

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

December 2023

PRESIDENT'S REPORT

Well, that's Christmas and New Years done for another year. I'm actually surprised that I have seen so many. Anyway, I hope everyone had an enjoyable and safe time and are looking forward to another year.

As most would be aware our two clubs have made the tough decision to forgo the running of a State Championship and revert back to an Interclub Series. Same thing, different name. We have done this for purely financial reasons.

We have a fair bit happening this coming year and I hope you all support your club and make 2024 a successful year.

The next TMCC Ride Day at Symmons Plains is on Sunday, 21st January 2024. Enter on Ridernet [<< here >>](#) to save some money and avoid the queue.

Cary Mc Mahon

Hon President.

Merry (Belated) Christmas!

(Ed: Forgot to send this out - Sorry Ken)



You don't need me to remind you it is close to Christmas. I think you can work it out, but to hook up the VERY old photo of me in the article in Motor Cycle News and where it came from. Let's embarrass the old bugger even more.

They came from my father's collection from about 1962-63, where he was a prolific photographer.



Early Christmas morning and unlike so many family shots we were all well behaved, that is Ian, Neil, Ron and me, except it was the family dog Suzie not happy to have her photo taken this time. Looking at many others, it seemed like a family tradition was for one of us to spoil a photo by looking grumpy, pulling a face, looking away or hiding behind someone in front.

The photo was taken in the lounge room where the real, not plastic, tree sat in front of the open fireplace, and while we were away on holiday at Bridport the tree dies and sheds all over the floor. Behind Ian is a big wooden "box" known as a "radiogram". It had a radio in the front and lifting the lid opened the record player that played all types of records. 33 1/3, 45 and 78 r.p.m. Under that was the big Mono speaker with a cupboard on each side to house the record collection. State of the art?



The annual Christmas parade was very big but one year the council decided to try going with the North European “St Nicholas” theme where he rode a horse instead of a sleigh as below. Looking it up on the net, this was celebrated on December 5th and is a European tradition with many words from local languages converted to the start of the English-speaking Santa Claus believed to be derived from a Coca Cola ad depiction of a man dressed in red with a white beard drinking Coke.

The Dutch word for St Nick is Sinterklaas. You can also see St Nicholas’ assistants known as “Black Pete” (dressed in black face and carrying a sack), by tradition they gathered up the naughty children in the sacks and took them back to Nick’s home in Spain. Well, it dates back to 313 B.C. Here they instead have the sacks filled with lollies to give away.

This is looking down from the Post Office building where Dad was an employee. It was Cornwall Square car park in the background. More recently it became the Bus Transit Centre.

By the way, Dad had worked his way from a postman using a push bike to deliver mail in Trevallyn through to when he was taking photos for me for my column to become Overseer of Mail for the North. Very handy when the 4 of us were looking for jobs and replying to ads in the paper that would have things like “Salesman wanted reply to PO Box???” Just ask Dad and he could name the company that had that box.



Then a few weeks later they also had the Christmas parade with Santa, but how politically correct was it to have the old man with young skimpily clad girls up high on the back of a truck. HR now wouldn't allow it with no safety harnesses, and like they did back then, throwing lollies out to the kids below. Can you imagine "Ho, Ho, Ho Kidies and here is a handful of lollies in your face", at speed!



On the subject of different times, safety on the road was different, like the above shot taken on Bald Hill Road Trevallyn opposite our house. A few years later our Grandfather was to "slip of the perch" and leave this wonderful Hilman Minx to us as our first family car. Here he is looking at the side of the road with the "markers", white painted rocks separating the road from the gravel footpath before the embankment of maybe 10m to the trees and swamp below.

About once every 2 years, usually on a wet Saturday night, a car coming down the hill round the off camber sweeper would end up down the embankment. The best one being actually one Saturday afternoon when the cricket match had stopped because of rain, and we were all sitting on the veranda opposite when an FC Holden Ute went over the embankment and just slid nose first to the bottom. It was a workman's Ute and he was trying to rush a load of wet cement to a job site. No injuries but by the time a tow truck had arrived most of the cement was splashed from the Ute all up the rear window and nearly set. The tow truck had to be chained to a tree over the road to stop it being pulled down instead of the Ute coming up. It nearly caused other accidents as cars came round the corner to be confronted with a heavy chain stretching across the road.

In the dry it was a different story as it was part of the Trevallyn TT track with a sweeper slightly tighter than Symmons Plains. A few years later when most of the stones had been rolled down the embankment, it was time to turn it in to what it is today and the entire corner was ripped up and re-aligned.



The TT course started outside what was to become the Penny Royal mill with the right hander that now has a traffic island. It didn't then and there was a hump in the apex where a bike could get very light and wobbly, or a car in the wet very sideways. Then we moved to this spot "The Bridge". You will note there is no Riverside Bridge. As you came off the bridge heading for Trevallyn you will see that the one lane each way divides into two lanes North. The left went up Trevallyn and a middle lane followed the curve round the rock retaining wall to Riverside. No traffic lights and Riverside drivers had to give way to Trevallyn drivers in both directions. Coming to town Riverside drivers couldn't see Trevallyn drivers until they were about to merge. Heading to town, Trevallyn drivers had right of way meaning that Riverside drivers heading home would stop suddenly and hopefully be in their lane, allowing Trevallyn drivers to go round the left of them. Later traffic lights were installed making it difficult for Trevallyn drivers headed to town. It was fun rounding the blind corner to find a few cars stopped at the lights in the middle of the road. It was a great intersection because it taught you to read the traffic or wear a car.

Happy Christmas everyone.

Ken Young



Magazines

Hopefully most of you have a copy of the Australian Motor Cycle News with the feature story on our club members and the report on the final round of the TRRC from Baskerville. This is a delicate subject that requires some criticism. Off me included.



This is the original photo before I cropped and brightened it to send with the other 11 shots hoping it would be the lead photo in what may have been a full page report. That turned out to be two strikes.

We had to share the space with a report from WA on the same day and the photo was dropped, instead the photo of the Supersport winners was used.

I get a very slight insight into how AMCN works, the fact they are extremely busy putting it out once a fortnight and would be far too busy to respond to a request to know why some photos were used and some not. Also let's face it, if they only have room for one story from either Tassie or NSW, I know which one goes in first so I am careful in how I push the Tassie case.

One big thing to also take into consideration is that with the advent of electronic media, magazine publications are eventually going to die out, so they have to work extremely hard to be relevant.

The non use of the photo (above), I spent so much time trying to set up, is now left for me to speculate why it wasn't used and try to do better next time. I thought I would take it in front of the trophies to show I was there and so the riders would be facing the sun to shine on their faces to have them stand out. That was wrong as it was too bright and some of the subjects held their trophies up to shade their eyes and others dipped their heads with hats on to give shade on the eyes. With strong sunlight everything else was nice and bright so I couldn't lighten the shot to show the faces better. This also is why I ask for sun glasses to be removed in a photo. The Supersport shot taken round the corner was in even light so I was able to brighten everything up. Maybe also there were too many riders in the shot above to be able to run it as it could have been too wide. All my bad.

The delicate situation though from a request made earlier in the day that the requested riders arrive quickly so I could get the shot before anyone else turned up with mobile phones and take a shot over my shoulder and post it to social media. I don't know if the last bit happened because I am not involved in social media.

If it was posted somewhere where others could see it, it straight away becomes a red flag for any magazine. They all want to publish photos (and stories) that are fresh and not seen before so people will actually buy the magazine to see the photos. Even with the historic story I did I made sure that the photos sent had not been used anywhere else if possible. It is also why I have to try to get to positions on the tracks where spectators aren't allowed to get to, so the photo is not the same as what someone hanging over the fence can get.

What is the answer? Well better positioning for the group shot, maybe round the front of the control tower with even light, and maybe less people in the group. The big one though for me is get it done before anyone else can stand behind me with a mobile. Just look at the shadows in the foreground in the above shot..... Or maybe don't bother with trying to get shots of riders with their helmets off for the magazines.

Ken Young

Australian Historic Road Race Championships

What contrasts in weather, with the week leading up to the event being warm to hot but the weekend turned to shite. A technical turn for bad. It was wet and windy.



Trying to keep dry at the gate were Isaac Simmonds, Gus and Michael O'Halloran.



It was great to see so many TMCC members put their hand up and act as officials like the well rugged up Eleanor and Trevor Renton as flaggies at the foot of the hill with a small amount of protection from the rain.



Even we photographers had to struggle with the weather like this one similar to this photographer with waterproof jacket but the wind meant you had wet jeans on for most of the day and a struggle to keep the camera dry enough to get a reasonable photo.

As I expect the report I did for Motor Cycle News for the Historics and the Two hour to not make the bumper Christmas edition but maybe the first issue in January. I will do the same and go further into these two events in January's SPOKE as we will not have had any other events to report on before then.

To that end I will do the same for the Two Hour by congratulating all concerned on a mammoth effort.

Interesting side bars from the 2 Hour

Scott Honeychurch told me at lunch time that he had talked Chloe out of running the 20 lap Lites race (just before the 2 hour) as she had just done a 15 minute free practice on the 600 and he didn't want her to switch thoughts back and forth. Fascinating final instruction before she took the start included, "Remember you haven't raced this bike with a full tank so be careful as it won't pull up so well and will not flick from side to side so easy". "Just see if you can do a lap or two past the hour and signal to come in and that will do." Chloe passed the hour and wouldn't come in until she had emptied the tank. A first-class effort that had her in 3rd with Scott able to catch second and frighten class winner John Hughes.



After the disaster of crashing in the esses on the opening lap Jeremy Huddleston told me after Damain Faulds also was flicked of that his crash had upset the throttle sensor causing it to cut in and out but they were going to push on “because we are not quitters.”

Brett Simmonds spent most of the first hour chasing Oscar O’Donovan commenting it was fun watching the “blackies” he was laying everywhere.

Oscar confirmed that by telling me that this new tyre slid a little more than the previous one but was more predictable. With that it was interesting to note that no steel belts were showing on any of the tyres used unlike previous years. Most were either on the final depth mark or somewhere between that and the steel belts.

Motor Cycle City unveiled a new sticker to go with the Spencer-Davies racing team. This one for the entry of David Bartels and Nathan Tole. “Bartoley Racing”



Ken Young

WOT'S ON

TMCC Committee Meeting Thursday 4th January 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 Sunday 21st January 2024

FOR MORE INFORMATION VISIT TASMANIANMOTORCYCLECLUB.ORG.AU

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				

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

TMCC Track/Ride Day

buckbymotors
**SYMMONS
PLAINS** RACEWAY

**Sunday 21st
January 2024**

Graded Groups

- Novice
- Intermediate
- Advanced
- Racer



- Gates Open at 7.00am
- Sign On from 7.45am
- Riders Briefing at 8.45am
- On track sessions start at 9.00am
- 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 tmccsec@gmail.com



****Online entries close at 1 pm
Saturday 20th January 2024***

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