

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

February 2023

PRESIDENT'S REPORT

The next few weeks are going to be quite hectic for the Tasmanian Motorcycle Club committee. The Longford Motorama is on the March long weekend, Friday 10th, Saturday 11th and Sunday 12th, followed by the TMCC Ride Day on Saturday 18th March and Tasmanian Road Racing Championship Round 1 at Symmons Plains on Sunday 19th March, and then the Devonport Motor Show on Sunday 26th March.

We are seeking volunteers to help with all of these events. We also need bikes of all types for the displays at the two motor shows. And don't forget that the Ride and Race days need volunteers for flag marshal and recovery duties. Contact me if you are interested in participating in the motor shows, and Karen if you can help out at the ride and race days.

As I said above, the next event at Symmons Plains is the Ride Day on 18th March and Round 1 of the TRRC on Sunday March 19th. Online Ride Day entries [<<here>>](#) and Online Race entries [<<here>>](#). Remember that Online Ride Day entries go into the draw to win a Ride Day voucher. Don't forget to log into Ridernet and renew your TMCC Club Membership and MA Race or Recreational Licences before these dates.

The next Committee meeting is on Thursday 2nd March at the Gunners Arms Hotel, Lawrence Street, Launceston commencing at 7pm.

Cary McMahon - Hon President

Festival of Speed Race Report – by Karen Webb

The Festival of Speed is an event for Historic bikes manufactured up to 31/12/1990, and Pre-Modern bikes manufactured up to 31/12/1997, with a couple of exclusions. The event is run by the Post Classic Racing Association of NSW who had to work very hard to get a date at Sydney Motorsport Park. I've heard a rumour that the hire fee is \$30,000 a day, and that the track, now the only suitable track in NSW, is booked out every weekend of the year.

Wayne and I arrived at Eastern Creek on Thursday 16th February to set up in the campground. We couldn't unload until Friday morning, so we settled in for the night. We were up early to get into the pits at 6.30am to unload the bikes and set up in the garage.



Unloaded and ready to go.

Photo: Darryl Bullock

Friday practice was run by the Australian Racing Drivers Club and had sessions for cars and bikes. This wasn't a problem, and the day went well. I had 5 sessions scheduled during the day, but as the weather was very hot, I only managed 4 of the 5 sessions. I hadn't been at SMP since the ASBK Superbike Masters in November 2019, so I was a bit rusty. My first session wasn't what I had hoped for and was well outside my usual times. We took a tooth off the rear sprocket and I dropped a couple of seconds and felt a bit more comfortable. Next session was better again, and I dropped another 2 seconds. I was very happy with my times and did similar times in the final session.

For racing on Saturday and Sunday, I had entered the Period 6 (P6) classes for bikes manufactured between 01/01/1983 and 31/12/1990, and a mixed class called "Unchained" for bikes that fitted into the Period 5 & 6 1300, Pre-Modern Unlimited and Formula 1 Unlimited classes on my 1989 Suzuki GSX-R750's. The P6 750 class was the first class on track at 8.30am on Saturday and was mixed with P5 750's. I manage to qualify 15th out of 30 overall with a 1.52.4. This was about as good a time as I had ever done, so I was pretty happy with that. Qualifying for the P6 1300 class was mixed with Pre Modern Superbikes. I qualified 26 put of 35 overall. I finally cracked the 1.51's with a 1.51.7, a new PB. Woohoo.... This was also the session that I nearly endo'd between turn 3 & 4 trying to avoid running up the clacker of a slower bike that backed off unexpectedly. I was told by the guy behind

me that the rear wheel was about 3 foot in the air. Luckily the Suzuki's brakes are awesome and it steers really good on the front wheel!

The Unchained class was my third session on track. This was the "big bike" class, and I hadn't realised the calibre of bikes and riders in this class when I entered. Undaunted, I went out and qualified 26 out of 36 and was very happy with a 1.52.78.

The weather had reached 38 degrees and it was very hard to keep cool. My first race was for P6 750 mixed with P5 750. Starting off grid 15, I got dusted up off the line into turn 1 and lost quite a few places. I managed to regain most of them and finished in 16th. These races were progressive grids so I had to start off 16 in race 2. My second race was for P6 1300 mixed with Pre Modern Superbike. I started 26th and finished 17th overall with a 1.51.4 lap time. Very happy! My third race was the Unchained F1, P5, P6 & Pre Modern Unlimited. I started 26th and finished 19th overall with a 1.51.7 lap time. Still very happy. My fourth race for the day was the second leg of the Unchained F1, P5, P6 & Pre Modern Unlimited. I started 19th and finished 15th overall with a 1.52.3. Not so happy.



Always need to be first out on the sighting lap.

Photo: Darryl Bullock

On Saturday night we had gone out to dinner when a "freak" storm hit Sydney. Luckily there were a few campers left at the campground, and they managed to save the awning on our caravan from major damage. It will require some repair, but fortunately is still able to be used.

Sunday was a bit cooler, but not much. I was out first race again in the P5 & P6 750 race. I started from 16th and finished 13th overall and recorded a 1.50.1 lap time. Where was this coming from? The P6 1300 race was my second race of the day. I started 17th and finished 17th but cracked a 1.49.9. Another PB. There must be something in the water..... And this was the race that I nearly high sided exiting turn 6. There was a moment when I thought Suzi and I were on the ground, but again, the Suzuki stayed upright and away we went. All I can say is that I'm glad I'm not a bloke!



A few of my fellow competitors.

Photo: Darryl Bullock

I decided not to run in the Unchained races on Sunday to concentrate on the P6 750 and P6 1300 races. I lined up on grid 13 for the final combined P5 & P6 750 race, finished in 11th and did a 1.49.6 lap time. The Pre Modern Superbike and P6 Unlimited race was my last for the weekend. I started on 17th and finished 18th but did another PB of 1.49.1.



Turn 9

Photo: Daryl Bullock

The racing was really good, with some close dices with a number of bikes. The weather was hot and sticky and SMP is a stinky hole of a place (built across the road from a tip). I said I was never going back, but how can I not go back and try for a 1.48?

I finished 8th in the P6 750cc points and 7th in the P6 1300cc points. Can't complain about that!

**2023 Festival of Speed Motorcycle Classic hosted by PCRA
Sydney Motorsport Park Gardner**

Period 5 750, Period 6 750 - Race 3

MEETING CLASS POINTS REPORT

Event R28 5 Laps
Scheduled Start 00:13

Page 1 Issue 1
Start Sun Feb 19 12:32

Pos	Bike	Rider	Sponsor	BikeType	R1	R2	R3	Total
Period 5 F750cc								
1	17	Michael Berti Mendez		DUCATI TT2	20	20	25	65
2	3	Mitchell Mulligan	Gowanloch Motorcycles	DUCATI TT2	18	18	20	56
3	67	Darren McDonald	J&C Motorcycles	KAWASAKI KZ750	17	17	18	52
4	37	John Allen	Custom Coatings / C & M Motorc	YAMAHA TZ750	25	25	0	50
5	111	Richard Olbrich		DUCATI TT2	15	15	16	46
6	7	Damion Davis		SUZUKI TR 750	0	16	17	33
7	164	Tony Sovan		HONDA CB550	16	14	0	30

Period 6 F750cc								
1	618	Beau Beaton	Reds Racing, North Coast V-twi	DUCATI 851	25	25	25	75
2	22F	Corey Forde		SUZUKI GSXR 750	20	20	20	60
3	62	Phillip Burke		HONDA VFR750R	18	17	18	53
4	778	Corey Glock		SUZUKI GSXR750	17	18	17	52
5	151	Phillip Bevan		HONDA VFR	16	14	15	45
6	4	Anthony Carroll	tyga-performance.com	HONDA VFR 400R	13	16	14	43
7	24	Michael Johnston	North Coast VTwins	DUCATI TTF1	6	12	13	31
8	22	Karen Webb	SKI Investments	SUZUKI GSX-R750	8	11	12	31
9	289	Mark Powell	Nutra Organics	DUCATI 851V TWIN	10	9	11	30
10	93	Tyler Bradford	TJB Plumbing, Harvest Pools	SUZUKI GSXR	0	13	16	29
11	747	John Chiodi	9 LIGHT ENGINEERING	SUZUKI GSXR750 88	11	8	10	29
12	39	Dean Scott		SUZUKI GSXR	15	10	4	29
13	63	Robert Young	Ron Young Engineering	DUCATI 888	14	15	0	29
14	337	Gregory Farrell		HONDA RC30	9	7	8	24
15	92	Andrew Garrett		SUZUKI GSXR750	7	6	7	20
16	43	Craig McLaughlan	Vision Roofing, Plug A Lug Hea	HONDA VFR 400	5	5	9	19
17	519	John Carpenter		HONDA VFR	4	3	6	13
18	30	Simon Lewis	Skypig Racing	HONDA VFR400	3	4	5	12
19	12	Richard Easton	Roscos Rollers	SUZUKI GSXR750	12	0	0	12
20	381	Robert Seiler	Bellbird Agistment / Addverb T	SUZUKI GSXR750	1	2	0	3
21	31	Mike Corke		SUZUKI GSXR750L	2	0	0	2
22	64	Tim Broadbent	APW Motorcycles	KAWASAKI ZXR750H2	0	0	0	0
23	89	Dane Muscardin	Muscardin Plumbing	HONDA CBR400RR	0	0	0	0

Issue# 1 - Printed Sun Feb 19 13:03:22 2023

Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results
Elders Timing Solutions - David Douglas 0401 600 120

**2023 Festival of Speed Motorcycle Classic hosted by PCRA
Sydney Motorsport Park Gardner**

Pre Modern Superbike, Period 6 1300 - Race 3

MEETING CLASS POINTS REPORT

Event R30 5 Laps
Scheduled Start 00:15

Page 1 Issue 1
Start Sun Feb 19 13:07

Pos	Bike	Rider	Sponsor	BikeType	R1	R2	R3	Total
Period 6 F1300cc								
1	64	Aaron Morris	#harvestpools #conishracing #	YAMAHA YZR1000	25	25	25	75
2	89	Jack Passfield	Dmoto, Pirelli, Motul, Stay Up	YAMAHA FZR	18	20	20	58
3	43	Keo Watson	C & M Motorcycles, Silkolene,	YAMAHA FZR1000	20	18	18	56
4	2	Bradley Phelan	Suzuki	SUZUKI	17	17	17	51
5	151	Phillip Bevan		HONDA VFR	13	16	15	44
6	24	Michael Johnston	North Coast VTwins	DUCATI TTF1	12	15	14	41
7	22	Karen Webb	SKI Investments	SUZUKI GSX-R750	14	13	13	40
8	289	Mark Powell		DUCATI 851V TWIN	10	12	12	34
9	92	Andrew Garrett		SUZUKI GSXR750	11	11	11	33
10	63	Robert Young	Ron Young Engineering	DUCATI 888	15	0	16	31
11	39	Dean Scott		SUZUKI GSXR	16	14	0	30
12	12	Richard Easton	Roscos Rollers	SUZUKI GSXR750	0	0	0	0
13	22F	Corey Forde	Gsxr750	SUZUKI	0	0	0	0
14	648	Tim Broadbent	APW Motorcycles	KAWASAKI ZXR750H2	0	0	0	0
15	93	Tyler Bradford	TJB Plumbing, Harvest Pools	SUZUKI GSXR	0	0	0	0

Terry Morris

Another TMCC member, Terry Morris also made the trip north to compete in the Period 4 250cc and Period 4 350cc classes on his Yamaha TD3. He finished the weekend 1st in the Period 4 250cc class and 2nd in the Period 4 350cc class. Well done Terry.



Photo: Daryl Bullock



Photo: Richard G Black

**2023 Festival of Speed Motorcycle Classic hosted by PCRA
Sydney Motorsport Park Gardner**

P2 inc Class C,P3 250&350,P4&P5&P6&PM 125,P4&P5 250 - Race 3

MEETING CLASS POINTS REPORT

Event R31 5 Laps
Scheduled Start 00:16

Page 1 Issue 1
Start Sun Feb 19 13:22

Pos	Bike	Rider	Sponsor	BikeType	R1	R2	R3	Total
Pre Modern 125cc								
1	191	Jason Parkin	Jays Auto/MC	YAMAHA TZ125 4JT1	25	25	25	75
2	67	Stephen Rosman		YAMAHA 4JT	20	20	20	60
3	99B	Eric Brat		HONDA RS125 NX4	18	18	18	54
4	11	Dominic Connelly	Forza Motosport	APRILIA RS125	17	17	17	51
Period 2 All Capacities inc Class C								
1	83D	Thomas Dunster	Seamless Innovations Pty Ltd	VELLOCETTE MAC	25	25	25	75
Period 4 125cc								
1	38	Walter Murphy		HONDA CB125	25	25	25	75
2	84	Pat Griffin	Griffin Engineering	YAMAHA	20	20	0	40
Period 4 250cc								
1	14	Terry Morris	Eldorado Motorcycle Seat Resto	YAMAHA TD3	25	25	25	75
2	120	Nathan Taylor		YAMAHA TD3 REP	20	20	0	40

**2023 Festival of Speed Motorcycle Classic hosted by PCRA
Sydney Motorsport Park Gardner**

P3 500, P4 350, P4 750, P5 500 - Race 3

MEETING CLASS POINTS REPORT

Event R35 5 Laps
Scheduled Start 00:20

Page 1 Issue 1
Start Sun Feb 19 14:25

Pos	Bike	Rider	Sponsor	BikeType	R1	R2	R35	Total
Period 3 500cc								
1	77	Lloyd Crook	Bullseye Tuggerah	NORTON MANX MOLONA	20	25	20	65
2	38	Walter Murphy		ROYAL ENFIELD BULLET	17	20	18	55
3	82	Thomas Dunster	Seamless Innovations Pty Ltd	VELLOCETTE VELLOCETT	0	0	25	25
4	57	Robert Dunston		MATCHLESS G50	25	0	0	25
5	34	David Grlec		SUZUKI T500	18	0	0	18
Period 4 350cc								
1	50	Glenn Hindle	Goulburn Power Centre	YAMAHA TR3	25	25	25	75
2	14M	Terry Morris	Eldorado Motorcycle Seat Resto	YAMAHA TD3	0	20	20	40
3	89	Andrew Stuart		YAMAHA R5	0	18	18	36

If you ever get the chance, do a ride day or a race meeting at Sydney Motorsport Park, it's a challenging track with excellent facilities.

Karen Webb

Looking Back

Again, doing research for someone I had to look through the scrap book collection of the columns I wrote a while ago and one jumped out at me.

Having said last issue that I have been banging on about promoting yourself as riders for some weeks, it actually shows I have been doing it for not years, but decades. If I am to push you riders to promote yourselves then I can't be shy in doing it for me.

This is weekly column number 100 written for the Saturday Evening Express (SEE) on 7th July 1979. Being a land mark column the SEE gave me a full page for the regular column, a point of view piece, a review of my racing (written by a staff reporter), and an indulgent pick of who I thought were the outstanding riders since I started writing two years before.

In the columns I cover both Moto Cross and Road Racing, but for this week the regular column, I won't print as it was mainly a MX story. Beside, you have enough to read with firstly my rant on promotions. It did surprise me the reaction it received, as soon after, a meeting was called involving promoters from CAMS, Symmons Plains, Speedway, ACUT, TMCC and myself to see if we could achieve consensus. Unfortunately, the promotor pushing my idea went interstate soon after and the idea just lapsed.

Starting with the promotional idea I have 3 columned it as it went into the paper. The observant ones among you will realise the style of layout was to do a story in sentences so it can be edited to fit the size available in the paper, e.g. cut a sentence here and there to reduce to size.

A long way to the top.

One hundred columns in almost two years have seen a lot of changes in motor sport, some good, some bad.

Competitors are now starting to realise that they have to help themselves.

The big problem is that there is still a long way to get motor racing back to the top.

Most people involved in the sport know that there is not enough publicity and the media coverage of the sport; now it looks like there could be another challenge in the form of Sunday football, which

would make it just that little harder to get the crowds to the motor racing tracks.

I still maintain that motor sport people do not do enough to promote themselves – there is so much they could do to improve their lot.

Firstly, they should stop calling themselves motor cycle competitor, car drivers and speedway drivers, and get together to call themselves MOTOR SPORTS competitors. And they should try to work together for the betterment of the sport in general.

The larger the group, the more chance there is of promotion.

Promotion of individuals in the sport should also be one of the big aims of all sports people.

Why promote individuals instead of the sport?

The answer is simple - just have a quick quiz.

Find a friend who is not involved in motor sport and ask him to name up to 10 of the following people – VFL footballers, Australian cricketers, and top motor sports people.

Then try the same with 10 NTFA or NWFU footballers, Sheffield cricketers and Tasmanian motor sports people.

Which section do you think will be the dismal failure.

Then, to highlight the problem even more, see if you can name as many motor sports people selling cars as footballers selling cars.

Car yards have a professional approach, so they employ sporting names the public know.

Yet who should have a better knowledge of a car?

Someone who sells them or someone who demands perfection because he is competing, and knows what can brake under strain.

Another minus for the sport with the lack of personalities is the spectator interest.

Crowds go to the football to yell and cheer. They do the

same for the cricket. But at motor sport it's hard to even get the crowd to toot their horns at the end of an exciting race.

Speedway is the exception. Why? The crowd are getting their heroes and villains, and they love to cheer on one and boo the other.

It would appear that in the other motor sports, the competitors haven't got the nerve to make a name for themselves, possibly through fear that their friends will "stir them" and make them feel guilty of trying to get on.

So most try to stay nameless individuals just enjoying their sport.

By not promoting themselves they are not putting themselves down, but putting the sport down.

In interviews, the public don't want to hear that someone is having "an

alright" or "not bad" season.

If you listen to a local competitor interviewed (if you can get them to say anything into a microphone) most are as eager to give information as a criminal is to tell the police what he has done.

There are so many things the competitor can do to improve the sport.

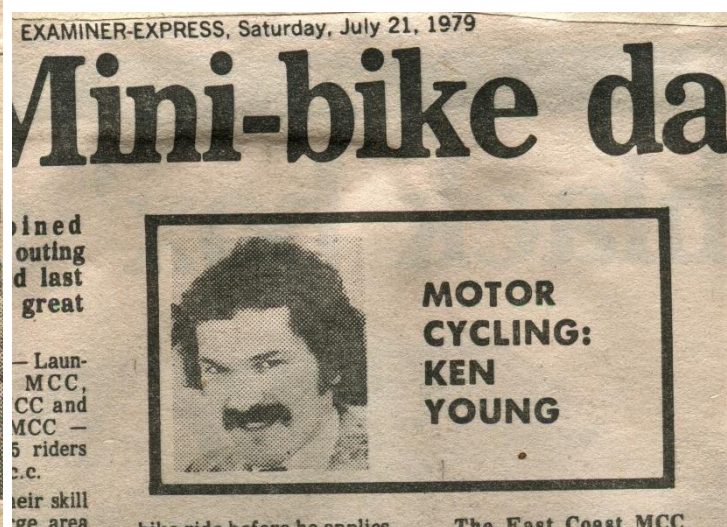
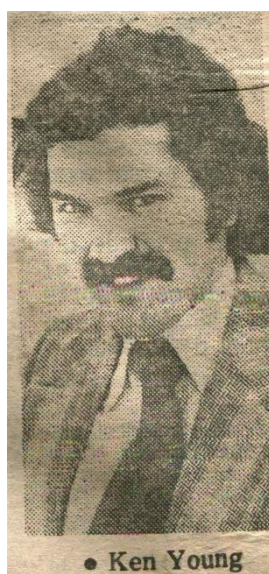
Firstly, help the promotor to promote the event.

Get the entries in early so the promotor can start by putting out publicity in plenty of time.

Give him something to write about if you have it - things like you are fitting a new motor, or you have made lot of modifications from the last meeting.

Maybe you have a new machine. Give some details on it.

This next section was written by the staff reporter with a "mug shot" taken for the column. From there for the remainder of the columns (approx. 200 more) they used the cut down shot with each column.



Call him Silver Tongue

With about four years work as a motor race flag marshal behind him, Ken started racing in 1972 with a 350 production bike, because it was the easiest for a non-mechanically minded person to maintain.

At the end of the year he went to Sydney, staying two years before it was "back to Tassie".

1975 started with another 350 production bike. Ken had a year of enjoyable racing up near the front with an occasional placing and was runner-up in the 350 State Championships.

1976 started with Ken's "most unforgettable time I have had in racing," when Les Walkden offered him the job as passenger in his moto cross sidecar.

They won the State Junior and Senior grass track in 1976 and the senior in 1977.

They were second in the State Championships in 1976 and late in '76 were third in the National Grass Track Titles.

With a new and bigger sidecar in 1977 things looked great until a mid-year Moto Cross at Symmons Plains. They landed badly at one of the jumps and Ken was thrown into the cross bar, breaking his jaw in three places.

Towards the end of the year, Ken rode a racing bike again and convinced himself that he had slowed up too much to be able to race one.

The production class was the answer because his jaw was not good enough to risk hitting it again in Moto Cross.

In mid-1978 when Ian Brickhill stopped writing his column to go overseas it was suggested that Ken do it. With much thought and apprehension, he took it on.

He was having trouble being able to report on racing while still competing so he decided it was time to retire and do something else.

He thought the best way to see what was going on at the race meetings was to be at the thick of it doing commentary.

He has been called "Kenny Commentator" and "Silver Tongue" among the more polite terms.

Sitting on the fence

After “sitting on the fence” for so long maybe it is time to stick my neck out and name some of the better efforts I have seen in motor cycling since Column One.

Moto Cross

The top rider at the moment is Peter McKAY, because he puts in top performances at every meeting and holds more State titles than any other rider.

The top RLH rider is PAUL BRICKHILL who holds the lead in the Ansett Series and the State Championship, as well as being grass track champion.

Most improved rider is a toss up between BENTLY OMANT and PETER KAY, who as C Grade riders can beat a lot of the A Graders.

Most consistent is STEPHEN SAVILLE who gets his fair share of placings at every Meeting.

Circuit Racing

The top rider at the moment is MICK DAMON with his racing Suzuki. He won the lion’s share of the trophies this year.

The most improved is DOUG FORSYTH, who is getting faster each meeting and would be hot favourite for the 350 class this year.

The most consistent is BARRY LACK, who wins the smaller class production races and can be counted on to put in an honest effort against bigger bikes.

Just as a reminder of who I was talking about above, I have delved into my vast photo collection and dug up these 1979-80 shots for your education.

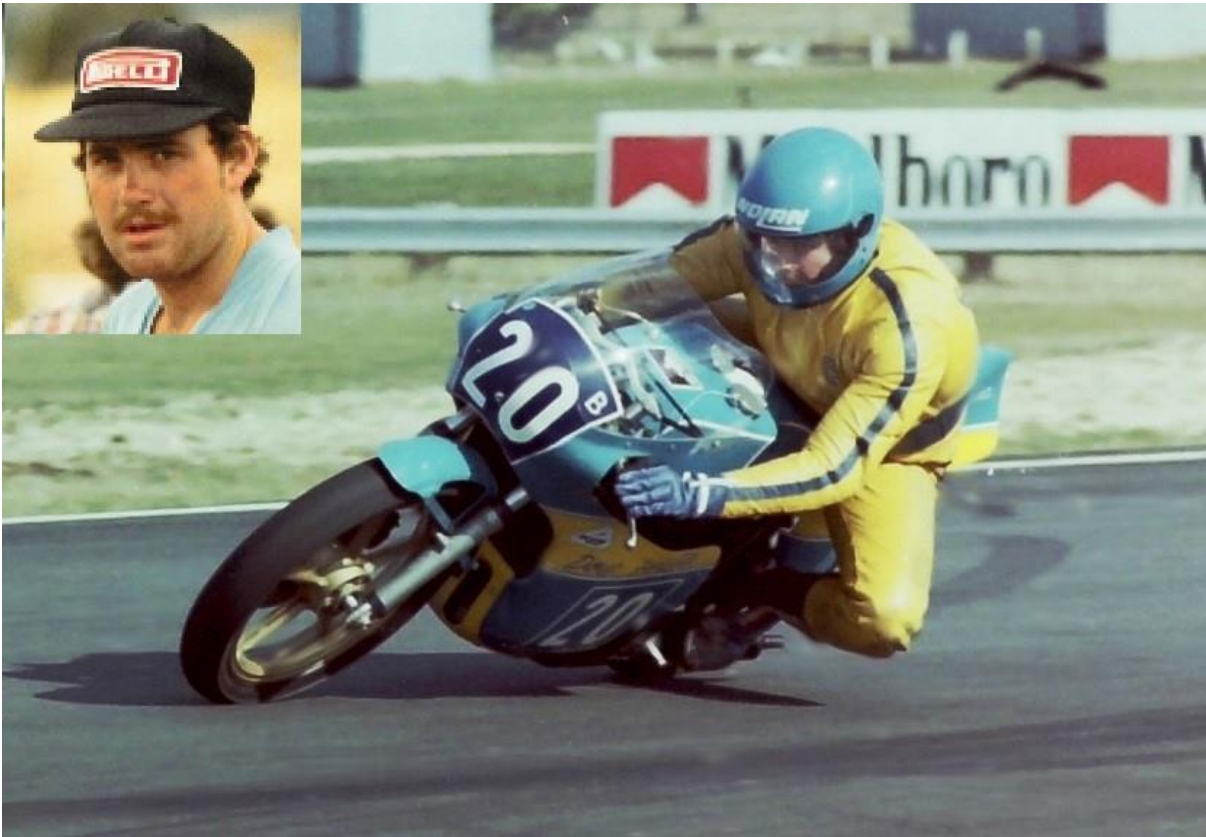


Moto Cross presentation with #42 Andrew Turner, commentator Ken Young, #64 Craig Jones, #2 Bently Omant and #47 Peter McKay.



Mick

Damon with the new look RG Suzuki at the Adelaide round of the ARRC



Doug Forsyth with his spectacularly coloured "B" grade TZ 350 Yamaha



Barry and Toni Lack at a ride day on Ken Young's similar model RD400

Motor Shows

Hopefully the over worked Karen Webb has been able to edit this issue of SPOKE before the Longford Motor Show. Remembering this column will come to you all from the "North Island" as she is part way through a three-weekend racing trip to Eastern Creek, Phillip Island and Mac Park.

Thank you, Karen.



The launch of the 2023 Motorama with Pat Slaninka polishing his ex-Trevor Jowett 1933 AJS

Longford Motorama returns, not to the Village Green but to Woolmers in a very complex reasoning. From Friday March 10th to Sunday 12th, with most of Sunday centered on demonstration laps around Symmons Plains.

Due to the new promotor and almost 5 grand of Government money disappearing the Government took a gamble and allocated another much smaller grant to the old Motorama committee to try to pull the event out of the fire in just 6 weeks. If this event was to fall over motor sport would struggle to gain support from government again so the committee is working flat out to make it work. As the TMCC was the club to start Longford and with the above situation I feel it is important that motor cycle interests are upheld, so I have stayed with the small band of volunteers.

We now have a big opportunity to promote motor cycle racing with the club allocated a sizable area for both race bikes of the era and modern bikes. I am in a great position to promote what we provide. When I missed one meeting being away at the Ulverstone Motor Show I came back to find that meeting decided I would be in charge of the PA Friday until Rob Fairs starts his radio show live at 2pm. With that I would also be interviewed on air before attending the cocktail party for the Polies and VIP's Friday night to present a history of motor cycle involvement in Longford. Because the PA will be centrally located in the Rose garden they decided that Neil Kerarney's and my TMCC history books would be located at that spot with time allocated for book signings. Sunday I will be doing the motor cycle side at Symmons Plains. The club is hoping for bikes at Woolmers and people to help at Symmons Plains.



The 2022 Devonport Show with Peter Bellchambers and his Hailwood replica Ducati in the big tent that will be replaced by the Horner Transporter. Opposite where the gazibos and trail bikes are will be the area set aside for the race bikes.



The Kawasaki corner showing the big tent in the back ground

For the Devonport Show on the 26th March, the week after the TRRC round at Symmons Plains the club is in a privileged position. The promoters of the bikes, the Vintage Japanese Motorcycle Club assisting the Devonport Rotary club have as their main attraction the Horner Vincent team and they have a big transporter full of bikes coming. They have been allocated a spot on one side of the entrance path to the bike section. The TMCC have been allocated the other side of the path, so we definitely need as many bikes as possible to fill our area. A brilliant chance to promote the club and racing to what was last year 5000 spectators and could be even bigger this year.

Riders you have a choice, you may just turn up on the day before 9am and on to 3pm but you will have to pay to get you and your bike in. The other is to pre-register on:-

<https://devonportmotorshow.com.au/>

and that gives you an electronically sent pass at the rate of one for each bike you enter.

Again, I will be around with a roving microphone interviewing anyone I would like and promoting the club and racing. It would be a shame to have only a handful of bikes and miss a golden opportunity to promote racing and maybe even find some new officials to assist us.

Hopefully we will see you at one or the other, or both of these golden opportunities to help your sport.

Ken Young.

Tasmanian Road Racing Championship

To finish, just a reminder that with all the action above, the 18th of March is a ride day and the 19th is Round 1 of the Tasmanian Road Race Championships, where we can expect to see a lot of changes from last year. One of the main ones being that riders will have to conform to the rules on number size, colour and positioning on their bikes.

Can't wait!

Ken Young

2023 ROAD RACING CALENDAR - SELECTED EVENTS

Start	Finish	Days	Meeting Name	Round	Location
3/03/2023	5/03/2023	3	Classic Master of Mac Park		Mac Park
5/03/2023	5/03/2023	1	SRCT Ride Day		Baskerville
18/03/2023	19/03/2023	2	Hartwell Club Championships	2	Broadford
18/03/2023	18/03/2023	1	TMCC Ride Day		Symmons Plains
19/03/2023	19/03/2023	1	TRRC Round 1 / TMCC Round 1	1	Symmons Plains
24/03/2023	25/03/2023	3	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	2	SMP
1/04/2023	1/04/2023	1	SRCT Ride Day		Baskerville
2/04/2023	2/04/2023	1	TRRC Round 2 / SRCT Round 2	2	Baskerville
16/04/2023	16/04/2023	1	TMCC Ride Day		Symmons Plains
7/04/2023	9/04/2023	2	South Australian Road Race Championship (inc. Easter Cup)	1	Mac Park
22/04/2023	22/04/2023	1	Preston MCC Bracket race days	1	Broadford
23/04/2023	23/04/2023	1	Victorian Interclub Series	1	Broadford
28/04/2022	30/04/2022	3	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	3	Queensland Raceway
30/04/2023	30/04/2023	1	SRCT Ride Day		Baskerville
6/05/2023	7/05/2023	2	Hartwell Club Championships	3	Broadford
6/05/2023	6/05/2023	1	TMCC Ride Day		Symmons Plains
7/05/2023	7/05/2023	1	TMCC Championship Round 2	2	Symmons Plains
3/06/2023	4/06/2023	2	Victorian Road Racing Championships	1	Broadford
3/06/2023	3/06/2023	1	SRCT Ride Day		Baskerville
4/06/2023	4/06/2023	1	SRCT Championship Round 3	3	Baskerville
16/06/2022	17/06/2022	2	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul (with Supercars)	4	Hidden Valley
7/07/2023	9/07/2023	2	Victorian Road Racing Championships	2	The Bend
14/07/2023	16/07/2023	3	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	5	Morgan Park
12/08/2023	12/08/2023	1	Preston MCC Bracket race days	2	Broadford
13/08/2023	13/08/2023	1	Victorian Interclub Series	2	Broadford
2/09/2023	3/09/2023	2	Hartwell Seniors Meeting		Broadford
9/09/2023	9/09/2023	1	TMCC Ride Day		Symmons Plains
10/09/2023	10/09/2023	1	TRRC Round 3 / TMCC Round 3	3	Symmons Plains
15/09/2023	17/09/2023	2	Victorian Road Racing Championships	3	Phillip Island
22/09/2023	24/09/2023	2	HCMC WA Historic State Titles		Collie
24/09/2023	24/09/2023	1	SRCT Ride Day		Baskerville
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

LAST CHANCE – FINAL, FINAL, FINAL, FINAL WARNING!!!!

Numbers – Background, Colour and Size

If you intend racing in 2023, your numbers and background MUST comply with the GCRs to pass scrutineering. You have been given ample notice to get it right! You will not be allowed to race until your bike complies.

You must have the correct coloured numbers on the correct coloured background with a solid 10mm border between the numbers and edge of the number plate. This is your last warning! If you are unsure if your numbers and background comply, please send a photo to tmcsec@gmail.com.

Below are the background and number colours for “Modern” bikes in Section 6 of the 2023 MoMS. These colours and sizes apply to all bikes competing in Tasmania except for Log Booked Historic bikes. Log Booked Historic bikes must conform to the colours and sizes as listed in Section 7 of the 2023 MoMS.

6.11 MACHINE AND RIDER IDENTIFICATION

6.11.1 Number Plates

6.11.1.1 For Road Racing a minimum of two allocated numbers and number plates are required:

- a) One on the front, either in the centre of the fairing or slightly off to one side, is mandatory, and either b) or c) below.
- b) One across the top of the rear seat section with the top of the number facing toward the rider.
- c) One on each side of the fairing or on the lower rear portion of the lower fairing.

30

6.11.1.2 Number plates must:

- a) Where they are not an integral part of the Machine or streamlining and are under 1.6mm thickness, have rolled or wire edges,
- b) In the case of rectangular plates, have corners formed to a 38mm radius,
- c) In the case of bolt-on number plates, be made of rigid material with minimum dimensions of 235mm height and 285mm width; and
- d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

6.11.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.

6.11.1.4 If used, side number plates must:

- a) Be placed on the fairing flanks in a position where they are not obscured by the rider's legs, or in the mid to rear section of the lower fairing (belly pan),
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired Machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,
- c) These numbers must be:
 - i) Minimum height: 120mm
 - ii) Minimum width: 70mm
 - iii) Minimum stroke: 20mm
 - iv) Minimum space: 10mm

6.11.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

6.11.1.6 Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the riders' name by either gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

6.11.2 Number Plate Colours

6.11.2.1 Number plate colours for Senior and Junior Competition must be as follows:

SENIOR CAPACITY/ CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Blue
751cc and over	White	Black
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black
Formula Two Sidecar	Mail Box Red	White
JUNIOR CAPACITY/ CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 70cc	Canary Yellow	Black
70cc and over	Black	White

6.11.2.2 Additional colour combinations may be used, at the discretion of the RCB.

6.11.2.3 Australian Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.

6.11.3 Number Plate Figures

6.11.3.1 Unless otherwise specified in SRs, Road Race discipline Senior number figures must be Arial Rounded MT Bold font the serif on number '1' must be removed.

31

6 ROAD RACE

2023 MANUAL OF MOTORCYCLE SPORT

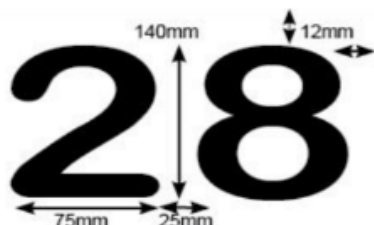
6.11.3.2 Figures must be clearly legible, the minimum being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between 2 figures	25
Space between figures and edge of number panel	12

6.11.3.3 Unless otherwise specified in SRs, number plates for Juniors must be as follows:

- A minimum plate size of 225mm width and 200mm height,
- Figures with minimum sizes of 100mm height and 20mm width of stroke.

6.11.4 Sample and Dimensions of Number Plate Figures [minimums]



If you need further information, please contact Karen at tmccsec@gmail.com.

7.7 MACHINE AND RIDER IDENTIFICATION

7.7.1 Number Plates

7.7.1.1 For all Competitions three number plates must be fitted – one at the front and one on each side.

7.7.1.2 Number plates must:

- Be produced to a matte finish,
- Where they are not an integral part of the Machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- In the case of rectangular plates, have the corners formed to a 38mm radius,
- In the case of bolt-on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

7.7.1.3 Front number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide.

7.7.1.4 Side number plates must:

- Be fitted above a horizontal line drawn through the rear axle,
- Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

7.7.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

7.7.1.6 Advertising must be at least 25mm clear of the background of a number plate background and the rider's name by either a gap or a contrasting colour strip unless the advertising is an integral part of the back-plate cover.

7.7.2 Number Plate Colours

7.7.2.1 Colours must be as follows:

CAPACITY/ CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Black
750cc to 1000 (Formula 750 only)	White	Black
751cc and over	Mail Box Red	White
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black

7.7.3 Number Plate Figures

7.7.3.1 Font style is free; however, the onus for legibility rests with the entrant.

7.7.3.2 Figures must be clearly legible, the minimum dimensions being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between figures	25
Space between figures and edge of plate	12

WOT'S ON

TMCC Ride & Race Day

We need flaggies and volunteers



Enter on Ridernet for a chance to Win a FREE Ride Day Voucher *

TMCC

Track/Ride Day

buckbymotors
SYMMONS PLAINS RACEWAY

Graded Groups

- Novice
- Intermediate
- Advanced
- Racer



EST. 1905

Saturday 18th

March 2023

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

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



Want more information, call Karen on 0418 534 630 or email tmccsec@gmail.com



** For online entries via Ridernet only. Online entries close at 12pm Friday 17th March**

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.

Still For Sale

Whitley Voyager 5.7m Cabin Boat
Johnson 115hp 4 stroke motor (90 hours)

Honda 8hp auxiliary motor
All fishing and safety equipment
Engine cover

Boat registered to 31/12/2023
Trailer registered to 02/05/2023

Boat needs a good clean and trailer has some minor rust
Owner has run out of enthusiasm!!

\$10,000

(no swaps or offers)

Contact: Wayne 0428 597 914



