

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club. April 2021.

PRESIDENT'S REPORT



After losing our April ride day date to the rescheduled Supercars and being part of a swim fest at Baskerville the following week, riders will no doubt be split equally between champing at the bit to get to Symmons Plains for the May 22 ride day and May 23 race day while hoping the weather gods are a little kinder this time around.

One plus taken from the Baskerville round was how well some of our junior riders are settling into the open classes this year. They will certainly be a force to be reckoned with in the coming seasons.

**Cary McMahon
Honorary President**

Thought this was an appropriate inclusion for this month's SPOKE, given the recent SRCT Facebook post about a sidecar class being included at this year's 2-Hour.



Pics from a VERY wet round two of the Tasmanian Roadracing Championships at Baskerville on April 11.

(with thanks to Johoo Lee for the use of his pics, but mostly for standing out in the rain all day so I didn't have to and to Ken Young for the article and an extra few pics)







TASMANIAN ROADRACING CHAMPIONSHIPS: Round 2

DUE out the Monday after our election, I hope, may be another report in Australian Motor Cycle News on the Baskerville meeting and just heard back. I was worried about photo quality, but they said *"actually pics are OK, as next round is in Sept thinking I'll run this at the start of winter saying how weather doesn't stop tassie racers"* So it is a goer but not just yet.

ENTRIES for the meeting were again excellent but a few were missing before the day started. Riders like Junior rider Gus O'Halloran couldn't find wets for his small wheel Kayo, Taylor Franklin-Smith was sick (a shame as she rides very well in the wet) and Mitch Hawksley decided to step out of the "puddle" and go and play in the "big pond" that is the Victorian Championships. I have contacted him and hopefully you will be able to read his report in this issue.

I remember one time when we were racing for about 2 years it seemed that every Race at Symmons was a wet one. Not to be left out at the moment it looks like it is Baskerville's turn as we turned up to yet another wet one. Rain and then 10 minutes of sun before the next shower. With the track temperature hovering at around 10 degrees all day most riders even packed up their tyre warmers as by the time you got from the pits to the grid your tyres had lost all of their temperature. This may to have been a contributing factor in so many crashes for the day. Emma Reader kicked it off in turn 2 on her first practice/qualifying in the first session of the day. She picked it up and completed the session that included Jonno Hughes on his Honda VFR400. After seeing that he decided to show how it should be done in the next session on his Supersports Triumph. He dropped it at the bottom of the hill. Then picked it up and dropped it in the "Chute" all on lap 1 of his qualifying session.

THE Juniors didn't want to be left out and in qualifying Brodie Curtis discovering that a bike with road tyres in the wet can't achieve the same grip as an identical bike with wets being ridden by rival Tom Turner.

Marcus Delaney threw his Supersports R6 into the mud and had to swap wet stuff over to his other bike. The big one though was Brett Simmonds who threw his CBR Honda Superbike down the road and has broken a bone near his ACL joint in his shoulder.

ON the flip side many of those who kept it rubber side down some very close and exciting racing. In the combined F3, Formula Baskerville and Golden Era 500 race you could not have been much closer. Peter McEldowney (Suz. SV650) beat Lochie Curtis (Hon. VFR400) by .03 of a second. Boyd Witzerman won the second with Lochie and Peter just behind separated by .04 of a second. Lochie took out the third by 4 seconds to record his first ever win and then beat Boyd in the 4th by .5 of a second. A brilliant performance in the Lites combined race was put in by Chad Wyllie on his production Ninja 400 with 2 outright seconds and then 2 wins over the GP bikes. The more experienced GP riders worked him over, but he held his nerve exceedingly well for someone who has only had one years in the Juniors before this.



HIS dad didn't do too bad either on his Ducati Superbike and for the second time in the wet beat Brett Simmonds. Last time, some would say was an "out fumble" to the line but this time he passed mid race and pulled nearly a second on Brett to the line.

SPEAKING of dads doing well, Martin Long pulled one out of the bag with a very good display of fast and smooth riding. In fact in qualifying he held on to the tail of his son Mathew for 5 or 6 laps to show when you have to be smooth, he is "SMOOOOTH"

"With Mitch away the cats did play," in the Supersports races. Hamish Sellers and Mathew Long, both on Yamaha R6's scored 2 wins and 2 2nds each. Peter Bellchambers (Suz. GSX 600) scored 2 3rds and Marcus Delaney (Yam. R6) the other two.

Again, our last year's juniors performed exceedingly well in the senior ranks like Tom Turner (Hon. CBR250) in Lites with a brace of 4th places. Oscar O'Donovan (Kaw. ZX6) won the Pre-Modern class and finished 3rd against Golden Era Open riders James Ryan (FZR1000) and Peter Bellchambers (Suz GSX750).

THE current Juniors were again dominated by Tom Turner and Brodie Curtis with David Coward following and new boy Jett Pryor having a tough introduction to the class in the wet. The biggest improver though was Ava Connell. In race 3 she stalled on the line, "took the angry pills" and chased Jett down to come 4th. In doing this she lapped 11 seconds faster than her qualifying time. Knowing she can now do those times and with a lot of support, she started 4th in the next and actually rode round the outside of David at the end of the back straight into the chute to score a 3rd place.











LOOKING BACK: WITH KEN YOUNG

ROUND1 of the Tasmanian Road Race Championships was a brilliant day's racing in near perfect weather conditions for all. With the PA missing, as stated last SPOKE, I was able to spend 2 days with the camera. Instead of the usual 600 to 700 shots to edit after the meeting I had 2500 shots.

JUST like when a rider returns to the pits to be told he did a personal best lap, outwardly a grin and maybe saying yes it felt good but inwardly a jump for joy. Well, I got that with this "PB" photo of Jason Spencer in the Bus Stop.



AFORE mentioned joyous feelings were amplified when I checked the next shot in the sequence of three motor drive shots. IT WAS BAD. Most likely the direction Jason was now travelling, and my panning movement were out of synchronisation.

ANYWAY, here's the good one.



I HAVE sent out photos to a few of the riders and mentioned that some of them had some riders in the shot blurred and others perfect.

AS can be seen in this shot, riders 7 Jonathan Hughes, 28 Rob Carnicelli, 80 Dave Bartels and 45 Luke van Egdom are all in focus while 88 Peter Bellchambers and 46 Daniel Briggs are blurred. That is because of the position I was standing at in the Bus Stop. With the long lens used, I was holding the camera still. This meant that riders coming toward me would be focused but the two riders mentioned were moving left of frame.



ALTHOUGH not yet perfect, today's digital cameras are brilliant and I am amazed at how far cameras have come in just my lifetime and how basic they were when I first started.

..... Segue!

MY father was big into photography and was well known to Stephen Spurling the 3rd. Numbers 1 and 2 were members of the club from its start. The basic shape of cameras hasn't changed but what was inside has been the big change. The early viewfinder was a glass panel above the lens and was not exactly what was in shot, just close. Sort of like a rifle telescope without adjustment. Next came the SLR, Single Lens Reflex camera, not a Torana (Kids ask Dad on that one). As you loaded the next shot by winding the "arm" on top it lowered a mirror inside to allow you to look at the actual shot you were about to take and as the trigger was pushed the mirror quickly flicked up inside to take the shot and return the viewfinder to a black out.

TO take photos, in black and white, you went to your camera shop and purchased (not cheap either) a film canister of either 24 or 36 shots. The end of the film was sticking out of the sealed canister, so you opened the back of the camera and inserted the film and threaded the end onto the blank spool. You shut the back and wound on one shot before starting because the first one was over exposed by being outside the canister. The winding was done by a small arm on top pushed by your thumb to pull the film out of the canister one frame at a time and then onto the blank spool. After taking your 36 shots, you re-wound the film into the canister and took it to your camera shop for him to remove and develop and for most, print the film. My father often did his own printing by turning the outside laundry into a dark room. The developed film was projected onto special photo paper one frame at a time for an exact few seconds before being placed into the warmed-up chemical bath, until it appeared, at which time it had to be picked up and placed into water to stop it developing further.

THERE were no interchangeable lenses for your camera, so you had to get pretty close to the action. By the time I left school in 1969 many new steps had happened. For a start colour had been invented and you went to your shop to buy even more expensive 24 or 36 shot canisters. After taking your shots first up you took it back to the camera shop and he sent them to the mainland for developing into slides. That is after the film was developed each frame was inserted into a plastic frame and returned to the shop (2 weeks approx.) for collection and payment. Later the canister was purchased with a return envelope, so you sent it directly to the mainland and waited the two weeks for it to be posted back to you in a plastic box about the size of a cigarette box. Then you used your projector to display the images on a fold up screen or if you had a white wall onto that, in a viewing for you and your friends at a slide night.

THE big camera advancement was screw on interchangeable lenses. I saved up a bucket load of money and purchased a 400m telephoto lens to use on firstly dad's camera and then purchased a camera of my own. The lens was a bit longer than a "foot long" Subway and much heavier. Difficult to use hand held at a race meeting because "mono pods" had not been invented. The art of using a camera at motor racing was complex but has been a help to me in driving current cameras. You had to manually set the camera. Starting with factoring in the type of film used. High speed sports film was more expensive as the quality was higher. Next you took into consideration the amount of light provided, from wet and dull to bright sunshine. The length of the lens affected the amount of light received as did the shutter speed. High shutter speed to capture action.

IF under exposed, it would be like this slide of Ted Myer on his Norton Commando at a wet Symmons meeting.



ON a bright day it becomes washed out like Bill Horseman on his TZ 350 and to highlight that fact these shots are untouched but now the computer programs can greatly improve the shot. The biggest set up was for the actual shot. No shooting into direct sun light, then set up the shot. The shot was a single frame needing manual focus. I picked the spot on the track I wanted to shoot and set the focus to it. Next a practice shot on a vehicle to see that I could get the entire bike/car in shot. Then it was wait for the bike/car to arrive at the spot and shoot trying to get it right, as before or after the spot meant it was blurred. You followed the bike from well before the target in a method known as panning.



THIS is the example of setting the spot that the riders will pass through. Another problem being for some time I had a pin prick of light getting into the frame as can be seen below Ross Allison, who is chasing Laurie O'Shea. Slides ran out of legs in the late 1970's when prints came in. Instead of waiting the two weeks for your slides to come back your canister of film could be dropped into the local shop on Monday morning and the prints picked up that afternoon.



THIS early print probably taken by Dennis Butler on my camera of me, on Robbie Scolyer's GSX at a private practice session at Symmons has stood the test of time quite well. How can I tell, well the bike not only had its lights and indicators but its side and centre stands still on. As for me the only leather I had on were my gloves and desert boots. I remember being offered a ride to review in my column in the Express. The problem with the photos though, was that when you picked up your prints in an envelope style folder your negatives were in a plastic sleeve inside and if not stored in a cool dark place FOREVER they faded and lost colour. Also, it was easy to pick up dust and scratches.



A GOOD example of this is the shot here, taken by my father when I started to do commentary and write the column, so he took the photos. A top shot of 8 Rob Scolyer, 25 Peter Radford, 10 Craig Bye, 5 Mick Damon and 52 Steve Bestwick but as can be seen by a lot of dust and a big scratch that will require time to clean up. Oh, and the observant among you who remember a time when we had to have set colours for our classes will remember plate colours as red 1000, white 750, yellow 500 and blue 350.



THIS shot would be on lap one after the drag race from the start line to the hairpin. The GP two strokes were always slow off the line with a tall first gear so the next time round most likely Craig on the RG 500 would be in the lead, Rob and Peter on 1100 Katanas next with Steve TZ350 closing under brakes with a much lower top speed but better brakes and Mick's Katana 750 trying to dive bomb anyone under brakes on the lighter and slower "Banana".

AS stated above I talked my father into taking the shots for me for the column in the Express because I was doing the commentary. Naturally at that time all photos in the paper were black and white so dad used two cameras, one with black and white and one with colour. He used to WALK to the hairpin with a big load of gear each meeting, which I now know is a tough gig. It was a great spot for action.

THIS shot of the other racing ambulance officer, Daryl Pendry on a CB400 battling with Ken Young on a RD400 that shows not all single shots were perfect. But I'm in shot and that was all that mattered to me.



THIS is actually in a race with Robbie Scolyer on Leigh Blazely's GSX turning round to watch second placed Mal Campbell as they power out of the hair pin. That was back when riders were allowed to do wheelies. Some of you may notice the "safety" fence, naked two strand armco (and much shorter in length) with some of the posts sticking above the top rail. The large gap between the bottom rail and the track hidden by the grass was to be filled in later with wooden planks to stop limbs from creeping under the fence. Now a three strand high fence with air bags in front. When you look close into many photos there is more to a story. Like in this shot, overcast day with little shadow and all the black "dots" in the foreground. That tells me around the middle of a cloudy 2 plus 4 race day. The dots are rubber swept off line by the cars and on one of those days there would be quite a number of spectators to watch "Wally" popping Monos out of the hair pin. That type of action was a little easier to capture as it was expected and you were ready for the action.



THE unexpected (and unwanted by the rider) crash shot was a lot harder to capture. Mostly you were not expecting it and with a bike it was usually over before you had your camera ready. This time I was preparing for an action shot in the corner and had the camera ready to capture the last of the slide off the track at this ARRC meeting. Again, because I was aiming for the crash a blurred Lylle Williamson had just wandered into the shot. Car crashed was a lot easier to capture as it was usually preceded by squealing tyres, took a lot longer to happen and longer to execute.



A TOP FJ Holden (Humpy) racer told me the secret to the shot at the end of the back straight like this one. If a Humpy didn't have his left wheel nearly touching the tyres, he was in some trouble so keep the camera focused like I have on the bronze FJ of G. Kile. It also helped the shot if the other one was giving him a "tap" in the rear guard. So another 3 good shots before it was all over.



BY the way he completed the 360 roll and ended on his wheels with some big dents on his roof and as was the norm for the time the race was completed under local yellow flags. The blue humpy finished the race and the green one outside them spun into the grass and continued. It was typical of the action and you knew by the time they reached the corner there was a 70 % chance of at least a spin by one of them. My father was better at capturing crashes but on this occasion not so good, but the shot is more about who than what.



DURING early morning qualifying, RD 350 rider Robin Austin lost it under brakes into what is now turn 1 so RD400 rider (number 23, ME) over braked to miss him and went down too, causing (unsighted) Victorian visitor Dale Topp to ride between us into the sand pit without dropping it.



VERY lucky as Topp, on his first visit to Tasmania, was being billeted at the Young family home.

Note: So in answer to the question by some yes I did race and yes I do know what it was like to fall off... and break bones too.

WHEN “life changed” almost 8 years ago I purchased a new digital camera for my interest of the time of taking bird photos. Yes, I do like other things beside motor sport, and still do and have kept almost 17,000 shots taken in the Tamar Valley area, like this shot of a Black-faced Cuckoo-shrike adult bringing food for its baby.

Bet you didn’t pick that one from left field!

I came back to motor sport photography when Gaby asked me to come out to take photos at ride days. It was a basic digital camera that was updated a few months ago to try to obtain better shots for Motor Cycle News, and better action bird shots. Winner all round.

THE idea of being able to press the trigger with auto focus, auto exposure and motor drive and get maybe 10 to 15 shots of the one rider and then take them home and pick out maybe 2 or 3 of the best, crop and lighten and shade, is now a long way away from taking up to 36 shots for the entire day. You only have to find the right spot to get everyone going in the same direction or pan correctly. “You kids don’t know how good you have it now!” Isn’t that what we oldies are meant to say.

NEXT issue I will look at other aspects of modern race photography especially after the dismal performance by me at the wet and dull (light) Baskie round. Shots so varied as these two with Emma early in the bay and the dark one of David Coward just after lunch.



KEN YOUNG

APRIL RIDE DAY SYMMONS PLAINS.

THIS was going to be the first page of the report and pics from our April ride day, but as mentioned by our president in his report, the rescheduling of the taxi racing put the kybosh on that. Many people have commented on our loss of the ride day and the event that replaced it, but few have been as eloquent as this Facebook post from racing driver Barry Cassidy. (which I publish here without either his knowledge or permission.)



Barry Cassidy

41m · 🌐



Fckng bullshit !!!!

Your Grandma could drive those cars !!

Take the aero away altogether, take away in car roll bar adjustments, take away garage intercom, take away fuel restrictions, take away mandatory pit stops, sit your arse in the car and ring it's fckng neck, see how it pans out, racing is not racing anymore it's contrived bullshit !!!!



Comments welcomed at tmccmag@gmail.com

HAVE your say.

Members' letters, opinions and comments will be published in the next available newsletter. Email items to tmccmag@gmail.com

THIS is the forum for TMCC members to have their say. (If you have any items you think will be of interest to members, please email them to tmccmag@gmail.com)

JUST a reminder. It is here that members can contribute articles, reports and pics of things they have done in the past month. It's an opportunity for racers to fly their sponsors' flags and let everyone else know what they've been up to. It was rumoured that some members had competed on the mainland recently, but this can't be the case, as there have been no pics or reports forthcoming.

COMING UP

The May committee meeting will be held at 7pm on Thursday, May 6, at the Gunner's Arms, Lawrence St, Launceston, from 7pm.

The SRCT will run the its next ride day at Baskerville, on Sunday, May 16, a great opportunity to race-test your bike for the following week's TMCC club championship round.

The next TMCC ride day will be held on Saturday, May 22, with a race day on Sunday, May 23.

STOP PRESS

THE Tasmanian Road Racing Championships for 2021 have reached the halfway point and TMCC race secretary Karen Webb has liaised with Natsoft to compile the points so far.

Tasmanian Road Racing Championship 2021					
			Round 1 21/03/2021	Round 2 11/04/2021	SERIES POINTS
			Total	Total	TOTAL
Position	Bike #	FORMULA 3			
1	55	Boyd Witzerman (SRC)	70	81	151
2	765	Peter McElowney (TMC)	65	83	148
3	96	Lachlan Curtis (TMC)	48	88	136
4	78	Robert Scott (TMC)	48	47	95
5	34	Trevor Renton (TMC)	15	56	71
6	35	James Gibson (TMC)	0	61	61
7	94	Harry Sellers (SRC)	54	0	54
8	11	Larry Eaton (TMC)	41	12	53
9	46	Daniel Briggs (TMC)	0	48	48
10	59	Dale Madden (TMC)	47	0	47
11	7	Jonathan Hughes	0	34	34
12	81	Kristian Riley	0	23	23
13	41	Cody Travers (TMC)	0	0	0
14	54	Neil McElowney	0	0	0
Position	Bike #	GOLDEN ERA OVER 500cc			
1	21	James Ryan (TMC)	75	95	170
2	88	Peter Bellchambers (TMC)	60	85	145
3	73	Stuart Bugg (TMC)	54	72	126
4	31	Tony Oliver (TMC)	48	68	116
5	22	Karen Webb (TMC)	51	0	51





Position	Bike #	LITES PRODUCTION			
1	56	Jesse Woods (TMC)	75	80	155
2	26	Chad Wyllie (TMC)	52	100	152
3	61	Dane Griggs (SRC)	60	65	125
4	57	Brodie Curtis (TMC)	48	67	115
5	94	Michael Greene (SRC)	45	58	103
6	70	Tom Turner (TMC)	31	72	103
7	11	Harley Phipps (TMC)	34	39	73
8	81	Kristian Riley (SRC)	31	22	53
9	314	John Kranz	0	53	53
10	12	Leah Renton (TMC)	18	34	52
11	39	Rhys Tan (SRC)	50	0	50
12	27	Ben Boxhall	0	42	42
13	41	Cody Travers (TMC)	40	0	40
14	4	Taylor Franklin-Smit	37	0	37
15	5	Doug Watson	0	0	0
Position	Bike #	PRE-MODERN OPEN			
1	76	Don Fenton (TMC)	75	75	150
Position	Bike #	PRE-MODERN SUPERSPORT			
1	95	Mark Eagling (TMC)	70	78	148
2	74	Daniel Mulholland (TMC)	63	72	135
3	30	Matthew Coward (SRC)	51	70	121
4	42	Tim O'Halloran (TMC)	56	64	120
5	17	Oscar O'Donovan	0	100	100





Position	Bike #	GOLDEN ERA UP TO 500cc			
1	13	Cameron Rowell (TMC)	56	95	151
2	65	Grant Boxhall (TMC)	50	72	122
3	27	Ben Boxhall	0	77	77
4	39	Rhys Tan (SRC)	52	25	77
5	31	Tony Oliver (TMC)	65	0	65
6	14	Terry Morris	0	0	0
7	2	Garth Newton	0	0	0
Position	Bike #	TASSIE JUNIORS			
1	66	Tom Turner (TMC)	60	100	160
2	57	Brodie Curtis (TMC)	75	80	155
3	60	David Coward (SRC)	53	71	124
4	27	Ava Connell (SRC)	32	69	101
5	26	Jett Pryor	0	64	64
6	10	Gus O'Halloran (SRC)	35	0	35
Position	Bike #	LITES GP			
1	65	Grant Boxhall (TMC)	70	66	136
2	69	Taran Ocean (SRC)	49	85	134
3	165	Nathanial Greene (SRC)	53	71	124
4	46	Daniel Briggs (TMC)	49	75	124
5	151	Marek von Bertouch (SRC)	43	71	114
6	14	Mark de Jong (SRC)	39	59	98
7	619	Heath Fielding (SRC)	46	45	91
8	74	David Honeychurch (SRC)	65	0	65
9	2	Garth Newton (SRC)	12	0	12





Position	Bike #	TAS SUPERBIKE OPEN			
1	126	Jason Wyllie A (TMC)	53	95	148
2	1	Brett Simmonds A (TMC)	75	60	135
3	72	Jason Spencer A (TMC)	60	70	130
4	47	Quentin Blazley A (TMC)	51	66	117
5	420	Wade Schrader C (SRC)	41	72	113
6	40	Jeremy Huddleston C (SRC)	47	63	110
7	88	Mark Delanty C (TMC)	44	15	59
8	74	Thomas Jones C (TMC)	0	58	58
9	29	Scott Campbell A (SRC)	17	0	17
Position	Bike #	TAS SUPERSPORT			
1	23	Matthew Long B (TMC)	58	90	148
2	39	Hamish Sellers B (TMC)	52	90	142
3	88	Peter Bellchambers B (TMC)	45	69	114
4	8	Marcus Delaney B (TMC)	55	52	107
5	80	David Bartels C (TMC)	40	59	99
6	6	Martin Long C (TMC)	31	65	96
7	28	Robert Carnicelli C TMC	45	48	93
8	45	Luke Van Egdom C (TMC)	34	55	89
9	46	Daniel Briggs B (TMC)	39	40	79
10	52	Mitchell Hawksley B TMC	75	0	75
11	29	Mathew Carey	0	54	54
12	7	Jonathan Hughes B (TMC)	29	0	29
13	69	Stephen Oliver C (TMC)	0	0	0



FOR SALE & WANTED

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

Kawasaki Ninja 300 Race Bike for sale

Modified Front Forks
Standard Rear Shocker fitted but comes with ZZR600 Rear Shocker
Full Megacycle Exhaust
Aftermarket Rearsets
Brake Lever Protector
Pirelli Supercorsa Race Tyres (90%)
Front and Rear Stands
Tyre Warmers
32,500 kilometres (mostly on the road)

This bike was set up as the spare/wet bike, and has only done a couple of race meetings.

\$3,000

Contact Wayne 0428 597 914

