

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

March 2024

PRESIDENT'S REPORT

I hope everyone had a good Easter break and the big bunny visited you all with loads of chocolate.

The club had a stand at the Devonport Motor show which was quite successful, and I thank members who attended with their bikes. Special thanks go to Scott and Tina for the loan of their double Gazebo and to Karen, Wayne and Ken for their organizational skills and making it happen.

Not sure when the next event is but I'm pretty confident that it will be posted in this newsletter somewhere and no doubt I will see everyone then.

The next committee meeting is also the AGM. We need members to step up and take on roles on the committee. None of the current committee are getting any younger, have been on the committee for many years, and most are looking for an escape route. We need people with new ideas and the energy to make them happen (see Ken's story about the 2005 National Historics).

So, come along on the 2nd May to the Gunners Arms Hotel in Launceston at 7pm. You won't get a job if you don't want one!!!!

Cary Mc Mahon

Hon President.

Looking Back

With the sad loss of Peter Sanders, I was writing an “Under the Checker” for Old Bike and remembered I had many of the newspaper cuttings from the 2005 Historic meeting (I’m a hoarder and don’t throw out anything of importance). As mentioned in the last SPOKE, I first met Peter when he was sent out by the Examiner to write a story as a preview to the 2005 Historic meeting. One thing that sticks in my mind, apart from the enthusiasm of Peter to cover the event, was that he wanted an interesting angle for the photo of the visiting South Australian rider. So, he asked him to set the bikes up in the middle of Mayne St Invermay and he was going to go some distance down the road with a long lens and lie in the middle of the road for the shot. The rider looked bewildered and asked, “can you do that on a main road”. Peter replied, no problem, any car that comes will go round you!



CLASSIC KINGS: Richard Metcalf, of Adelaide, will ride his two bikes in the Historic Road Racing Championships.

Standing in the middle of Mayne St Invermay, Richard Metcalf, stands between his 1962 Summerfield Manx Norton 500 and his 1955 7R AJS 350, often the first competitive bike owned by a young lad for racing and quickly became known as the “Boy’s Racer”. The Manx is a replica valued at the time at \$40,000 and the AJS is an original at \$60,000. The Manx are a replica build by three English brothers from 1989. The AJS was built by the 3 Stevens brothers, headed by Albert John Stevens

That meeting was the start of something big. Together with fellow photographer Will Swan, they had 45 photos published from the event and Peter wrote enough “copy” to make it all gel.

To that end, this issue of Looking Back is one of his many reports on the event and comes from Monday November 8th, 2005, pages 6 and 7. He also had the front page and another story on the Sports page 68 of the same edition.

Bumper Turnout Heartens Race Organisers

Report and pictures.

PETER SANDERS

Organisers of the Weekend's Honda Australia Historic Road Race Championships were delighted with the turnout to Symmons Plains.

Race caller and member of the Tasmanian Motor Cycle Club, which organized the meeting Ken Young, said that the crowd had exceeded expectation.

"We got more than 3500 spectators in 850 cars and 650 motor cycles," Mr. Young said.

"We were aiming for a minimum of 3000 but crowd support had been just great and we believe this was the biggest crowd for a motorcycle race in Tasmania.

"The crowd support made all the improvements that have been made to the track worthwhile.

"We've spoken to (Sports Minister) Jim Cox and he said that the Government would support efforts to attract other motorcycle events to Tasmania after this success."

Mr Cox said that he was delighted to witness how the event had been embraced.

"And I was really appreciative of the work

done by Tasmanian Motor Cycle Club members and the commitment they have shown for this whole project," he said.

Historic motor cycles fans were keen to get a close look at the many and varied racing bikes and were pleased with the accessibility that had to riders and machines.

One bike that came in for more than its fair share of scrutiny was Peter Arundel's 1924 1000cc works Indian eight-valve V-twin.

"I've had the bike 10 years and have been trying to win the (1920-45 Unlimited Championship) with Steven Hari as rider for the past five years," he said.

"The bike holds the world land speed record with a speed of 255kmh I set on it at Lake Gairdner salt flats in 2002.

"And Steven set the lap record for its class at Phillip Island with a lap of 1min 59.5sec.

"The bike went to the UK this year at the invitation of the Earl of March, for the Goodwood Festival of speed.

"Steven and I were rubbing shoulders with the likes of

Giacomo Agostini, Mick Doohan, and Nicky Hayden and we took it in turns to ride the bike."

Mr Hari said that he won yesterday's championship by "quite a lot" - it was about half a lap.

"It ran so well, it was pulling 210-220 down the back straight," he said.

"I pulled a mono out of every corner on the cool-down lap to celebrate the win".

Expatriate Englishman Barry Ditchburn was there to compete in the 1973-80 500cc races.

He now does for fun what he did for a living.

The former works Kawasaki rider said that he was hoping to win the Australian title in the absence of his son, who rides in the same class.

"He has exams so he couldn't come," Mr Ditchburn said, not trying too hard to fake disappointment.

Mr Ditchburn said that he 'd been in Australia for 27 years and had established a business making special parts for racing motorcycles and karts.

"I made the bike I'm racing myself too," he said.

Ditchburn had taken the lead by the end of the first lap in his 1973-1980 500cc race after pole-sitter Stuart Gardner, of Darwin, got away badly.

Ditchburn's lead was short-lived as Gardner set successive fastest laps chasing down the leader.

Danny Ahearn spoke for many of the riders when he said how welcome they'd been made in Tasmania.

"It's been great," he said, grinning from ear to ear. "Everyone's been so friendly, the racing has been great, and Symmons Plains is a top track.

"All the riders I've spoken to can't wait to come back to the next historic race meeting in Tasmania."

The above report was accompanied by many photos including this group with another one superimposed (photo shopped) over the words. This is a very special "step-through" in the vein of the original one raced in the 125 class back then. Both were "Hot as Hell" and very competitive. The original one was built by a Victorian dealer to promote Step Through bikes and had mouthwatering speed and was very competitive on Victorian tracks that were not hard braking venues.

This meeting turned out to be a very important and significant meeting in the history of the club. The club had been on a steady decline for a few years and by this time there were only a few race riders still around. With so few riders the club had stopped race meetings and if this trend was to continue some members were talking about winding the club up.

Heading a slimmed down committee President Mick Damon wanted to at least make it to the 100-year mark and celebrate it. To this end he proposed the club take on the running of the 2005 National Historic Championships with mixed reactions from club members. If it failed it would definitely be the end of this proud club.





Mike and Robyn Damon, of Shearwater, and Wendy and Peter Langridge, of Windermere.



Jason and Tamieka Spencer, of Launceston.



Scott Campbell and Amie Kelly, of Launceston.

AT A GLANCE

WHAT: Reunion dinner to celebrate 100 years of the Tasmanian Motorcycle Club.
WHERE: North Launceston Clubrooms.
WHEN: Aurora Stadium.
WHO: 200 people.



Marlene and Syd Woodfield, of Launceston.



Ken Young, of Launceston, and Marg and Tony Oliver, of Pipers River.



Allan Cash, of Launceston, Margaret Webster, of Scottsdale, and Ron Kivovich, of Sydney.

To kick off the celebrations we had a 100-year dinner at the North Launceston Club Rooms at York Park with 200 people attending. Some in the photos the younger amongst you may not know. Peter Langridge was the head mechanic at Ian Tilley Motorcycles. Syd Woodfield was a long-time racer with the club. Alan Cash one of the leaders of the Japan Inc invasion with a TD 1 Yamaha. Margaret Webster, wife of Earl who raced a Dunstal Norton in "A" grade but eventually started losing to "B" grader Cash and Ron Kivovich the MA rep from Sydney.

With just under 12 months to go before the race date Mick started badgering people to join a sub-committee to run the event. At the risk of missing some names (it was 20 years ago), gathered round the kitchen table at Chris McCausland's house for the first meeting were Michael Dobson, Robin Yates, Ian Tilley, Mick Damon and your scribe.

To say that it was a successful event is a big understatement with a great deal of money going into the club's account, a lot of very happy riders and spectators and one bonus. Superbike promotor Terry Kelly came down from Sydney to see if the club would be in a position to hold a round of his new series. He was pleased with what he saw and offered a round of the series, which the club ran and turned the corner in its history and started a climb to recovery.

Ken Young

Review

This very hectic start to the year has shown one unfortunate trend with so many events “downsizing”.



Ulverstone Motor Show

The Ulverstone Motor Show was on Saturday 10th and Sunday 11th February at Anzac Park. Spectator and show entries were down a little on the previous year. It was pleasing to see the Club attend both days and combine with the Vintage Japanese Motorcycle Club and the Speedway Riders Club for an impressive display. The Terry Brooks sidecars were a great hit with some of us able to sit many children on the bikes for a photo and talk to the adults about racing. The VJMC were there to promote their show and the speedway club to promote their new track at Moorland Beach just outside Devonport. I have been told that it was a great success as a few weeks later they had a big turn up to a Juniors come and try day.

The two main features of the show were the three Harley riders doing tricks around the car park and the Trials riding club with a very impressive demonstration of riding over obstacles like logs barrels and a Holden Barina. The star of the show, Chris Bayles, could without putting his foot down, ride up to the door, lift his wheel to near the window and then jump onto the roof of the car.



Riding over the car and then to end the show Bayles went to the main arena and rode along the top of the safety fence before dropping to the spectator side and riding up and over back into the arena.



TMCC Club Championships

The following weekend, February 17th & 18th, was our ride day and the first round of the Club Championship at Symmons Plains. Again, numbers were down a little for our race meeting. Unfortunately, on the Saturday Matthew Long, having a one-off ride before concentrating on his university studies was hit by another rider and in the crash a foot peg punctured his upper leg. If it could be said he was lucky it was that the peg just missed his main artery and he is still able to father a child..... later if you catch my inference.

First up for the 5 race events, times 4 heats, were the Lites with only Lites Production riders fronting. Larry Eaton with his Motard was able to lead a rapidly improving David Coward and Isaac Simmonds chasing them.

The Supersport class saw Mitch Hawksley dominate but a great performance from the Motorcycle City team with David Bartels and Nathan Tole taking home medallions and a heap of points. New rider Jayden Davie-Bohdal continues to come to grips with racing and put in a solid performance. Also, Mark Eagling with his newish Kawasaki impressed.

The Superbike class numbers keep fluctuating, but Brett Simmonds keeps winning from Jason Spencer with Oscar O'Donovan setting up his new bike and struggling with the new suspension not arriving in time.

In the mixed bag event, it was great to see Team Abey, Ben and James, back and on strong at the front mixing it with Quentin Atkins returning from a broken collar bone. Quentin's performance meant that all four of the Honda Team took home medallions. As usual now, the battle of the Renton's in Trevor and Eleanor continues with El now very close to beating Trev.

This brings it to the sidecar races with Gavin Brooks and Chris Clark winning from his father Terry Brooks and Trevor Renton in the morning, and his passenger moving to the handlebars and El as the passenger in the afternoon.

Tasmanian Road Race Series - Baskerville

The supposed "Premier" classes, Supersport and Superbike are headed toward being support classes with so few entries.

The meeting, on the 2nd & 3rd March, was also hit with the problem of very high winds, and a few riders declining to race in the dangerous conditions. This left the Supersport class with just five starters until on the 5th lap of qualifying Mitch Hawksley had the front-end wash out coming on to the finish straight and both he and the bike rolled into the gravel trap..... scrap one bike. Fortunately, Mich walked away but knocked himself about. This left it to Chad Wyllie and David Bartels to fight it out with some close racing.

The usual suspects in the Superbike race with Brett Simmonds winning from Jason Spencer and Oscar O'Donovan, with the new suspension in and trying to set everything up to his liking coming in third.

The Pre-Modern Open race was a real knock down drag out match race between Jason Wyllie and Jeremy Huddlestone on Yamaha R1's

This time the Lites race had both GP and Production riders. Taran Ocean was able to win from Rhys Tan with a neat new paint job after he threw the bike down the road on the final lap of the last race for last year. Both were on Honda NSF250's. The eye-opening performance came from Production class rider David Coward on his Yamaha R3. He would blast off the line and make the GP riders work very hard to get past him. A bit of physical growth and some mainland experience may have helped but he is making major steps forward on the ability front.

This now brings us to the best races of the day with again El and Trevor Renton hard at it in the Golden Era up to 500 class with this time El taking out 3 wins on the Honda VFR400. The other excitement came from the 3 Suzuki SV650's in the F3 class ridden by James and Ben Abey and Daniel Briggs. In race 2 it was not a different order every lap but nearly a different order EVERY CORNER. Things like in turn one (where I was

taking photos) rider 2 would dive under rider 1 causing him to sit up slightly so rider 3 would ride round the outside of rider 1 with momentum and nearly pass rider 2 who was on the tight line. This went on lap after lap.

The Spence Report

As promised Jason Spencer has supplied us with a report on his trip to Tailem Bend in South Australia for the first round of the Victorian Road Race Championships.

Harley Phipps and I headed over to The Bend Motorsport Park for the first round of the South Australian and Victorian Road Race Championship from the 15th to 17th of March. It's a combined event to help cover the costs of large circuits.

I had entered myself in Supersport on the 2021 CBR600 and Pre-Modern on a 2008 CBR600.

The weather for the weekend was great, 29 degrees Friday and 31 Saturday and Sunday.

Friday was a race practice day, there were 5 groups who each had 5 fifteen-minute sessions, much the same as our ride days.

The track is very long, and you need all 5 sessions to get somewhat comfortable.

I was plagued by gremlins with the Pre-Modern 600 that I could not fix, the bike was rideable but I was without full power for the weekend. However, the newer 600 was awesome, it was just the rider that needed fine tuning.

Although there was a good turnout, I did expect more entries. It was good to see a healthy field of juniors and club style riders through to the national level, who are fantastic to watch.

Saturday, we had two qualifying sessions and one race for each class. In Supersport I qualified 11th and finished 9th.

And for Pre-Modern I qualified 3rd but was bumped to 4th for some reason and finished 5th (on track), this race had multiple classes in it. At the time I didn't know I had won my class.

For Sunday I had two races for each class, finishing 9th in Supersport for both races and finally doing a respectable time of 2:03, and two closely fought out second places on the Pre-Modern (gremlins did not help).

Because Vic and SA title were pointed separately, I finished the weekend in 5th position for the Vic championship and lead the points in Pre-Modern.

Round 2 is in May at Broadford in Victoria

Cheers Jason



Devonport Rotary Club Motor Show

Once again, Chas Kelly stepped forward to sponsor the Show on Sunday 24th March at Aikenhead Point through his Sea Road company and all should be proud of their efforts to make it a great success.



The line up of bikes for the club, with Derek Singline's R1 and Mick Damon's # 5 Honda VFR400 next.

Even with the strong winds the crowd turned out to see even more bikes (and cars) than last year. The three main imported displays were Ian Drysdale with his spectacular V8 road bike, Rosco Holden with some of his restored Dirt bikes and Ken and Barry Horner with 3 Irving Vincents.

Big local displays were from the Kawasaki Z1 Club, Vincent owners, the TMCC, Mick Damon with his race bikes, a big line up of Indians and Richardson Harleys with other examples of bikes they sell.

Included in the Vincent line up was stalwart of the club, Graham White's HRD that he raced on the beach and at Quorn Hall and Valleyfield. Damon had his "old" race bikes in a group including a Yamaha TZ and a Suzuki TR and RG. He was kind enough to line his current VFR400 Honda race bike up with the club's collection to help as our numbers were down on last year.

Although the numbers were down, we still spent a lot of the day making kids happy by letting them sit on one of Jason Spencer's race bikes so their parents could take a photo and we could encourage them along to our next round of the TRRS.

So, a big thank you to those riders who made the effort to bring their bikes and fly the club flag.



From left to right:

Cary McMahon's Honda CB750, the TMCC Kawasaki Ninja 300, Wayne McDonald's Suzuki GSX-R750RR, James Ryan's Yamaha FZR1000, and Jason Spencer's Honda CBR400 and CBR600



Courtney McMahon showed off the obedience work she has done with the family dog by using Gaby's bike to demonstrate. Is it because she didn't want claw scratch marks on the tank of her bike?

Ken Young

Member Interview

Members may or may not be aware that club stalwart, Scott Campbell, is currently on a sabbatical from road racing, taking a new direction in his life, including a new job working as a sales representative at the House of Motorcycles, Prospect, in Launceston.

Committee member, Derek Singline, recently met up with Scott to discuss his racing career and memories of the T.M.C.C. both as a rider and committee member of the club.

The discussion took the form of a “fireside chat” with Derek supplying Scott with a questionnaire prior to the interview, in order to provide a more accurate account of Scott’s recollection of his racing career.

DS- Thanks for your time and participation Scott.

SC- That’s fine, happy to help.

DS- How long have you been racing and been a member of the TMCC?

SC- I actually started off in Motocross, riding a 1986 XR 80 when I was 12 or 13 years old. I started Road Racing when I was 16. I’m 45 now so I’ve been with the club for about 29 years.

DS- Why did you start racing? (A bit of a no brainer, but I had to ask!)

SC- Family tradition.

DS-What was your first road bike, race venue and race bike?

SC- The first road bike I rode, ironically was a Honda RC30 which was a standard road bike. I stole it out of the garage to see if I could ride it. I was 15 and got busted big time! I started road racing in 1995 at Symmons Plains riding a CBR600.

DS-Some of your best racing memories?

SC- In 1997 I won the “Stars of Tomorrow” on a CBR600 and was the first to win on that capacity bike. My race time was faster than the time Anthony Gobert did on a factory RC30 a couple of years earlier. In 1999 I won my only two Australian Supersport races at Baskerville. In 2000 I was 9th in the Australian Superbike Championship. In 2001-02 I competed in selected Superbike rounds with some good results. In 2003 I won a Historic Motocross Championship on a Bultaco Pursang 125. In 2004 I competed in all ASBK rounds in the Supersport class, but it was a tough year. In 2005-06 I competed in selected Supersport rounds, with my best results being in the top 10 at the Symmons Plains round. In 2007 I retired from racing mainly due to the cost of racing and at that point I was getting a bit over it all. The importance of electronics etc was becoming more evident and we just didn’t have the dollars or resources to put into it. In saying that, we had some great help from some fantastic people, whom I will always be indebted to! So, I bought a standard Fireblade and did track days. Also, Amie and I were about to get married, and Emma came into the world in 2011, so obviously that was a big priority for me as well. I returned to racing in 2012 and raced at the Barry Sheene Festival of Speed won the Pre-Modern class on a Honda RC45, setting a new lap record. In 2015 I was 3rd in the P5 class on Rex’s spare Honda CB1100 and was the New Era 750 Australian Champion. Between 2012-2020 I achieved multiple overall, and race wins at Phillip Island in the Island Classic in P6 unlimited and 750 class on the Honda RC30.

DS- What championships have you won?

SC- Australian Championship 1 x Vintage Motocross and 1 x Historic Road Race, TRRC x 3 maybe, I don’t really know as some years we didn’t have an official state championship (for whatever reason) and multiple Island Classic victories over the time of competing in that amazing event. There are so many other bits and pieces over time that meant a lot to me also.

DS-What has been your most satisfying wins overall?

SC- The Island Classic when racing against Aaron Morris who was on a very fast YZF 750 Yamaha. My two wins in the Australian Supersport Championship at Baskerville in 1999 when I was the last Tasmanian rider to win in the Supersport class. Probably the biggest win in my life has been getting back out and racing after Kris’

accident in 1998. I love the sport, but I also hate it as we all know there can be highs and lows in anything we do. I'd be lying to you if I said this hasn't shaped some of the path my life has taken.

DS- Who were your fiercest competitors?

SC- In the early days that would be firstly Chris "Smiley" Clark, I remember just beating him to the line for my first ever road race win, it took me a while! Scott H and I had some great races locally as well, when he had his R1 and I was on my CBR 600.

DS- When did you commence Historic Racing and the bikes ridden?

SC- 2012, I did mention the RC45 and the CB1100, but mainly the RC30 Honda owned by Peter Howes.

DS- Your most satisfying Historic race memory and the track achieved?

SC- That would be when I set a new lap record and defeated Steve Martin at Phillip Island who was riding the sister bike to the RC30 I was on.

DS- Who are your favourite racers?

SC- Troy Bayliss and Shawn Giles. Shawn has been a great mate and we talk fairly often, especially recently and I appreciate that so much from someone like him. And obviously Dad's achievements have been well documented!

DS- Can you name all the bikes you have raced?

SC- yes, my Yamaha R1's, Kawasaki ZX10, Honda RC30, Honda CBR1000/600RR's, Honda CBR919/929RR's, Suzuki GSXR1000's, Honda CB1100, Kawasaki ZX6 and Suzuki GSXR600. We definitely had a lot of CBR600's over the time though!

DS- How long have you served on the committee of the TMCC?

SC- I have been attending meetings on and off since I turned 18, but I haven't been to a meeting for a few years now. I'm not sure of the exact years I was a committee member.

DS- Do you think you will return to racing at some time in the future?

SC- Probably. I'd always tried to keep a bit of a lid on the racing these days, although I wanted to do it and be competitive. I didn't want to get carried away with it, this is why I was only doing half the race meetings. No one was forcing me or telling me what to do, I just thought that's what I should be doing. I have a family and racing consumes a lot of time and money if you want to do it right. I loved doing it, but yeah I don't know, pretty mixed feelings about life at the moment and pretty much feel like it means fuck all.

DS- Any regrets post retirement?

SC- Yes, but I'll leave it at that.

DS- Any immediate plans for the future?

SC- Too early to say. My daughter Emma is my number one priority and everything else can wait really.

DS- Thanks Scott, a great insight, I appreciate your time.

SC- No worries.

I would also like to take this opportunity to sincerely thank Michael Ellis, the manager of the House of Motorcycles, for allowing Scott to participate in this interview during work hours.

Derek Singline on behalf of the TMCC.

WOT'S ON

TMCC Committee Meeting & AGM Thursday 2nd May 2024



TMCC need members to step up and get involved in the committee and running of the Club.

**Gunners Arms Hotel, Lawrence Street, Launceston
7pm start**

**The next TMCC Ride Day is on
Saturday 20th April 2024**

**The next TMCC Race Meeting is on
Sunday 21st April 2024**

As always, we need flaggies and officials to run both days.

**If you can help, please let the club know by email to tmccsec@gmail.com,
or respond to our Facebook posts.**

FOR MORE INFORMATION VISIT TASMANIANMOTORCYCLECLUB.ORG.AU

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

TMCC

Track/Ride Day

buckbymotors
**SYMMONS
PLAINS** RACEWAY

Saturday 20th

Graded Groups

- Novice
- Intermediate
- Advanced
- Racer



April 2024

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

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



***Refunds available for "no shows".
Want more information, call Karen on
0418 534 630 or email tmcsec@gmail.com**



****Online entries close at 1 pm
Friday 19th April 2024***

2024 TASMANIAN RIDE DAY & RACE MEETING DATES				
Ride	Race	Club	Type	Venue
7/01/2024		SRCT		Baskerville
21/01/2024		TMCC		Symmons Plains
3/02/2024	4/02/2024	SRCT	CLUB	Baskerville
17/02/2024	18/02/2024	TMCC	CLUB	Symmons Plains
2/03/2024	3/03/2024	SRCT	TRRS 1	Baskerville
7/04/2024		SRCT		Baskerville
20/04/2024	21/04/2024	TMCC	TRRS 2	Symmons Plains
5/05/2024		SRCT		Baskerville
26/05/2024		TMCC		Symmons Plains
1/06/2024	2/06/2024	SRCT	CLUB	Baskerville
7/09/2024	8/09/2024	SRCT	TRRS 3	Baskerville
29/09/2024	-	TMCC	-	Symmons Plains
12/10/2024	13/10/2024	TMCC	TRRS 4	Symmons Plains
10/11/2024		SRCT		Baskerville
16/11/2024	17/11/2024	TMCC	BRACKET RACES	Symmons Plains
TBC	TBC	SRCT	2 HOUR	Baskerville
15/12/2024		SRCT		Baskerville
CLUB = Club Championship				
TRRS = Tasmanian Road Racing Series				

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

Entries close on Friday 12th April at 11pm.

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

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

Entries for the TMCC April Ride Day are now open.

Discounts are available for Online entries.

Entries close Friday 19th April at 1pm.

BRACKET RACING – WHAT IS IT?



What is Bracket Racing?

Ever thought about moving up from track days and going racing with your mates? It doesn't matter if you are a novice, or an advanced rider, Bracket Racing is open to all eligible bikes and racers. Bracket racing is a form of racing where competitors are grouped into brackets according to their lap times, and not by the class of bike they are riding. This form of racing provides a very enjoyable and low cost form of racing.

What do I need to do to prepare my bike?

Your bike will need to conform with the requirements of road racing as per the GCR's, such as lock wiring, removal of stands and glass etc. TMCC members will be able to help you with your bike preparation if you are unsure how to do it. There is a handy prep guide on the TMCC Website for those new to racing.

Machines entered for the first time are allowed the following concessions:

Headlights and taillights, if not removed, must be taped over.

Side stands, if not removed, must be zip tied in the up position.

Fully enclosed belly pans are not required.

Fluid caps are not required to be lock wired.

Engine crash covers are not required.

What do I need for protective clothing?

You will need full leathers, 1 or 2 piece that zips together, as well as the usual requirements of back protector, gloves, boots and helmet that comply with the GCR's.

How do I enter the Race meeting?

To enter you will need to be a member of the TMCC or SRCT and hold an MA Race licence or purchase a One Event Competition licence.

You will need a Ridernet profile to join a club, enter the meeting and get a licence.

What are you waiting for? Grab your mates and get racing!

TMCC Bracket Racing Supplementary Regulations

Competitors must read and familiarise themselves with the supp regs for this series. Please ensure you have read the document and understand the rules and regulations applied to the series. A copy is available on the TMCC Website <<[here](#)>>.

Bracket Racing Preparation Guide

This guide is designed to assist people to prepare their bikes in line with the current regulations. It is not designed to replace the General Competition rules found in the 2024 Manual of Motorcycle Sport. All riders are encouraged to read the rules on the MA Website prior to entering. A copy of the Guide is available on the TMCC Website <<[here](#)>>.

[For more information visit the TMCC Website or contact \[tmccsec@gmail.com\]\(mailto:tmccsec@gmail.com\)](#)

Web Site

We are still looking for historical information in relation to Life Members, Trophy winners and Committee members. We are also after TMCC minute books that may have some of this information in them. If you have or know the location of any minute books, please let the club know by email to tmccsec@gmail.com, or post on Facebook. The lists can be viewed on the TMCC website at [<<Here>>](#)

Ken Young

Numbers – Background, Colour and Size

Just in case you couldn't find it in the Manual of Motorsport, here's the [link](#) to the 2024 MoMs. Go to Chapter 6 – 6.11 **MACHINE AND RIDER IDENTIFICATION** Page.30

If you need to update your numbers and can't get them locally, Mototrack Accessories have the right size and colour. Visit their website <<here>>.

FOR SALE or WANTED

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

WANTED – Dead or Alive

1996 or 1997 Suzuki GSX-R750 engine

Not running is OK as long as it's all there and
nothing's hanging out.

Call Wayne 0428 597 914