach race meeting in December 1952 at Greens Beach where he got the taste for winning on a 498 Matchless. It was the last event for the day, the unplaced riders handicap but he was able to win at his first meeting.

The next appearance in the result sheet was for the 1953 May 12 Hour Trial won by expert class rider Noel Windsor. Finishing second, Sam took away a heap of trophies as second outright, first General class rider and first Novice. The November 12 Hour trial was not so good with Sam finishing mid field.

The announcement of the start of the Longford race meetings (from 1953) saw Sam, along with so many others, spend a great deal of time helping to set up the track for racing. In fact, he was involved as a track preparer, official or rider at every Longford meeting except the last when bikes were dropped from the program. Major preparation included the laying of the cables needed for communication. Two for the public address and two for the phone line to provide communication to the major flag points. That meant four laps of the 4 ½ mile track, or well over 18 miles of cables. Its length was so much more because the cable was laid in the grass outside the spectator fence with cable to join each speaker pole on the fence. The biggest effort was at each farm or property gate. The cable had to be run high enough over the gate so that a truck or tractor could pass under it. Then many hundred hay bales had to be placed for the rider's protection. Many days were spent setting up for the race meeting and then after the meeting everything had to be removed as nothing resembling a race track was allowed to stay in place. Something required by relevant authorities. So much so that it was a small contributor to the downfall of the track. Many of the major sponsors wanted to leave signs up all year and were willing to pay considerable money to do so.



The November Quorn Hall road race looked interesting, so Sam decided to try road racing. Again, he waited for the last event to make his mark on his 498 Matchless. This time it was a third place to Max Stephens in the Unlimited Tasmanian TT. That was followed by a few beach race meetings with moderate results before returning to Quorn Hall in March 1954. He started by finishing third behind Dave Powell and Peter Ricketts in the 500 race and another third in the 500/750 handicap.

The Tasmanian Motor Cycle Club now had the use of an Evandale property called Lock Bay and before starting Scramble racing decided to run an observer section trail event in June won by Noel Windsor from Sam Hughes and Don Thompson. To end the month an extremely tough 8-hour trial was run, where many trees had fallen over the bush tracks and riders had to lift their bikes over the wet and very muddy obstacles. Fortunately for Sam he was this time on a lighter 350 AJS and was able to finish 4th and along with Dave Perry and "Dickie" Lee win the teams trophy as the AJS team. In September another observed section was run at Lock Bay with Sam back on the Matchless for a third place.



Sam decided that a new 500 AJS would be the best thing for him for 1955 and ordered one from his ex-employer Trevor Jowett, the AJS agent at Jowett Bros. Unfortunately, a 350 turned up and he was talked into taking that and regrets it to this day. The bike had speed as a second place at the January flying ¼ mile event on Bakers Beach proved. As soon as he moved to Scramble events it quickly showed the “Jam Pot” rear suspension was not up to the task. The solution came from Max Stephens who provided a set of Woodhead Munroe shocks to calm the back end down.

Another problem easily overcome was getting a competition bike to Evandale and the new Baskerville

scramble tracks. The Baskerville track was on the other side of the road to the soon to be built road race track. He had made friends with John Sturzaker, who had just purchased a new Triumph TT and John Barrenger whose father had a truck for his glazing business. So, at scramble meetings they just used the two bikes and rotated the riders for each race. The three of them were soon to go road racing, John S bolted a sidecar on the TT and put John B behind the handlebars and John S became the passenger.

In August Sam borrowed a Velocette for an observed section trail, pitting veterans of the club against the current riders. Veteran Bill Gough was in a three-way tie for the win with young guns Noel Windsor and Sam Hughes.

Early in 1956 the three friends (Sam and the 2 Johns) combined to dominate the March scramble meeting at Lock Bay. Sam won on the 350 AJS and the 500 Triumph in 500 races and finished second to Barrenger on the TT with his AJS in another.



Another very popular 12 hour trial was held in July won by Graeme White on his long term 500 BSA from “Dickie” Lee on a 500 Matchless G80 and Sam Hughes on his 350 AJS.

Sam had taken to scramble racing and was often winning at Lock Bay and Baskerville. The newly formed Launceston MCC were keen to run scramble races and often used the TMCC track at Lock Bay.

An October article in the sporting pages of the Examiner confirmed that, under the heading "Big Crowd Sees Scramble." Came the lead,

"A big crowd saw spectacular riding at the Launceston MCC scramble meeting at Evandale on Saturday.

"Features were the success of TMCC star S. Hughes, who won all four events in which he rode and the big entry of first year riders..."

The novice race was won by Bob Smith on Sam's old 350 AJS as Sam had moved, along with his trick Munroe shocks to a new Matchless G80 CS (Competition Special).



VALE Cyril Alfred "Sam" Hughes.

Part 2 next issue

Ken Young

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

WOT'S ON

TMCC Committee Meeting Thursday 5th October 2023



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 Race meeting is Round 4 of the TRRC at Baskerville on Sunday 8th October, with a Ride day on Saturday 7th October. Race entries close 9pm Friday 29th September (Late Sunday 1st October). Online Ride day entries close 8pm Friday 6th October.

The next TMCC Ride day is Sunday 29th October. Entries on Ridernet close Saturday 28th October at 12 noon or are available on the day.

Flaggies needed for all days. Let SRCT or TMCC know if you can help.



Tasmanian Motorcycle Club Dinner and Trophy Presentation 2023

Saturday 18th November 2023

Riverside Golf Club

244 West Tamar Highway, Riverside

2 Course Buffet Style Banquet

Adults - \$40 per head

Kids Under 16 - \$20 per head

Time: 6.30 pm for 7.00 pm

RSVP by Friday 10th November 2023

Let us know if you have any special dietary requirements.

Please return completed form to:
TMCC, PO Box 347, Beauty Point 7270
Or email to: tmccsec@gmail.com

Name: _____

No. Adults: _____ No. Children: _____

Email or Phone: _____

Direct Deposit (by 10/11/2023) ☐ BSB 633-000 ACC 115384505 (Please use surname as reference)

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2023 ROAD RACING CALENDAR - SELECTED EVENTS					
Start	Finish	Days	Meeting Name	Round	Location
29/09/2023	1/10/2023	2	Master of Mac Park	3	Mac Park
7/10/2023	7/10/2023	1	SRCT Ride Day		Baskerville
8/10/2023	8/10/2023	1	TRRC Round 4 / SRCT Round 4	4	Baskerville
14/10/2023	14/10/2023	1	Preston MCC Bracket race days	3	Broadford
15/10/2023	15/10/2023	1	Victorian Interclub Series	3	Broadford
20/10/2023	22/10/2023	1	MotoGP	17	Phillip Island
27/10/2023	29/10/2023	4	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	6	Phillip Island
29/10/2023	29/10/2023	1	TMCC Ride Day		Symmons Plains
4/11/2023	5/11/2023	2	Southern Classic		Broadford
11/11/2023	12/11/2023	2	Victorian Road Racing Championships	4	Broadford
11/11/2023	11/11/2023	1	TMCC Ride Day		Symmons Plains
12/11/2023	12/11/2023	1	TMCC Bracket Race Meeting		Symmons Plains
19/11/2023	19/11/2023	1	SRCT Ride Day		Baskerville
23/11/2023	26/11/2023	4	SRCT - AHRRC		Baskerville
1/12/2023	3/12/2023	3	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	7	The Bend
1/12/2023	3/12/2023	3	SRCT - 2 Hour		Baskerville
10/12/2023	10/12/2023	1	TMCC Ride Day		Symmons Plains
17/12/2023	17/12/2023	1	SRCT Ride Day		Baskerville
29/12/2023	31/12/2023	1	South Australian Historic Road Race Championships		Mac Park

Numbers – Background, Colour and Size

Just in case you couldn't find it in the Manual of Motorsport, here's the [link](#)

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