

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

October 2023

PRESIDENT'S REPORT

It's been a bit quiet this last month for the club with not a lot happening. The last round of the TRRC has been run at Baskerville with good fields and some excellent racing.

Our next events at Symmons Plains will be our Ride Days on Sunday 29th October and Saturday 11th November, followed by the Bracket Racing Day on Sunday 12th November which should be a bit fun. We have never tried such an event but I'm sure we will succeed and have a good day. We are always in need of flaggies and marshals, so if you can lend a hand, please let us know.

Two of our riders, Scott Campbell and Karen Webb, are going to the ASBK Round at Phillip Island next weekend, 28th & 29th October, to compete in the Superbike Masters support class for Period 5 & 6 Historic machines. So, good luck to them both. Rob Scott will also be in attendance as the Series Chief Technical Officer.

Don't forget our annual dinner to be held at the Riverside Golf Club on Saturday the 18th November. RSVP by Friday 10th November. Booking form is in this edition.

Cary Mc Mahon

Hon President.

Tasmanian Road Race Championship Round 3

Symmons Plains 10th September 2023

Yes, it was a while back, but we had so much to cover and to catch up in SPOKE, so this is more just a reminder of how good the racing was and how talented our riders are. Also, you have all been able to read the much shortened coverage in Motor Cycle News haven't you?

Great racing all, except our SPOKE editor Karen Webb, who in the words of the great New Zealand racer Graham Crosby, "trowelled it", that is spread it everywhere. It was in the last race of round 3 and among the many things broken on the bike, she thought she'd broken her thumb (later discovered it was not broken just badly strained). As she had to be taken to hospital and with the current "ramping" situation we were told it would take about an hour for a replacement "not emergency" ambulance to arrive so all of round 4 races had to be abandoned.

Firstly, one rider at presentation said that even though it was disappointing to miss the 4th round he felt Karen's health was more important. Hear, hear.....

An explanation here as we all know we can't race without an "available" ambulance. That is, they can't have any patient, even just under observation in the ambulance to be able to continue. Karen had told them she would get Wayne to drive her to hospital so the racing could continue because she "only had a damaged thumb". On return to the pits, it was noted she had scratches on the helmet that she couldn't remember doing. As the next race started, a delayed concussion and possible shock set in, and she collapsed meaning the race had to be stopped so she could be attended to. Also, she was told that if she took herself to hospital, they couldn't give any painkillers because they couldn't observe the reaction.

This left two options, pull out a screen and shoot her or use the ambulance to take her to hospital. As no one had a gun it was option 2.

Come on, you know I'm just joking, and we all know Karen can now laugh about it except for the cost of a new helmet and the cost and effort for Wayne to repair the bike. What really hurt was Karen missed out on 3rd place in class by ONE point!

The race meeting up to then was excellent even with a slightly reduced number of riders. Many riders at the presentation reported doing PB's and many great match races within each race. To be expected, the F3 class was all action and the fleet of SV 650's with Dale Madden winning from Rob Scott and James Abey. In that combined class the actual races were won by Pre-Modern Open rider Roy Turner from Jeremy Huddleston.



F3 Class - Ben Abey #175, Rob Scott #78,
Leigh Stanisz #24 and Mark Eagling #95



Roy Turner #66
Pre-Modern Open

The “Clubie” combined race was a real mixed bag with Quentin Atkins crashing on Saturday with damage to the collar bone ruling him out for the weekend.

The big battle in this race was between Eleanor and Trevor Renton on their VFR400’s with two wins to El.

The Lites with small entries has some great match races with the GP rider Rhys Tan taking the spoils with two wins from Aaron Wade, both on NSF250R’s. Again, the production bikes left the line better, making these two work hard to get to the front. The two gun starters in the Production section were Isaac Simmonds (KTM RC350) and Chloe Honeychurch (Ninja 400). Isaac continues his upward projection from the juniors with 2 wins while Chloe again showed her no fear style in great passing and re-passing during the races. Also, Doug Watson back from injury, was also getting good starts and riding really well.

Lochie Curtis again won the Supersport class but was closely followed by the returning Mitch Hawksley. Qualifying got off to a shaky start with class newby Jayden Davie-Bohdal running through the gravel trap outside the hump and then two laps later straight into the one on the outside of turn one. In between this Lochie Curtis overshot pit corner but pulled it up before the gravel trap.



The Superbike class had their dramas on Saturday with Brett Simmonds striking small clutch problems. Jason Spencer had major problems when he low sided his bike at the end of the back straight. He took the number two out to make sure it was ready to use instead on Sunday and proceeded to have a big high side out of the hairpin. Sunday showed the problem for Brett with a very uncharacteristic third qualifying with Scott Campbell on pole and Jason in between.

The class showed how very little changes in lap times can make a big difference to results and vindicates the comments sometimes heard that Brett wins so many races with blinding starts and dynamic fist laps. When you compare the fastest laps from the last meeting to the ones from this round it shows the small gaps. Winner Simmonds did 55.52 and this time 55.75 while second placed Campbell was the improver with 56.09 and 55.79 and third Spencer did 56.00 and 56.21 while fourth places Scott Honeychurch did 57.64 and 57.30.

To follow up those comments look at these 3 shots from the race 3 start, it shows how important the start is.





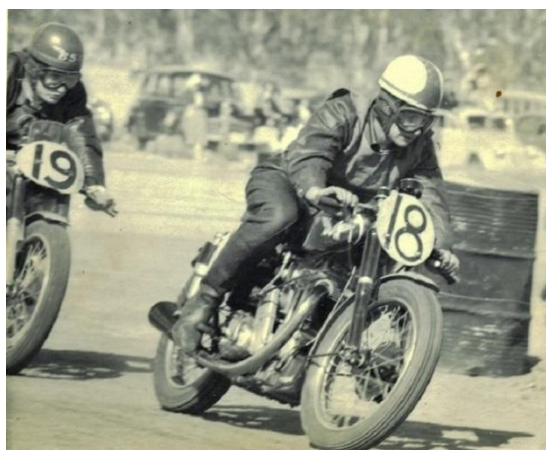
From the grid with Jeremy Huddleston also in frame to the actual line where Brett catches Jason to the next where Scott Honeychurch gets a great start from grid 5.

Ken Young

Sam Hughes Part 2

We pick the story on the late Sam Hughes up just after he sold his unloved 350 AJS to Bob Smith around 1956;-

When the 1957 Longford meeting approached, Sam decided to give it a try on his Matchless G80 CS. Up to that time the bike had been the bike he had stared on at scramble and beach racing and required some effort to get it ready to road race.



Be it Quorn Hall in 1954 leading Peter Ricketts # 19 or rounding Newry Corner at Longford Sam was stylish and happy on a Matchless.

Showing his versatility and desire to experience as much competition as possible, Sam borrowed a road registered Triumph for a TMCC consistency event in August 1956. The idea was to lay down a time over a 4 ¼ mile road course then without speedo or watch, do another three laps as close as possible to the original. A second place was the result. That was all in between winning countless scramble and beach

race events. This time the effort was made and although no podiums were achieved, he was able to finish well inside the top ten in large fields of quality riders.

One significant beach event in 1957 was the State titles on Greens Beach. Sam looked like winning the open championship event using the speedway style of riding. That is the large sweep and sliding around the barrels until with just one lap to go fellow scramble rider, Ray Turner, arrived using the fast in, stop the bike, and tight round the barrels scramble method. It turned out to be a dive bomb on Sam with his front wheel taken out from under him and Turner going on to win the title.



Sam's ability on a bike was now meaning that he was often offered rides on other people's bikes. Good friend Dave Perry had purchased a very trick 350 Manx with a close ratio gear box. He was struggling to come to grips with it so put Sam on it. The problem was simple as Sam explained,

"With the close ratio competition gearbox, when you changed from second to third it dropped under the power band. Usually, it was on exit from a corner and it would cough, clear and resume on full power. That often meant loss of traction and down you would go."

Eventually the Manx defeated the team with much AMC knowledge with working on AJS and Matchless bikes. It was sold to good friend Ian Tilley who had his father, Bill, a long-term Norton racer as the mechanic and the combination worked.

In 1960 Longford again beckoned with Eric Waddingham offering Sam the 350 BSA that Tilley usually raced for the meeting. Again, he was close but not quite able to score a podium.

Long term friend Dave Perry had just purchased a new Manx and offered his old 350 AJS to Sam for the Quorn Hall meeting later that year. Unfortunately, the flywheel was now out of round and during one race started to vibrate. Sam remembers, "The bike was vibrating, something I hadn't experienced before, but was running well so I pushed on." That is until the crank went tumbling down the road with all other engine parts heading in every direction. A situation made even more embarrassing by the fact that his good mate had even helped out while Sam was waiting for his final job as a government agriculture inspector to come through. Perry owned a butcher's shop in Kings Meadows, now Kyeema Seafood.

A Symmons Plains meeting soon after the Quorn Hall "disaster" saw a very generous Perry decide to loan Sam his 350 Manx with again moderate success on a very unfamiliar bike.

It was starting to turn into a game of "musical bikes" when, soon after just two weeks before his wedding, Waddingham again offered the 350 BSA to Sam for a big meeting with many National level riders attending. It looked like a good idea, except for one person who should not be told. Results were great up to a feature race with a number of bigger bikes entered. Sam bumped off to a great start leading the first lap until a WA rider shot past on the hump and then dropped the bike into pit corner. Sam made a mighty effort to miss him, and did, but didn't realise that as the bike was sliding to the ground it pushed his left foot into the exposed primary chain. It took his boot to the sprocket jamming it so hard it bent the swinging arm, snapped the chain and ripped his boot off.

Sam remembers getting up to pick up the bike and looked down to his feet.

"That was when I noticed different colours," he said "One black foot and one red! Can't be right one boot and one no boot, and I was wearing green socks!"

The ambulance team stopped the profuse bleeding and took him to the Launceston General Hospital where a few stitches in the foot solved one problem. The next one was when he got home. Suffice to say that was the last race meeting for quite a few years.

Although racing had virtually ended except for a stint of riding enduro's with his two sons in the late 1970's, and assisting with the start of their Moto Cross racing he was to continue as a committee man with the Tasmanian Motor Cycle Club. That led to a major official career.

In 1967, in the list of officials for a Symmons Plains meeting were regular Stewards Trevor Jowett and Jack Bratt with newbie Sam Hughes. Later that year he showed he still had the ability when the TMCC final race of the day was for officials where they borrowed a bike from a rider on the day. The race was won by newly appointed commentator Colin Rickets (650 Triumph) from Sam Hughes (500 Velocette) and Clerk of Course, Terry Brooks (250 Ducati)

Racing was about to move to a new decade and slightly new structure with Stewards appointed from outside the organising club. Les Walkden was appointed Clerk of Course and Sam Hughes was Chief Course Marshall. The two clicked and stayed in those positions until the start of the 1990's. The time was a great time of change in how racing was to be conducted in Australia, especially the TMCC's two marque events at Symmons Plains. The Australian Road Race Championship and the start of long-distance production racing.

The ARRC round was usually the first round for the year with riders often fronting with brand new bikes and a need to score as many points as possible for their new team or sponsor. A regular theme was riders wanting to know were in the rule book it says I have to change or modify "that" on my brand-new bike. Possibly the biggest headache in GP racing came at the Swann Series. During the warm up lap Gregg Pretty dropped his TZ750 on oil at the end of the straight. He tried to gain the attention of the starter, but the race was started without him. He re-mounted and rushed to the line to warn of the oil. An instant decision had to be made and the race was red flagged. Common now but back then it was almost unheard of. That was then just the start of the problem for Les and Sam. 30 plus excited riders returned to the start line and laid their bikes against the fence and all seemed to have an opinion on the red flag and wanted to express it. Complicating the matter was the main spectator fence was close enough to the track that they could hear everything going on and many spectators were keen to put forth their opinion too. Eventually calm was restored and the race completely restarted and Pretty was to win with most of Australia's top riders and international Will Hartog chasing him home.

The headaches in Production racing were constant. One major problem was that the timing of the event, often mid-year, was when the Japanese had just released a new model sometimes with teething problems. Riders would be wanting to change or modify something to solve a problem and have to consult with officials to find out if it was within the production rule book.

Les and Sam were continually asking club reps to take an issue to ACCUT for inclusion in the ACCA rule books. Again, a crash at the end of the back straight was a major issue in one of the first races. Alan Decker was in third just a few seconds away from being lapped by the race winner. The flag went out to the winner with Decker crashing soon after and pushing his badly damaged bike back to the pits. He was to claim that the flag had been shown to the winner, so the race was over. It didn't say in the rule book that he had to cross the line. He won the protest and came third but would not be able to do it again according to the new rule in the rule book.

A major endorsement to the way Les, or "Boris" as he was known, and Sam worked together was when many top line mainland riders contacted the Comp. Secretary about entering a meeting the first question was are Boris and Sam running the meeting. If the answer was yes, the usual response was OK I am coming down for the event.

The ultimate endorsement from the Tasmanian Motor Cycle Club for his riding and officiating was to award Sam Life Membership in 1977.

Ken Young

Tasmanian Road Race Championship Round 4

Baskerville 8th October 2023

A perfect weather day at Baskerville for the final round of the Tasmanian Road Race Championships.

Sunny without a lot of heat to “cook” the riders in their leathers or the officials who do such a great job all day. Great to see so many TMCC officials make the trip to help the Sports Riders Club, the promoters of the event. It made for some interesting challenges for the photographers like me who were looking for new angles for when I return to cover the Historic meeting.



This shot from Qualifying now shows a heap. Starting with the flaggies doing a great job keeping an eye on what is happening around them, which in this case is Chloe Honeychurch chasing Gus O'Halloran. Both Gus and Chloe may notice this shot was not in the collection of shots sent to them. Simply, I rejected it because when I cropped it, I couldn't get the colour back into it as the sun flared the lens. I also discovered my lens needed a good clean because of the dust spots that showed up in the sky. A very interesting day. More interesting was the days racing.

The two mixed classes kicked off the day with Boyd Witzerman on his YZF-R7 just able to hold off the usual horde of SV 650's. In the combined “Early” model classes Jeremy Huddleston (R1) was able to win from James Ryan (FZR1000) and the retiring Peter Bellchambers (GSXR750). That is, he is not a shy and quiet person, but he has announced that after the Two Hour he will be hanging up his leathers.



Peter Bellchambers #88 and Trevor Riley #103 – Golden Era Over 500cc
Wade Schrader #420 – Pre-Modern Open
Michael Webb #118 – Formula
Baskerville

The combined Lites Production and GP class saw Josh Van Der Putten (NSF) lead every lap of the 4 races.

The GP battle was between Aaron Wade #44 and Rhys Tan #39 on the NSF's. That is until the final lap of race 4 when Aaron tried to ride round the outside of Rhys where it all went wrong.



He did manage to walk to the ambulance for observation, but again it was going to take too long for the replacement ambulance to arrive so that ended the meeting. The ambulance "taxi" service had already been called twice. The first was for Chad Wyllie who was having a blinding first race in the Supersports class where he actually led a few laps until the front crier enough at the top of the esses with the following result.



Later in the day Rob Scott had a big one in the sweeper on his SV650. He was to return to the track later but because he had landed on his head, and he couldn't remember any of the crash Chloe Honeychurch kindly drove Rob back to Launceston in his car with his damaged bike in tow.

In between time Lockie Curtis (GSXR600) was able to win the Supersport class from Mitch Hawksley (R6) and Marcus Delaney (R6). A great battle went on behind them between David Bartels (CBR600) and Oliver Skinner (R6).

Lochie Curtis # 82
- Supersport





David Bartels #80 &
Toby Schuurin #224
- Supersport

The Superbike class was very exciting this time with a great battle of the CBR's of Brett Simmonds and Jason Spencer. Jason actually able to lead Brett for a few laps in race 3. Neither were too upset that their final race was cancelled due to the 3rd crash of the day because they were both struggling with small technical issues. The big surprise in this class was the change to the green ZX10 that was doing the chasing. Moving up into the class was Oscar O'Donovan, and he was involved in a great battle with Scott Honeychurch all day. Only about 3 years out of juniors, Oscar and this new bike and class really are off to a great start.



Oscar O'Donovan #17 - Superbikes



Chloe Honeychurch #7 and Isaac Simmonds #16 - Lites Production
Rhys Tan #39 and Mark de Jong #14 - Lites GP



Gus O'Halloran #6 and David Coward #60 - Lites Production

Apart from a few crashes there was some great racing as well.

Ken Young

TASMANIAN ROAD RACING CHAMPIONSHIP 2023

		Formula 3	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	15	Boyd WITZGERMAN	74	100	75	74	323
2	59	Dale MADDEN	66	80	55	81	282
3	75	James ABEY	74	70	52	69	265
4	46	Daniel BRIGGS	0	70	50	87	207
5	78	Robert SCOTT	66	64	55	15	200
6	175	Benjamin ABEY	59	60	13	61	193
7	24	Leigh STANISZ	38	52	43	59	192
8	765	Peter MCELDOWNEY	100	0	0	0	100
9	95	Mark EAGLING	44	0	45	0	89
10	27	Darren GRICE	0	56	0	0	56
11	111	Wayne BATSON	54	0	0	0	54
12	65	Martin PEDERSEN	0	0	0	54	54
13	93	Josh VAN DER PUTTEN	0	0		25	25

		Golden Era Over 500cc	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	21	James RYAN	100	100	75	100	375
2	88	Peter BELLCHAMBERS	80	80	60	60	280
3	22	Karen WEBB	72	72	35	17	196
4	6	Gavin BROOKS	34	68	36	0	138
5	103	Trevor RILEY	0	0	0	74	74
6	126	Jason WYLLIE	0	0	0	0	0

		Golden Era under 500cc	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	13	Cameron ROWELL	100	73	36	100	309
2	34	Trevor RENTON	0	77	65	0	142
3	70	Eleanor RENTON	0	70	70	0	140
4	500	Julian WINLOW	0	100	0	0	100
5	314	John KRANZ	0	0	0	80	80
			0	0			

		Tassie Juniors	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
2	60	David COWARD	85	25	0	0	110
1	2	Augustus O'HALLORAN	95	0	0	0	95
3	27	Ava CONNELL	54	0	0	0	54
4	14	Jett PRYOR	0	20	0	0	20

		Lites GP	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	93	Josh VAN DER PUTTEN	100	100	0	100	300
2	14	Mark DE JONG	72	74	54	69	269
3	44	Aaron WADE	80	60	65	58	263
4	39	Rhys TAN	0	0	70	76	146

		Lites Production	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	7	Chloe HONEYCHURCH	100	100	65	100	365
2	16	Isaac SIMMONDS	80	72	70	80	302
3	60	David COWARD	68	67	48	65	248
4	12	Leah RENTON	72	60	45	0	177
5	56	David DICK	0	80	0	72	152
6	3	Christiaan BRITS	64	56	0	0	120
7	6	Gus O'HALLORAN	0	0	51	67	118
8	25	Hans DADSON	0	65	0	0	65
9	36	Jett Pryor	0	0	0	59	59
10	5	Doug WATSON	0	0	54	0	54
11	81	Kristian RILEY	0	0	0	15	15

		Pre-Modern Open	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	40	Jeremy HUDDLESTONE	100	65	58	95	318
2	66	Roy TURNER	80	0	75	0	155
3	420	Wade SCHRADER	0	65	20	65	150
4	57	Robert SELLERS	0	86	0	0	86

		Pre-Modern Supersport	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	30	Matthew COWARD	70	74	70	0	214
2	23	Matthew LONG	100	100	0	0	200
3	6	Martin LONG	78	78	0	0	156
4	42	Tim O'HALLORAN	0	0	65	0	65
5	85	Andrew EAGLING	0	0	54	0	54
6	740	Oliver SKINNER	0	0	0	50	50
7	8	Shayne LUCAS	20	0	0	0	20
8	74	Daniel MULHOLLAND	17	0	0	0	17

TASMANIAN ROAD RACING CHAMPIONSHIP 2023

		Superbikes	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	19	Brett SIMMONDS	100	100	75	75	350
2	72	Jason SPENCER	80	60	53	56	249
3	26	Scott HONEYCHURCH	68	70	52	52	242
4	40	Jeremy HUDDLESTONE	63	53	48	49	213
5	420	Wade SCHRADER	46	53	13	33	145
6	44	Todd TATNELL	39	39	38	26	142
7	29	Scott CAMPBELL	72	0	60	0	132
8	18	Jooho LEE	49	51	0	24	124
9	76	Don FENTON	43	0	44	36	123
10	17	Oscar O'DONOVAN	0	64	0	56	120
11	10	John ALLEN	33	41	0	27	101
12	94	Nicholas WILLIAMS	39	58	0	0	97
13	88	Mark DELANTY	0	0	43	35	78
14	111	Brad HUGHES	0	67	0	0	67
15	666	Damien FAULDS	0	23	0	42	65
16	63	Christopher CLARK	60	0	0	0	60
17	20	Christopher MCGRATH	0	0	0	45	45
18	98	Marcus BURNS	0	0	35	0	35
19	46	Daniel BRIGGS	0	21	0	0	21

		Superbike - B Grade	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	420	Wade SCHRADER	85	72	20	52	229
2	76	Don FENTON	75	0	75	53	203
3	17	Oscar O'DONOVAN	0	85	0	75	160
4	111	Brad HUGHES	0	95	0	0	95
5	666	Damien FAULDS	0	34	0	60	94
6	46	Daniel BRIGGS	0	32	0	0	32

		Superbike - C Grade	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	44	Todd TATNELL	66	69	60	54	249
2	18	Jooho LEE	74	80	0	45	199
3	10	John ALLEN	52	71	0	54	177
4	94	Nicholas WILLIAMS	60	100	0	0	160
5	88	Mark DELANTY	0	0	75	70	145
6	63	Christopher CLARK	100	0	0	0	100
7	98	Marcus BURNS	0	0	54	0	54

		Supersport	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	82	Lachlan CURTIS	100	100	75	70	345
2	8	Marcus DELANEY	80	73	56	56	265
3	43	Jesse WOODS	72	76	0	0	148
4	6	Martin LONG	68	58	0	0	126
5	52	Mitchell HAWKSLEY	0	0	57	63	120
6	23	Matthew LONG	0	71	0	0	71
7	84	Harley PHIPPS	0	61	0	0	61
8	7	Chloe HONEYCHURCH	0	61	0	0	61
9	95	Heath FIELDING	0	52	0	0	52
10	80	David BARTELS	0	0	0	51	51
11	224	Toby SCHUURING	0	0	0	48	48
12	26	Jason WYLLIE	0	0	35	0	35
13	666	Jayden DAVIE-BOHDAL	0	0	16	0	16
14	26	Chad WYLLIE	0	0	0	0	0
15	740	Oliver SKINNER	0	0	0	0	0

		Supersport - B Grade	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	82	Lachlan CURTIS	100	100	75	75	350
2	43	Jesse WOODS	80	80	0	0	160
3	6	Martin LONG	72	72	0	0	144
4	80	David BARTELS	0	0	0	60	60

		Supersport - C Grade	Round 1	Round 2	Round 3	Round 4	Series
Pos	No	Name	19-Mar-23	2-Apr-23	10-Sep-23	8-Oct-23	Total
1	84	Harley PHIPPS	0	90	0	0	90
2	7	Chloe HONEYCHURCH	0	90	0	0	90
3	224	Toby SCHUURING	0	0	0	75	75
4	95	Heath FIELDING	0	72	0	0	72
5	666	Jayden DAVIE-BOHDAL	0	0	25	0	25
6	740	Oliver SKINNER	0	0	0	0	0
7	26	Chad WYLLIE	0	0	0	0	0

Coming up

We are in for a busy time so you all need to keep an eye on the calendar for the remainder of the year.

20th October is the Australian GP from Phillip Island

29th October is a ride day at Symmons Plains

11th November is a ride day at Symmons Plains

12th November is the Bracket Race meeting at Symmons Plains

18th November in the Dinner at Riverside Golf Course

26th November is the Historics at Baskerville

3rd December is the 2-Hour at Baskerville

That should keep us going up to Christmas. Entries and acceptances should be closing soon on most of these events. So, get your entries in for the Bracket Race meeting on Ridernet, and acceptance for the dinner returned to tmccsec@gmail.com. The Dinner and Trophy Presentation is so much better when all trophy winners are in attendance. The Bracket Race meeting is a new concept, and the club will be judging the response as to whether they run it again on the number of entries. So, if you want slightly different racing you need to support this event.

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 2nd November 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 TMCC Ride Day is **Sunday 29th October**.
Entries on Ridernet [here](#) close Saturday 28th October at 12 noon or are available on the day.

The next Race meeting is the TMCC Bracket Race Meeting at Symmons Plains on **Sunday 12th November**, with a Ride Day on **Saturday 11th November**.
Race entries are now open [here](#) and close 11pm Monday 6th November.
Online Ride Day entries [here](#) close 12 noon Friday 10th November.

BRACKET RACING

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 PROVIDES THE FOLLOWING VANTAGES.

EXCITING AND ENJOYABLE RACING AS YOU WILL BE RACING WITH OTHER COMPETITORS WHO HAVE VERY SIMILAR LAP TIMES.

LOW COST, AS YOU CAN USE WHATEVER BIKE YOU HAVE AVAILABLE, BE IT CLASSIC, MODERN OR ANYWHERE INBETWEEN. THERE IS NO NEED TO SPEND EXTRA MONEY TO MAKE IT COMPETITIVE IN A CLASS.

RELAXED RULES ALLOW FOR YOUR RIDE DAY BIKE TO BE ELIGIBLE FOR BRACKET RACING (SEE TMCC WEBSITE AND FACEBOOK FOR MORE INFORMATION)

THE FORMAT IS IDEAL FOR BOTH NEW AND CURRENT RACERS ALIKE, WITH ITS FRIENDLY AND LOW STRESS ATMOSPHERE ALLOWING COMPETITORS TO DEVELOP THEIR CONFIDENCE AND SKILLS WITHOUT FEELING LIKE THEY HAVE BEEN THROW IN THE DEEP END.

FOR MORE INFORMATION VISIT TASMANIANMOTORCYCLECLUB.ORG.AU

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

2023 ROAD RACING CALENDAR - SELECTED EVENTS					
Start	Finish	Days	Meeting Name	Round	Location
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

**Enter on
Ridernet to
avoid the check
in queue***

TMCC Track/Ride Day

buckbymotors
**SYMMONS
PLAINS** RACEWAY

**Sunday 29th
October 2023**

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
- EETPos 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 12 pm
Saturday 28th October 2023***

Numbers – Background, Colour and Size

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