

SPOKE

Newsletter of the Tasmanian Motorcycle Club. January 2021.

WELCOME TO THE FIRST "SPOKE" FOR



PRESIDENT'S REPORT

There was some good news on the racing front earlier this month when MA announced that the final round of the 2021 ASPK Championship would be held at Symmons Plains.

The round will be run by MA with help from the club in the form of things like marshalls and on-course bike pick up.

This is a great vote of confidence by MA in the suitability of Symmons Plains as a major event venue and in the TMCC to assist.

With members competing in most, if not all of the classes, the November meeting is a great opportunity to see how our local lads can take it up to the mainlanders.



Cary McMahon
Hon. President

INTRODUCING: Ben Boxhall

How long have you been in the club?

It's been a long time coming, but I only joined about six months ago.

What was your first road bike?

A 2019 Duke 390. I sold it to start racing.

What was your first racing bike?

My 1990 Honda CB250RR (MC22).

What would you consider your career highlight?

Would have to be my high side out of the hairpin on dad's 250 TZ on the first lap of my first ever race.

What would you still like to achieve?

Haven't really set any goals, but some speed and consistency would be nice.

If money was no object, what bike would you like to race?

A Ducati maybe, or one of these TZs. There are so many great bikes.

What's your job?

Roof plumber.



ATTENTION!! WARNING!! SCAM ALERT!!



Mike Harmans

Yesterday at 00:48 · 🌐



Hey guys , watch out!

There's a new scam on eBay. I ordered some expensive jewelry for my wife and they sent motorcycle parts.



You and 60 others

17 comments 3 shares

(Copied from Facebook as a service to members)

How tight should the oil plug be?
Asking for a friend



Baskerville 2 Hour: Ken Young

WELL done Jason Spencer and Mitch Hawksley on taking out the Motorworks Michelin 2-Hour at Baskerville especially doing so on a CBR600RR against the Superbikes. It did rain a little to take the edge of the performances of the Superbikes, and everyone else, but it was a very good performance by these two to win the race.

IT was a dry race start and only Matt Long and Brett Simmonds changed to wets for the second half so for all those who finished well done.

SOME of you may be confused with the opening paragraph, as you thought that Kurt Sushames and Damian Faulds, on a Kawasaki ZX10, had won, as announced on the day.

WELL, a few teams protested the ZX10 team for refueling during the red flag in the race. Actually, technically as the red flag was lifted and the race re-started. As stated in the sup regs, at riders briefing and by the commentary team (a number of times) no re-fueling could be carried out during what is called Parc Ferme. A team has to re-enter the race and complete at least one more lap before re-fueling.

THE XZ10 team and the ZX6 team of Josh Rees and Matt Carey, asked a senior official as they were about to restart the race if they could re-fuel and were wrongly told they could, and did. The ZX10 team finished 20 seconds in front of the CBR team. The stewards decided not to penalise them for the incorrect re-fueling and decide that if they had done it correctly it would have cost them approximately 50 seconds so added 50 seconds to the two team's race times.

THEREFORE, I think the results, with #72 cross-entering the 1000 and 600 classes, are now:-

Superbike

- | | | | |
|----|-----|--------------------------------|--------|
| 1. | 72 | Jason Spencer & Mitch Hawksley | CBR600 |
| 2. | 666 | Kurt Sushames & Jason Faulds | XZ10 |
| 3. | 126 | Jason Wyllie & Kyle Buckley | Ducati |

Supersport

- | | | | |
|---|----|--------------------------------|--------|
| 1 | 72 | Jason Spencer & Mitch Hawksley | CBR600 |
| 2 | 8 | Marcus Dellaney & Joel Benson | YZF-R6 |
| 3 | 61 | Josh Rees & Matt Carey | ZX6 |



APPARENTLY the "keyboard warriors" are still very active on the results of the 2-hour. I can't address them individually as I am not on social media, but a few facts to consider before hitting the keyboards.

The teams that protested should have been more aware of what was going on and not taken so long after the race to discover the refueling situation. You have approx. 30 minutes to lodge a protest against a team. The two teams, one northern one southern, didn't know about the refueling until well outside the team protest time. They had 48 hours to lodge against an official's ruling and did so. The emphasis on the RULING not the OFFICIAL.

THE teams that refueled should have read the sup regs. and listened at riders' briefing and known they could not refuel. They knew they had a problem when they first refueled at the 50 min mark.

The senior official should not have allowed himself to be distracted at a very busy time of the race and made the wrong call. He was mature enough to put his hand up when he realised the mistake soon after. Is it pedantic to suggest he maybe should have told the team to go away and read the sup. regs. Because he was too busy getting the race restarted.

NOW hands up all those involved in racing who have not made a mistake at a meeting.....

THE two teams were not penalised, time was simply added to place them where the officials thought they would have been had they done the refueling by the laid-out rules.

AS to changing the published results and it was "a club race only", tell that to the major sponsors and the hard working officials.

ONCE the mistake was out in the public eye, as it was going to be, the officials had to look at it. So, do they correct the mistake or brush it under the carpet. I believe the decision to correct was the right one as brushing it under the carpet would give the impression, especially to any mainlanders coming this year, that our officials can be pushed around.

Let us now see who and what has been learnt from this and who is mature enough to put it behind them and front up to the first race meeting for the year.

LET'S now put the lid back on that can of worms and move to the side bar of that event. This was the confusion that had even stumped me!

DID you know that MCNews and AMCN are two different organisations, not connected at all?

MCNews is an online news outlet that had James O'Hagan Photography come over and take photos and write a "report" on the event as mentioned in the last SPOKE. If you have seen his "report" you don't need me to comment on it! Also James O'Hagan Photography is actually James Carmichael a photographer who takes photos at ASBK meetings.

AUSTRALIAN Motor Cycle News is the magazine I write the reports for on our State Series and what ever else I can get them to cover. Like nominating and assisting on the Barry Lack story and nominating, among others, Jason Wyllie for his story. (PS watch out for another local story soon)

I think the confusion started just before the 2-Hour when I was informed that O'Hagan, sorry Carmichael, was coming over from Victoria to take photos and should he contact me about the report the photos will go with. I contacted my man at AMCN who knew nothing about it and one thing led to another with AMCN deciding it didn't need the hassle and elected not to cover the event at all even in Club Lines.

MOST of you seem to have worked out how it all goes but there are still some who don't seem to understand how the reporting works. Having written the 100 Clicks book AMCN contacted me to write a review for them to use. A Few months later when I contacted them to see if they wanted a short piece on the re-introduction of our Championship they asked if I could do what I have done for Club Line. First and foremost, like EVERYONE else, AMCN is in the business of turning a profit to stay on the newsagents' shelves. They have no obligation to cover events in little old Tasmania and give us the space they do. They are hoping by covering the events it will sell magazines.... Cold hard facts.

I very much appreciate the feedback I get (except the small amount of abuse I have received) and hope it keeps coming but! It's not me you need to tell but actually writing a letter to the editor would show them that the stories are being read and appreciated, if that is your feeling.

You do know the feedback is all I get. (and for me it is also the joy of achieving the coverage I get for the events). I don't get paid any money and in fact have had to spend far more money than I have wanted on camera equipment to improve the quality of the shots I send them. I have just been to the Boxing Day sales to buy a new camera body to go with the lenses I have previously purchased. Note to all those who have received photos from me and noted me complaining that they were slightly disappointing in quality. Well, I have just shot myself in the foot with that excuse as this is a brilliant camera.... If I can drive it and I did Baskerville ride day, more on that later.

MOST reports are a strict 400 words with 6 to 8 photos. When you see me taking shots and at times asking riders to either pose or stick together during Saturday's ride day it is so I can send shots that look like racing shots because I am in the tower on Sunday. I usually send about 15 shots and don't know which ones they will use, so can never promise a shot will be used. On a few occasions that has worked when a large ad was withdrawn from the magazine, late, and they needed extra photos to fill the gap.

The moral to the above story is that we, the officials, would like to remind you, the riders, that we are all unpaid volunteers doing this because we love the sport we are involved in. Being human there have been occasions we have made mistakes, so let's learn from that and continue to help each other to improve the experience and joy of racing.

Ken Young

JUST waiting on confirmation, but it looks like March 21st will be the first round of the State Series/Championship at Symmons Plains. Still to hear if it has been returned to Championship status yet. That shouldn't affect the idea of once again seeing how many retired riders we can gather in the Long Room at Symmons for a day of watching quality racing and remembering how brilliant we all were.

This article is designed as an early warning so SOME of you won't have the excuse that you have somewhere else to go. Last time it seems that everyone had a great time, so make sure you keep the date free and tell everyone you can think of that it is on. Again, like last time we provide the large room to watch from and if possible we will also try to provide coffee and biscuits. You need to either bring your own lunch or buy it from the food trailer. Also, as I said in a recent SPOKE, again I will be busy on the day with commentary and Barry Lack will be flat out in the pits with his mentoring program so we need someone to step up to look after you all. Offers??

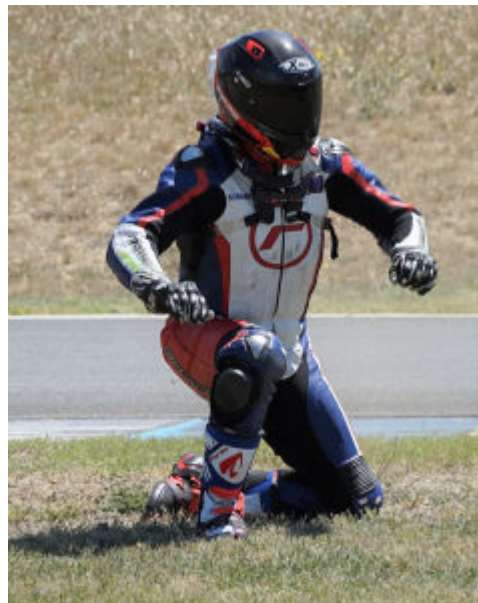


ON the subject of coming events, the "Back to Longford" is going to run again but for one day only instead of the 3 days last time. It will be on March 9th and Tony Oliver has joined to organisers to put the bike perspective. We did all know that it was started by the TMCC as a bike meeting with a few invitational car handicap events to fill the program. It is intended to have displays of bike of the time and cars on display around the Longford track.

While on the phone talking to "Ollie" about the discovery of a man in Launceston who raced at the first meeting and has photos he may hand over he mentioned he was going to the first ride day at Baskerville and did I want to go down with him. Needing time to learn the new camera as mentioned above I took him up on the offer and the chance to see if the camera was better still learning the difference between a "postie" special and a supersports. Both good but quite different, just ask Mitch Hawksley he rides both.

A lot of Northern riders went down with their bikes. One who just took his leathers to pretend to ride was Rob Carnicelli as seen here.

Ken Young



MORE BASKY RIDE DAY PICS. Ken Young







SYMMONS RIDE DAY PICS















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)

COMING UP

The February committee meeting will be held at 7pm on Thursday, February 4, at the Gunner's Arms, Lawrence St, Launceston, from 7pm.

The SRCT will run the its next ride days at Baskerville, on Saturday, February 13, with the first round of its club road racing championship on the 14th.

The next TMCC ride day will be held the week after at Symmons Plains on Sunday, February 21.

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(Especially for those two Facebook members who missed it first time around !!)

