

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

September 2022

PRESIDENT'S REPORT

We're on the home stretch. Parked up at Bairnsdale waiting for the boat to come in.....

I hear that Ridernet 2.0 is still causing problems. If you have any unresolved membership or October Ride Day and Race Meeting queries, contact Karen on 0418 534 630 or tmccsec@gmail.com.

A reminder that entries for TRRC Round 4 & TMCC Championships Round 3 on 8th & 9th October close on **Friday 30th September at 11pm**. Late entries close Sunday 2nd October at 11pm. Entry link [<<here>>](#)

If you can assist on either day, please contact tmccsec@gmail.com.

The next TMCC Ride Day is on Saturday 8th October. Online entries via Ridernet [<<here>>](#) go into the draw for a free ride day pass. Entries on the day are also available. If you can be a marshal on the day, please contact Karen at tmccsec@gmail.com.

The RSVP for the Annual Dinner and Trophy Presentation is in this edition of SPOKE. Get your name on the list as numbers are limited. Forms can also be downloaded from the TMCC website [<<here>>](#)

The next Committee meeting is on Thursday 6th October at the Gunners Arms Hotel, Lawrence Street, Launceston commencing at 7pm.

Cary McMahon - Hon President

TRRC Round 3 Baskerville – 11/09/2022

It's starting to look like this year at least, the Sports Rider Club of Tasmania has drawn the short straw in the weather department for their race meetings at Baskerville.

Fortunately, this time the rain was more an annoyance for those with slicks and full wets to decide which one to use. The strong cold wind would blow in the light shower and then blow dry the track.

It didn't detract much from the good racing though. Numbers were down a bit from the exciting Supersport class with the excitement moving to the Lites GP/Production class. Missing from the SS class from the front group was Matthew Long who is at a vital point of his University studies and skipped the meeting to study.

This left front runners as Mitch Hawksley, Johnno Hughes, Marcus Delaney and Jesse Woods and only a few chasers, lead mainly by "B" graders David Bartels and Martin Long. Mitch was sporting a new look as he has just announced he is joining the Webb Racing Team.

Also missing from the class was Lochie Curtis who has had a difficult time with his new mount (GSX-R600) with the first two rounds being a disaster with a crash and mechanical trouble. To try to regain confidence he fronted with the Ninja 300 he started racing on to just enjoy the day with some fun. After beating younger brother Brodie on a Ninja 400 in the first race it got rather serious with Brodie winning the remaining 2 races for the class with some of his best riding so far after coming out of juniors. His times improved so much he beat class leader Chad Wyllie to win the 3rd race.

Chad has taken on a big ask by not only running in the Lites Production, on his Ninja 400 but now has a YZF-R6 for the Supersport class. By the way, it has even surprised me as to how well the bike comes up in photos with its light blue livery. While Taran Ocean and Josh van der Putten put on a stirring battle out front all day in the Lites GP class, the racing in the Lites Production class was epic.

Jason Wyllie also took on the two bike challenge with his Superbike V4 Ducati and his Golden Era GSX-R1100. But after the pelvis breaking first round, found he has not recovered fully yet and after one Superbike race he decided that the back ache was too much so concentrated on the Golden Era bike. Also returning to the class was Peter Bellchambers with all the ribs back in place after his big one in at the Historic Nationals in South Australia, and new leathers as the old one's had to be cut off him. Unfortunately, at the top of the hill in his first race too many other riders wanted the spot he was trying for and when he checked up another rider ran into the back of him christening the new leathers.

Brett Simmonds (CBR1000RR) returned to the superbike class with his usual dynamic starts and Jason Spencer (CBR1000RR) now making him work for his wins. Third each time went to Scott Honeychurch (ZX10R), while his daughter Chloe (400Ninja) rode some great races in the Lites Production with some major placings.

Light on numbers but great with results was the theme of the Juniors. David Coward (YZF-R15) was the first to shine with much improved lap times and great results. Then for the last race Gus O'Halloran scored his first win on his PMU GP80. I know I too have not heard of one but for our final round I will see what I can find out about it.

Another rider who started well was Harley Phipps on his CBR600RR in the combined first race. He was on his Formula Baskerville bike and won his first ever race after graduating from the juniors.

Our fourth and the final round of the TRRC is at Symmons Plains on the 9th October. Don't miss it, and a reminder that we will need flag marshals for this event. A reminder to riders to be on the ball so there are few delays as at the end of the racing. There will be club round medallions, round ribbons and championship sashes to be presented to you, wonderful stars of the track.

Ken Young

Looking Back

Again, the coming in to possession of photos is the theme for this looking back. This time though the photos were my family photos. Our family were good friends with the Howe family and spent a lot of time together over the Christmas holidays at Bridport, and in the collection were quite a few shots from Bridport.

I had been wondering how to get in contact with a member of the Howe family as I wanted to send them shots like this one.



From left; Ron, Bert Howe, my Mum, (Uncle) Bob Young, Neil, Audrey Howe and Me.

Recently I showed this shot to Tony Oliver as there were two very significant club members in the shot. Bert and Audrey Howe who are the clubs only husband and wife Life Members. Bert in 1933 and Audrey 1938.

Ollie then tells me that the eldest granddaughter (Christine) is married to a mate of his and living in Scottdale. The youngest (Sharlie) is just becoming the family historian and it turns out she is starting to go through their family collection and has shots of interest for our family.

An email to Sharlie uncovers the fact she thinks she has some shots of Bert, or more correctly Herbert or HG as he was known back then.

This gives me a chance to help you all know a bit more about our wonderful hard working club members. Starting with the bike the two rode back then.



The famous 8 h.p. Colonial model BSA ridden and raced by the Howes for so many years as seen on the Waratah to Burnie "Highway".

Bert was a very active and long serving member of the club from the early 1920's to the end of the 1950's. Audrey not so, not because she didn't want to be, but it wasn't until 2 years after she received life membership that ladies were even allowed to attend the annual dinner. It was also around this time that the club voted at an AGM to allow the members of the Ladies Committee to become honorary members of the club.

As a WW1 veteran who fought at Gallipoli, he returned to Tassie and in 1919 was an electrician at the Mt Bischoff mine at Waratah and purchased the BSA for transport. A year or so later he moved to Mayne Street Invermay.

In December 1922 the following article appeared in the Daily Telegraph (Launceston) titled; -

"Local and General.

"The New Woollen Mills. — Acting under instruction to proceed with the installation of light and power. Messrs. Howe and Simmons (H. and S. Electric Light Co.), 70 Charles-street, have commenced the work. When completed it will constitute one of the largest electrical installations in the State, comprising 253 lights, totaling approximately: 20,00 candle -power and 10 motors from 40 h.p. each. Nearly five miles of cable and thousands of feet of piping will be used, the latter ranging from 5-8in to 3in. The current will be supplied by the City Corporation in bulk to the mills high tension transformer at 6000 volts thence to the low-tension room and switchboard, and on to the distribution boards at 240 volts, for lighting and 440 volts for motor power. - Messrs. Howe, and Simmons who have been entrusted with this important work. Have been in business for about 18 months and were both with the A.I.F. for about 4 ½ years and the confidence manifested in the company to carry out the work with every satisfaction is a tribute alike to the capacity of the heads of the firm and to the local enterprise."

The woollen mills referred to were Kelsel and Kemp and H & S had just finished wiring the new Patons and Baldwin Mill. In late 1927 another article announced that they were about to re-wire the printing press for The Examiner. Quite a few announcements came around that time including from the May 1925 Examiner that; -

"Mr. W. B. Reynolds, of Hobart, who is the sole distributor for Tasmania for the Douglas and Invincible J.A.P. machines, has this week opened up a branch business at 70 Charles-street in the premises lately occupied by Messrs. Howe and Simmons."

The new H & S shop was listed as now in George St. This was a time well before Computers before TV and when a new-fangled gadget recently released called a wireless was an exciting innovation as described in the 1926 Daily Telegraph Launceston Show preview with a short section of the long advertorial about the wireless: -

"Regarding radio, Messrs. Howe and Simmons are handling the high-grade De Forest and A.J.S. lines which represent the highest standard of manufacture in their respective countries, America and Great Britain. De Forest is a name to conjure with in America, and present day broadcast receiving owes more to him than to any other one man. The De Forest wireless receiving sets are worthy the great name they carry and for ease of operation and fidelity of reproduction cannot be excelled. Shown for the first time in Tasmania will be the revolutionary De Forest Audalton loudspeaker. Quite unlike any other speaker, its naturalness of tone will be a revolution. The principle of this speaker was discovered by De Forest during experiments with talking movies and perfected for use in radio."

"The A.J.S. receiving sets are a fine production, of British workmanship, and a full range of A.J.S. loudspeakers will be seen at No. 2 stand at the exhibition."

"A full range of the famous H. and S. components will also be on view. Messrs. Howe and Simmons are prepared to give quotations for any electrical or radio installations."

Another connection with motorcycles as the brains behind the A.J.S. (Alan James Stevens) wireless was Harry Stevens, one of the bike family and the wireless was first produced in one of the bike assembly factories.

Although HG was flat out expanding the business, he still had time to enjoy himself with the ancient BSA in many competitions within the club. The first time he featured in results was in a 1922 report on a social gymkhana at the Launceston show grounds where they ran sidecar race, clockwise, around the trotting track. After the final the review of the race stated; -

"The B.S.A. ran very well, and, despite the fact that it had been roughly fitted out for the occasion, it proved too swift for the others. There were 9 sec between first and second. Time, 9 min."

Many achievements were scored until the big 1925 race meeting at Longford around the grass horse racing track where HG won the first heat of the handicap before winning the final with this review of heat one;-

"Howe was leading Windsor by a few yards when they passed the post for the first time. During the second circuit Howe was more than equal to a strong challenge made by Windsor, and the second time past led by almost 100 yards, while Molross was some distance behind and was falling further back. Windsor made another attempt to get up. but Howe proved too fast, and after getting within a few yards of the leader Windsor was beaten in the run home by about 40 yards. Both riders almost lapped Molross."

In the championship sidecar races he was pipped by C.S. King in the final.



This shot of King on his current model (1925) Harley shows the great improvement made from the 1923 BSA.

The results rarely named the passenger, but it could be assumed Audrey didn't "swing" in races, but was his regular passenger for road trials at which they were quite successful. That is until the August 1927 24-Hour road trial with a preview profiling many of the front runners starting with this profile; -

"H. C. Howe will appear in competition again after some month's absence. Bert's reason for not starting in previous events was that they were too easy. His opinion of the 24 hours will be published later. His mount, as usual, will be his old 1923 8 h.p. B.S.A. and double seater side car."

The first results came to hand along with an article from the Daily Telegraph; -

"SIDE CAR CRASH PASSENGER INJURED West Tamar Accident

"As a result of being thrown from side-car when accompanying her husband in the 24-hour reliability motor cycle trial on Saturday. Mrs. Herbert G. Howe, of Launceston, lies in the Public Hospital in a serious condition.

"The trial, which commenced on Saturday, at 2.30 p.m. attracted a large entry, and Mr. Howe was riding a B.S.A. cycle, with side-car attached. He successfully negotiated the 20 mile circuit at West Tamar, which was mapped out by the officials, until 4.30, when one of the bolts holding the side-car to the machine snapped. Mrs Howe was thrown with considerable force to the roadway, and was unconscious when picked up. She was immediately conveyed to the Rosevears Hotel, where medical aid was summoned. At 6.30 she was brought to Launceston in the ambulance and admitted to the Public Hospital.

"It was stated last evening that Mrs. Howe was suffering from a fractured shoulder and pelvis and shock, and that her condition was serious.

"Mr. Howe escaped with minor abrasions and shock. The machine was extensively damaged."

Even though they build them tuff back then after a long convalescence that ended the racing for the pair so their attention switched to officialdom. From 1927 to the end of the 1950's his electrical skills and her ability to operate under pressure saw them became the timekeepers for club events like the ¼ mile time trials on the beach and the road.

Most reports ended with thanks to them for the first class job they did in keeping the events running and getting so many riders through in such a short time. You must take into consideration that electronic timing was by the rider breaking the timing string at the start and finish of the ¼ mile.

I do remember a rider of the time saying that the timing sticks with the string across looked quite wide until you were approaching at 100mph then you had to suck them in.

Bert ran the business without Simmons and more research is needed by me to work out a possible connection with the year Mr. and Mrs. HG stopped appearing in records at the clubs electrical they were replaced by Jack Simmons who may possibly be the son of and along with his wife Marion became the timekeepers for decades to come.

More research is need too, on Bert's famous BSA as I have just noticed that the shot of the bike at Mt Bischoff was taken in 1919 and a 1927 story refers to the "old" 1923 BSA. When Bert reached retiring age he was able to hand the Business to his son, Charles, whom was also an innovator and gifted electrician and came up in the 1060's with the idea of running electric cables into a new concrete house slab like an electric blanket and called it Howe's Floor Heat. Charles' two daughters went into teaching, so he eventually sold the business to Lester Electrical.

Aubrey had other interests as well as can be seen by this photo.



The photo is the 1932 Under 14 winners of the Launceston Competitions, the "Thistle" Choir

That's my mother front left and Conductor Mrs. H.G. Howe.

Ken Young

“Respect Your Elders”

Yet another fascinating contribution in Old Bike Australasia, issue 102 with Ray Goulter’s story on the Arcadia dirt track.

In it he writes the Eastern Suburbs MCC established in 1924 “claims to be the longest continuously running motorcycle club in Australia.” A club running that long should be very proud of that existence and shout that achievement long and loud.

As the History Officer for the Tasmanian Motor Cycle Club, I feel it is my duty to dispute that claim. The TMCC was established in 1905 and is still running today. Through my Book “100 Clicks the History of the Tasmanian Motor Cycle Club” I put forward the research I have done to claim to be the third oldest continually running affiliated motor cycle club in the world.

The Yonkers Motor Cycle Club (New York) Claim to be the oldest affiliated club in the World and was established in 1903 followed by San Francisco MCC established in 1904 and the TMCC under its first name of Tasmanian Automobile Club in 1905. Its name changed to the Northern Tasmanian Motor Cycle Club after WW 1 as there was a club in Hobart called the TMCC. After WW 2 the club applied to ACUGB to also be the governing body for the state and to show they were state based and not just a Launceston club they decided to drop the Northern part as the southern club no longer existed.

To the point of being a continuously run club I have records showing that committees have existed through the wars and during WW 1 the club ran many Hill Climb events and during WW 2 the local papers reported on Beach Races and speed events. During WW 1 the club even became very active with assisting the war efforts when the Club Vice President, P.O. Fysh Junior, turned his home over to the Red Cross to be a repatriation hospital and club members used their cars to transport the wounded from the docks to the Hospital and then also used their cars to take the men on weekend outings to aid in recovery.

Fysh Jnr. came from a long line of Fysh club members, including Sir Hudson Fysh whom founded Qantas, and Phillip was soon to become club President with his father as the patron. Sir Phillip had been Tasmanian Premier twice before Federation and became Tasmanian Agent General to London in 1899 then joined with Barton, Deakin and Kingston to partition the crown to become a commonwealth. The Canberra Suburb of Fyshwick was named after him.

Among the clubs many proud highlights, the TMCC and two car clubs provided the volunteer labor to bring John Youl’s dream to fruition of building Symmons Plains and have run almost every motorcycle event there since.

ESMCC should be very proud of the length of time you have been in existence just like the TMCC is extremely proud and protective of its place in history.

Ken Young

History Officer TMCC



1924 TMCC Committee:

Back: L. Stokell, S. King, B. Howe.

Middle: B. King, W. Manson, C. Greaves, C. Stocks, H.Moir.

Front: H. Coburn, J. Reynolds, W. Gellie
(Pres.) C. Monds, E. Bonner.

Photo: Joan Green.

Numbers – Background, Colour and Size

Don't forget to get your numbers and backgrounds ready for 2023.

You will need to comply with the GCRs to pass scrutineering.

Below are the background and number colours for “Modern” bikes in Section 7 of the 2022 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 8 of the 2022 MoMS.

7 ROAD RACE

2022 MANUAL OF MOTORCYCLE SPORT

2022 MANUAL OF MOTORCYCLE SPORT

7 ROAD RACE

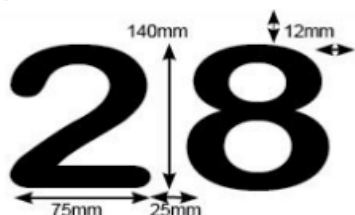
7.11.3.2 Figures must be clearly legible, the minimum being:

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

7.11.3.3 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.

7.11.4 Sample and Dimensions of Number Plate Figures [minimums]



7.11.2 Number Plate Colours

7.11.2.1 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 |

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

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

7.11.3 Number Plate Figures

7.11.3.1 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.

8.7.2 Number Plate Colours

8.7.2.1 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 |

8.7.3 Number Plate Figures

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

8.7.3.2 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 |

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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>>.

TASMANIAN ROAD RACING CHAMPIONSHIP POINTS 2022

| TASMANIAN ROAD RACING CHAMPIONSHIP 2022 | | | | | | | |
|---|--------|-----------------------|-------|-------------|-----------|-------------|--------|
| | | | Grade | Round 1 | Round 2 | Round 3 | Series |
| | | | | 06-Feb-22 | 06-Mar-22 | 11-Sep-22 | Total |
| | | | | Baskerville | Symmons | Baskerville | |
| | | | | | | | |
| Position | Bike # | TASSIE JUNIORS | | | | | |
| 1 | 16 | Isaac Simmonds | | 100 | 38 | 68 | 206 |
| 2 | 60 | David Coward | | 68 | 58 | 58 | 184 |
| 3 | 740 | Oliver Skinner | | 80 | 75 | 0 | 155 |
| 4 | 43 | Gus O'Halloran | | 72 | 0 | 45 | 117 |
| 5 | 14 | Jett Pryor | | 64 | 0 | 49 | 113 |
| 6 | 27 | Ava Connell | | 60 | 0 | 52 | 112 |
| | | | | | | | |
| Position | Bike # | LITES GP | | | | | |
| 1 | 93 | Josh van der Putten | | 95 | 65 | 65 | 225 |
| 2 | 169 | Taran Ocean | | 81 | 70 | 70 | 221 |
| 3 | 39 | Rhys Tan | | 60 | 52 | 50 | 162 |
| 4 | 14 | Mark de Jong | | 47 | 45 | 48 | 140 |
| 5 | 44 | Aaron Wade | | 59 | 51 | 0 | 110 |
| 6 | 65 | Grant Boxhall | | 39 | 49 | 0 | 88 |
| 7 | 165 | Nathanial Greene | | 44 | 0 | 35 | 79 |
| 8 | 19 | Brett Simmonds | | 76 | 0 | 0 | 76 |
| 9 | 66 | Tom Turner | | 68 | 0 | 0 | 68 |
| 10 | 313 | Ben Boxhall | | 41 | 15 | 0 | 56 |
| 11 | 46 | Daniel Briggs | | 0 | 0 | 50 | 50 |
| 12 | 151 | Marek von Bertouch | | 35 | 0 | 0 | 35 |
| 13 | 95 | Heath Fielding | | 29 | 0 | 0 | 29 |
| | | | | | | | |
| Position | Bike # | LITES PRODUCTION | | | | | |
| 1 | 26 | Chad Wyllie | | 95 | 75 | 68 | 238 |
| 2 | 57 | Brodie Curtis | | 71 | 60 | 58 | 189 |
| 3 | 11 | Larry Eaton | | 80 | 54 | 44 | 178 |
| 4 | 61 | Dane Griggs | | 74 | 49 | 51 | 174 |
| 5 | 7 | Chloe Honeychurch | | 48 | 47 | 60 | 155 |
| 6 | 740 | Oliver Skinner | | 52 | 48 | 35 | 135 |
| 7 | 253 | Graeme Cunningham | | 61 | 0 | 45 | 106 |
| 8 | 75 | Brendan Murzecki | | 51 | 0 | 34 | 85 |
| 9 | 888 | Michael Reagon | | 46 | 37 | 0 | 83 |
| 10 | 5 | Doug Watson | | 39 | 42 | 0 | 81 |
| 11 | 87 | Scott Cleary | | 39 | 20 | 0 | 59 |
| 12 | 82 | Lochlan Curtis | | 0 | 0 | 49 | 49 |
| 13 | 314 | John Kranz | | 41 | 0 | 0 | 41 |
| 14 | 4 | Taylor Franklin-Smith | | 0 | 38 | 0 | 38 |
| 15 | 2 | Garth Newton | | 13 | 0 | 24 | 37 |
| 16 | 12 | Trevor Renton | | 0 | 0 | 35 | 35 |
| 17 | 42 | Tim O'Halloran | | 0 | 33 | 0 | 33 |
| 18 | 70 | Eleanor Renton | | 33 | 0 | 0 | 33 |
| 19 | 12 | Leah Renton | | 0 | 28 | 0 | 28 |
| 20 | 2 | Monica Eagling | | 0 | 25 | 0 | 25 |
| 21 | 81 | Krisian Riley | | 0 | 7 | 0 | 7 |

TASMANIAN ROAD RACING CHAMPIONSHIP 2022

| | | | Grade | Round 1 | Round 2 | Round 3 | Series |
|----------|--------|------------------------|-------|-------------|-----------|-------------|--------|
| | | | | 06-Feb-22 | 06-Mar-22 | 11-Sep-22 | Total |
| | | | | Baskerville | Symmons | Baskerville | |
| Position | Bike # | FORMULA 3 | | | | | |
| 1 | 75 | James Abey | | 71 | 70 | 54 | 195 |
| 2 | 175 | Ben Abey | | 60 | 63 | 56 | 179 |
| 3 | 11 | Larry Eaton | | 68 | 48 | 58 | 174 |
| 4 | 93 | Josh van der Putten | | 100 | 0 | 0 | 100 |
| 5 | 78 | Robert Scott | | 0 | 51 | 32 | 83 |
| 6 | 7 | Chloe Honeychurch | | 66 | 14 | 0 | 80 |
| 7 | 54 | Peter McEldowney | | 64 | 0 | 0 | 64 |
| 8 | 95 | Heath Fielding | | 57 | 0 | 0 | 57 |
| 9 | 59 | Dale Madden | | 0 | 56 | 0 | 56 |
| 10 | 85 | Andrew Eagling | | 53 | 0 | 0 | 53 |
| 11 | 25 | Hamish Sellers | | 0 | 0 | 50 | 50 |
| 12 | 2 | Garth Newton | | 0 | 30 | 0 | 30 |
| 13 | 27 | Darren Grice | | 0 | 0 | 29 | 29 |
| 14 | 46 | Daniel Briggs | | 0 | 0 | 20 | 20 |
| Position | Bike # | GOLDEN ERA UP TO 500cc | | | | | |
| 1 | 313 | Ben Boxhall | | 90 | 68 | 18 | 176 |
| 2 | 09 | Courtney McMahon | | 72 | 51 | 51 | 174 |
| 3 | 2 | Garth Newton | | 0 | 60 | 50 | 110 |
| 4 | 66 | Roy Turner | | 74 | 33 | 0 | 107 |
| 5 | 70 | Eleanor Renton | | 0 | 31 | 56 | 87 |
| 6 | 65 | Grant Boxhall | | 50 | 25 | 0 | 75 |
| 7 | 314 | John Kranz | | 0 | 0 | 65 | 65 |
| 8 | 888 | Michael Reagon | | 0 | 50 | 0 | 50 |
| Position | Bike # | GOLDEN ERA OVER 500cc | | | | | |
| 1 | 21 | James Ryan | | 72 | 75 | 58 | 205 |
| 2 | 126 | Jason Wyllie | | 95 | 0 | 70 | 165 |
| 3 | 22 | Karen Webb | | 64 | 52 | 48 | 164 |
| 4 | 17 | Oscar O'Donovan | | 85 | 52 | 16 | 153 |
| 5 | 88 | Stuart Bugg | | 68 | 0 | 60 | 128 |
| 6 | 88 | Peter Bellchambers | | 0 | 60 | 35 | 95 |
| 7 | 25 | Derek Singline | | 0 | 48 | 0 | 48 |
| 8 | 6 | Gavin Brooks | | 30 | 16 | 0 | 46 |
| Position | Bike # | PRE-MODERN SUPERSPORT | | | | | |
| 1 | 30 | Matthew Coward | | 58 | 49 | 60 | 167 |
| 2 | 206 | Joseph Browning | | 95 | 50 | 0 | 145 |
| 3 | 95 | Mark Eagling | | 81 | 56 | 0 | 137 |
| 4 | 118 | Michael Webb | | 68 | 0 | 36 | 104 |
| 5 | 765 | Peter McEldowney | | 17 | 58 | 0 | 75 |
| 6 | 23 | Matthew Long | | 0 | 75 | 0 | 75 |
| 7 | 6 | Martin Long | | 0 | 0 | 75 | 75 |
| Position | Bike # | PRE-MODERN OPEN | | | | | |
| 1 | 76 | Don Fenton | | 88 | 0 | 65 | 153 |
| 2 | 57 | Robert Sellers | | 90 | 0 | 45 | 135 |
| 3 | 73 | Stuart Bugg | | 74 | 0 | 61 | 135 |
| 4 | 66 | Roy Turner | | 0 | 75 | 0 | 75 |
| 5 | 17 | Oscar O'Donovan | | 0 | 58 | 17 | 75 |
| 6 | 28 | Shane Brown | | 0 | 56 | 0 | 56 |

TASMANIAN ROAD RACING CHAMPIONSHIP 2022

| | | | Grade | Round 1 | Round 2 | Round 3 | Series |
|----------|--------|-------------------|-------|-------------|-----------|-------------|--------|
| | | | | 06-Feb-22 | 06-Mar-22 | 11-Sep-22 | Total |
| | | | | Baskerville | Symmons | Baskerville | |
| | | | | | | | |
| Position | Bike # | TAS SUPERSPORT | | | | | |
| 1 | 52 | Mitchell Hawksley | A | 95 | 75 | 75 | 245 |
| 2 | 8 | Marcus Delaney | A | 73 | 38 | 55 | 166 |
| 3 | 43 | Jesse Woods | C | 55 | 52 | 57 | 164 |
| 4 | 7 | Jonathan Hughes | B | 60 | 46 | 53 | 159 |
| 5 | 23 | Matthew Long | A | 83 | 58 | 0 | 141 |
| 6 | 61 | Joshua Rees | C | 51 | 42 | 45 | 138 |
| 7 | 80 | David Bartels | B | 39 | 49 | 48 | 136 |
| 8 | 29 | Mathew Carey | C | 41 | 0 | 40 | 81 |
| 9 | 27 | Tarvon Walker | C | 67 | 0 | 0 | 67 |
| 10 | 22 | Lachlan Curtis | C | 59 | 0 | 0 | 59 |
| 11 | 99 | Ryan Chen | C | 21 | 0 | 35 | 56 |
| 12 | 69 | Stephen Oliver | C | 35 | 14 | 0 | 49 |
| 13 | 304 | Sam Delaney | C | 41 | 0 | 0 | 41 |
| 14 | 6 | Martin Long | B | 0 | 0 | 39 | 39 |
| 15 | 30 | Mathew Coward | C | 29 | 0 | 0 | 29 |
| 16 | 79 | Nathan Tole | C | 0 | 25 | 0 | 25 |
| 17 | 26 | Chad Wyllie | C | 0 | 0 | 14 | 14 |
| 18 | 17 | Oscar O'Donovan | C | 13 | 0 | 0 | 13 |
| 19 | 95 | Mark Eagling | C | 7 | 0 | 0 | 7 |
| | | | | | | | |
| Position | Bike # | TAS SUPERBIKE | | | | | |
| 1 | 72 | Jason Spencer | A | 93 | 70 | 58 | 221 |
| 2 | 26 | Scott Honeychurch | A | 76 | 54 | 56 | 186 |
| 3 | 40 | Jeremy Huddleston | B | 62 | 48 | 50 | 160 |
| 4 | 420 | Wade Schrader | B | 53 | 37 | 47 | 137 |
| 5 | 76 | Don Fenton | C | 59 | 46 | 27 | 132 |
| 6 | 666 | Damian Faulds | B | 58 | 47 | 0 | 105 |
| 7 | 126 | Jason Wyllie | A | 82 | 0 | 17 | 99 |
| 8 | 39 | Hamish Sellers | A | 69 | 17 | 0 | 86 |
| 9 | 1 | Brett Simmonds | A | 0 | 0 | 75 | 75 |
| 10 | 29 | Scott Campbell | A | 0 | 65 | 0 | 65 |
| 11 | 61 | Joshua Rees | C | 0 | 0 | 44 | 44 |
| 12 | 98 | Marcus Burns | C | 0 | 39 | 0 | 39 |
| 13 | 88 | Mark Delanty | C | 0 | 38 | 0 | 38 |
| 14 | 227 | John Allen | C | 0 | 22 | 0 | 22 |
| 15 | 17 | Oscar O'Donovan | C | 0 | 0 | 13 | 13 |
| | | | | | | | |

TASMANIAN MOTORCYCLE CLUB CHAMPIONSHIP POINTS 2022

| TMCC CHAMPIONSHIP 2022 | | | 6-Mar-22 | 22-May-22 | Series |
|------------------------|---------------|-------------------------------|----------|-----------|--------|
| | | | Round 1 | Round 2 | Total |
| Position | Bike # | TASSIE JUNIORS | | | |
| 1 | 60 | David Coward | 58 | 56 | 114 |
| 2 | 16 | Isaac Simmonds | 38 | 75 | 113 |
| 3 | 740 | Oliver Skinner | 75 | 0 | 75 |
| 4 | 43 | Gus O'Halloran | 0 | 58 | 58 |
| | | | | | |
| Position | Bike # | LITES GP | | | |
| 1 | 65 | Grant Boxhall | 75 | 0 | 75 |
| 2 | 16 | Isaac Simmonds | 0 | 50 | 50 |
| 3 | 313 | Ben Boxhall | 20 | 0 | 20 |
| | | | | | |
| Position | Bike # | LITES PRODUCTION | | | |
| 1 | 57 | Brodie Curtis | 60 | 75 | 135 |
| 2 | 11 | Larry Eaton | 54 | 58 | 112 |
| 3 | 7 | Chloe Honeychurch | 49 | 56 | 105 |
| 4 | 12 | Leah Renton | 36 | 50 | 86 |
| 5 | 2 | Monica Eagling | 33 | 47 | 80 |
| 6 | 26 | Chad Wyllie | 75 | 0 | 75 |
| 7 | 5 | Doug Watson | 45 | 17 | 62 |
| 8 | 740 | Oliver Skinner | 50 | 0 | 50 |
| 9 | 4 | Taylor Franklin-Smith | 42 | 0 | 42 |
| 10 | 42 | Tim O'Halloran | 39 | 0 | 39 |
| 11 | 81 | Kristian Riley | 10 | 0 | 10 |
| | | | | | |
| Position | Bike # | FORMULA 3 | | | |
| 1 | 75 | James Abey | 70 | 75 | 145 |
| 2 | 11 | Larry Eaton | 51 | 54 | 105 |
| 3 | 175 | Ben Abey | 65 | 0 | 65 |
| 4 | 24 | Leigh Stanisz | 0 | 60 | 60 |
| 5 | 78 | Rob Scott | 54 | 0 | 54 |
| 6 | 7 | Chloe Honeychurch | 16 | 0 | 16 |
| | | | | | |
| Position | Bike # | GOLDEN ERA UP TO 500cc | | | |
| 1 | 13 | Courtney McMahon | 56 | 60 | 116 |
| 2 | 65 | Cameron Rowell | 0 | 75 | 75 |
| 3 | 27 | Ben Boxhall | 70 | 0 | 70 |
| 4 | 09 | Roy Turner | 37 | 0 | 37 |
| 5 | 66 | Eleanor Renton | 35 | 0 | 35 |
| 6 | 70 | Grant Boxhall | 25 | 0 | 25 |
| | | | | | |
| Position | Bike # | GOLDEN ERA OVER 500cc | | | |
| 1 | 22 | Karen Webb | 52 | 75 | 127 |
| 2 | 25 | Derek Singline | 48 | 58 | 106 |
| 3 | 21 | James Ryan | 75 | 0 | 75 |
| 4 | 6 | Gavin Brooks | 16 | 56 | 72 |
| 5 | 88 | Peter Bellchambers | 60 | 0 | 60 |
| 6 | 17 | Oscar O'Donovan | 52 | 0 | 52 |

| TMCC CHAMPIONSHIP 2022 | | | 6-Mar-22 | 22-May-22 | Series |
|------------------------|---------------|------------------------------|----------|-----------|--------|
| | | | Round 1 | Round 2 | Total |
| Position | Bike # | CLUBMAN OVER 67 | | | |
| 1 | 6 | Gavin Brooks | 67 | 70 | 137 |
| 2 | 84 | Harley Phipps | 65 | 51 | 116 |
| 3 | 85 | Andrew Eagling | 55 | 56 | 111 |
| 4 | 24 | Jason Brown | 42 | 48 | 90 |
| 5 | 70 | Benjamin Ford | 0 | 63 | 63 |
| 6 | 24 | Leigh Stanisz | 51 | 0 | 51 |
| 7 | 78 | Marcus Preece | 49 | 0 | 49 |
| 8 | 45 | Neil McEldowney | 46 | 0 | 46 |
| | | | | | |
| Position | Bike # | CLUBMAN PRO 62-67 | | | |
| 1 | 227 | John Allen | 75 | 70 | 145 |
| 2 | 34 | Trevor Renton | 54 | 62 | 116 |
| 3 | 69 | Stephen Oliver | 60 | 55 | 115 |
| 4 | 45 | Luke van Egdom | 0 | 53 | 53 |
| 5 | 79 | Nathan Tole | 51 | 0 | 51 |
| 6 | 22 | Karen Webb | 0 | 32 | 32 |
| | | | | | |
| Position | Bike # | PRE-MODERN SUPERSPORT | | | |
| 1 | 765 | Peter McEldowney | 58 | 68 | 126 |
| 2 | 95 | Mark Eagling | 56 | 57 | 113 |
| 3 | 30 | Matthew Coward | 51 | 54 | 105 |
| 4 | 23 | Matthew Long | 75 | 0 | 75 |
| 5 | 6 | Martin Long | 0 | 61 | 61 |
| | | | | | |
| Position | Bike # | PRE-MODERN OPEN | | | |
| 1 | 76 | Don Fenton | 0 | 75 | 75 |
| 2 | 66 | Roy Turner | 75 | 0 | 75 |
| 3 | 17 | Oscar O'Donovan | 58 | 0 | 58 |
| 4 | 28 | Shane Brown | 56 | 0 | 56 |
| | | | | | |
| Position | Bike # | TAS SUPERSPORT | | | |
| 1 | 52 | Mitchell Hawksley | 75 | 75 | 150 |
| 2 | 43 | Jesse Woods | 52 | 56 | 108 |
| 3 | 80 | David Bartels | 49 | 48 | 97 |
| 4 | 8 | Marcus Delaney | 38 | 58 | 96 |
| 5 | 23 | Matthew Long | 58 | 0 | 58 |
| 6 | 22 | Lachlan Curtis | 0 | 51 | 51 |
| 7 | 7 | Jonathan Hughes | 46 | 0 | 46 |
| 8 | 26 | Chad Wyllie | 0 | 45 | 45 |
| 9 | 83 | Manuel Loquenz | 0 | 28 | 28 |
| 10 | 79 | Nathan Tole | 27 | 0 | 27 |
| 11 | 69 | Stephen Oliver | 14 | 0 | 14 |
| | | | | | |
| Position | Bike # | TAS SUPERBIKE OPEN | | | |
| 1 | 29 | Scott Campbell | 65 | 75 | 140 |
| 2 | 72 | Jason Spencer | 70 | 40 | 110 |
| 3 | 26 | Scott Honeychurch | 54 | 56 | 110 |
| 4 | 76 | Don Fenton | 51 | 52 | 103 |
| 5 | 88 | Mark Delanty | 46 | 49 | 95 |
| 6 | 98 | Marcus Burns | 47 | 0 | 47 |
| 7 | 227 | John Allen | 28 | 16 | 44 |
| 8 | 83 | Manuel Loquenez | 0 | 15 | 15 |

Upcoming Events (Local and Selected Interstate)

The next local event is Round 3 of the TRRC and Round 4 of the SRCT Club Championship.

| Start | Finish | Days | Meeting Name | Round | Location |
|------------|------------|------|--|-------|------------------|
| 1/10/2022 | 2/10/2022 | 2 | Hartwell Club Championships - Endurance event | | Broadford |
| 1/10/2022 | 2/10/2022 | 2 | South Australian Road Race Championship (inc. Master of Mac Park) | 3 | Mac Park |
| 8/10/2022 | 8/10/2022 | 1 | Trakdayz Track Day Wanneroo Raceway | 1 | Wanneroo Raceway |
| 7/10/2022 | 9/10/2022 | 3 | Australian Historic Road Racing Championships | | Morgan Park |
| 8/10/2022 | 8/10/2022 | 1 | TMCC Ride Day | | Symmons Plains |
| 9/10/2022 | 9/10/2022 | 1 | TRRC Round 4/TMCC Championship Round 3 | | Symmons Plains |
| 14/10/2022 | 16/10/2022 | 3 | MotoGP | | Phillip Island |
| 22/10/2022 | 22/10/2022 | 1 | Preston MCC Bracket race days | 3 | Phillip Island |
| 23/10/2022 | 23/10/2022 | 1 | Victorian Interclub Series | 3 | Phillip Island |
| 29/10/2022 | 29/10/2022 | 1 | SRCT Ride Day | | Baskerville |
| 5/11/2022 | 6/11/2022 | 2 | Southern Classic | | Broadford |
| 12/11/2022 | 13/11/2022 | 2 | Victorian Road Racing Championships | 4 | Broadford |
| 13/11/2022 | 13/11/2022 | 1 | TMCC Ride Day | | Symmons Plains |
| 17/11/2022 | 20/11/2022 | 4 | miBike Motorcycle Insurance Australian Superbike Championship presented by Motul | 6 | Phillip Island |
| 18/11/2022 | 20/11/2022 | 4 | WSBK | | Phillip Island |
| 19/11/2022 | 20/11/2022 | 2 | South Australian Road Race Championship (inc. CAFNIX Series - Round 3) | 4 | The Bend |
| 20/11/2022 | 20/11/2022 | 1 | SRCT Ride Day | | Baskerville |
| 25/11/2022 | 27/11/2022 | 4 | miBike Motorcycle Insurance Australian Superbike Championship presented by Motul | 7 | The Bend |
| 2/12/2022 | 4/12/2022 | 3 | SRCT - 2 Hour | | Baskerville |
| 11/12/2022 | 11/12/2022 | 1 | TMCC Ride Day | | Symmons Plains |
| 18/12/2022 | 18/12/2022 | 1 | SRCT Ride Day | | Baskerville |
| 31/12/2022 | 1/01/2023 | 1 | South Australian Historic Road Race Championships | | Mac Park |

ANNUAL DINNER & TROPHY PRESENTATIONS 2022



The TMCC Annual Dinner and Trophy presentations will be held on **Saturday 26th November** at the Riverside Golf Club, Launceston.

Details and registration form on following page. Registration form is also available on the TMCC Website.



Tasmanian Motorcycle Club Dinner and Trophy Presentation 2021

Saturday 26th November 2022

Riverside Golf Club

244 West Tamar Highway, Riverside

2 Course Buffet Style Banquet

Adults - \$40 per head

Kids Under 16 - \$20 per head

Time: 6.30 pm for 7.00 pm

RSVP by Friday 18th November

Let us know if you have any special dietary requirements

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

Name: _____

No. Adults: _____ No. Children: _____

Email or Phone: _____

Direct Deposit (by 19/11/2022) ☐ BSB 633-000 ACC 115384505 (Please use surname as reference)

Pay by Credit Card Visa ☐ MasterCard ☐ Charge credit card amount: \$ _____

| Card Number | | | | | | | | | | | | | | | | | Expiry Date | | |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------|--|--|
| | | | | | | | | | | | | | | | | | | | |

Card Holder Name: _____ Card Holder Signature: _____

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