

TASMANIAN MOTORCYCLE CLUB



Newsletter of the Tasmanian Motorcycle Club

December 2022

PRESIDENT'S REPORT

The TMCC Annual Dinner and Presentation Night was held on 26th November at the Riverside Golf Club. It was a great night and enjoyed by all who attended. A big thank you to Leah Renton, Ken Young and Malcolm Campbell for hosting and assisting with the trophy presentations. Congratulations to all the trophy winners and we hope to see you all back in 2023.

After the November ride day wash out, we were hoping the December ride day would be more successful, but the weather gods decreed otherwise. The morning was excellent, but the rain started just before lunch and that effectively ended the day. A couple of brave riders did some testing in the wet conditions, but most packed up and left just after lunch.

The first Ride Day of 2023 will be Sunday, January 22nd. We are not able to confirm any other dates at this stage but hope to have dates out soon. Don't forget to log into Ridernet and renew your TMCC Club Membership and MA Race or Recreational Licences.

The next Committee meeting is on Thursday 5th January at the Gunners Arms Hotel, Lawrence Street, Launceston commencing at 7pm.

Cary McMahon - Hon President

The Club Dinner and Trophy Night

The dinner was as usual held at the Riverside Golf Course with a slightly smaller number attending. Because of the ASBK round at the Bends in South Australia Karen Webb and Rob Scott were unable to attend.



Fortunately, Barry Lack was able to wield the camera for me while I was doing other things so a big thank you to Barry for making it possible to show you all these top-class shots.



These are the riders who were able to make it on the night to receive their trophies.

David Coward 2nd in the Juniors



Chloe Honeychurch 3rd and Brodie Curtis 2nd - Lites Production



Cameron Rowell 3rd and Courtney McMahon 1st - Golden Era Up to 500



Derek Singline 1st - Golden Era Open



Andrew Eagling 2nd and Harley Phipps 1st - Clubman



Stephen Oliver 3rd - Clubman Pro



Mathew Coward 3rd Mark Eagling 2nd and Peter McEldowney 1st - Pre Modern Supersport



Don Fenton 1st and Roy Turner 2nd - Pre Modern Open



Jesse Woods 2nd, Mitchell Hawksley 1st and Marcus Delaney 3rd - Supersport



Don Fenton 3rd - Superbike



Tracey Rowell Best Lady Member



Mathew Smith Dickie Leslie Best Club Member





Congratulations one and all.

I mentioned on the night an idea I have of promoting the club to try to gain members, officials and spectators. That is, I think the club could benefit from attending the Devonport Motor Show on mass. I will do more on this next issue but please keep in mind Sunday 26 March and be there.

Ken Young

Looking Back

I still can't get over where some events take me looking for club history, with yet another example at the moment.

For just over twelve months I have been receiving phone calls from respected journalist Neil Kearney about a book he was working on about the Longford motor racing. Titled "Longford The Legend of a Little Town With A Big Motor".

He contacted me and he said he had read my book and really likes the way I wrote it. The cynical me thought that was just his way of being nice to get more information about Longford out of me. But with the book launch in early in November I was pleasantly surprised with what he wrote when he signed my book, "Thank You for all your help. Loved YOUR book....."

Then in the back under a page titled THANKS the first section of Sincere thanks to a number of car people was one bike name (Ken Young). He then names the 2 books and newspapers he was grateful to use including "100 Clicks". Then came a long list of people who gave him stories he used including Ian Tilley, Sam Hughes, John Barrenger, Jim Scaysbrook and Ken Young. Through the book all the photos were credited with some of the bike shots from my collection under the thank you to the Tasmanian MotorCycle Club to give us some valuable credit. Also, some from this collection of photos from a Library collection.

The segue to this find was that like I wrote last time about looking for more information on the Bert Howe Story I was being helped by one of the Launceston Library staff members (Steve), I help with looking up rego's for cars and bikes from photos people bring in. I stopped for a quick chat after finishing the HG research, for him to tell me they had a few months ago discovered some Longford race photos they had forgotten about.

It came about because someone from Melbourne, doing research for a book had asked if they had anything on Longford and they found a folder with just negatives titled Longford. The Melbourne man said he would help with identifying people in the photos so the library could then put them up for people to enjoy.

Steve also said the man had been a bit slow and was still to finish the ID work. More on that later. Would I like to see what they were like and would I be interested in helping. He opened his file and showed me a few of what was listed as 480 frames, and that was enough to see the importance of the collection. Steve then said if I was to bring in a memory stick, he would download them so I could take them away to work on them. Trying to not look too eager I said I just happened to have one on me, so I left with the collection.

I had worked out the Melbourne researcher was in fact working on the Neil Kearney book and looking for photos to use in the book. I would therefore say he was not being slack, but he didn't want the photos to be on public display until they had used them in the book. I would have done the same for my book.

We are confident the photos were taken by an Examiner staff photographer because they are of such high quality and in most cases taken from spots Spectators couldn't get to. I have also found a number of them are printed in the Examiner in a time when they didn't print the photographers name with the photos.

They naturally focus on the cars with all the top F1 drivers like Jack Brabham, Graham Hill, Bruce McLaren and Jim Clark. The touring cars are interesting to have shots like Allan Moffatt (Cortina), John Goss (FJ Holden) Ron Hodgson (Jaguar) and locals like Gene Cook (Customline), Lyn Archer (Mini) and Robin Bessant (VW). Bike people like Jack Ahearn, Eric Hinton, Kerl Caruthers, Alan Osbourne, Alex Corner, Lindsay Urquhart, Dennis Wing, Ike Chenhall, Ian Tilley, Dave Powell Brian Woods and Laurie O'Shea plus many more that I still have to identify.

When the group of us now working on identifying the subjects in the photos have finished the negs will be sent to Hobart to be scanned on a very high quality scanner, digitized and then set up on the Library web site some time toward the middle of next year.



17 Ian Tilley on a Manx Norton rounds Newry Corner



6 Kel Caruthers 250 Honda rounds Newry Corner with the Long Bridge in the background

Ken Young

MICHELIN MOTORWORKS 2 HOUR RACE

If nothing else, it was worth the trip to Baskerville for the 2-Hour race just to see Mike Jones in action. Everything about his riding was first class, his smoothness, his lean angles, and his speed. What was not to admire!

Looking at the lap charts shows the difference in each rider's journey as to where they are in their racing life. Jones was so consistent with little more than a few tenths different each lap with his fastest being a 53.17. Metcher and Collins about a second slower with little variation. Simmonds and Spencer also consistent and about 3 or 4 tenths slower and Huddleston, the "B" grader about 55-56 second laps with more variation lap to lap.

A brilliant effort from Jeremy Huddleston, teaming with Jones to hold his end up so they could go on to win the race. The part I still haven't worked out is the final results from the charts in the Superbike class.

			Laps	Race Time	Fastest lap
1.	Mike Jones / Jeremy Huddleston	Yamaha	131	2.03.01	53.17
2.	Jed Metcher / Brett Simmonds	Kawasaki	130	2.03.16	54.23
3.	Ted Collins / Jason Spencer	Honda	130	2.03.06	54.02

The 600 class was even closer with an all local podium and an iron man performance by Jono Hughes riding solo. The race nearly ended on the line for two, when Chad Wyllie ran out to the white line at the Le Mans start but had Lochie Curtis trying to ride round the outside of him ending up doing some MX work in the grass.

Results are			Laps	Race Time	Fastest lap
1.	Jesse Woods / Hamish Sellers	Yamaha	126	2.01.49	56.30
2.	Jono Hughes	Triumph	126	2.01.53	56.67
3.	Mathew Long / Marcus Delaney	Yamaha	126	2.01.56	56.30
4.	Mitch Hawksley / Ryan Taylor	Honda	126	2.02.05	56.71
5.	Chad Wyllie / Jason Wyllie	Yamaha	126	2.03.18	56.22

The 20 lap Lites race was a walk over for Liam Waters on the Honda NSF 250 GP bike as expected. Unfortunately, our two Lites GP riders didn't contest the event Josh van de Putten not entering and Taran Ocean watching from the side lines with his arm in a sling. This left Aaron Wade (Honda RS125) and Rhys Tan (Honda NSF 250) to do the chasing. Unfortunately, Tan missed the start and started from pit row. His was a great charge through until he came across Production class leader Brodie Curtis (Kawa. Ninja 400) mid race. Curtis couldn't help himself and took Tan on for a few laps of passing and re-passing until Curtis consolidated his place on the track. This pace was enough for Curtis to pull away from a much-improved Dane Griggs (KTM RC 390)

Other feature races were the Junior handicap won by Isaac Simmonds (Honda RS 85) getting up for the win with a great battle between Gus O'Halloran (RMU Pre GP 80) and David Coward (Yamaha R15) seeing David win the \$100 ride of the day. Robbie Wilson and Jeremy Archer won the sidecar cup and Golden Oldies Cup handicap was won by Peter McEldowney from Don Fenton.

Photography

A chance to now reflect on the year that was and look forward to an even better year we hope. A few things have had me reflection on the photograph side of doing the reports for MotorCycle News.

Firstly, as mentioned in the Looking Back section about the researcher being "slow" to do the identifying work on the Library collection brings to mind a recent story in The Horror written by the most respected motor cycle journalist in Australia in Don Cox about how he went about writing one of his many books. In one paragraph he wrote how he would seek out photos and lean toward photos that had not been published before. To my mind that is why the researcher was holding back so they could use the photos before the library put them on their site.

Even more so now with social media seeing people able to "post" photos almost instantaneously a photo in a magazine needs to be one that someone cannot say I saw that on social media a while ago. That is why I request people I send photos to, to not post them until the magazine has had first go at them because that is the main reason I am taking the photos. The Baskerville photos will come out in the Yearbook issue around the time this SPOKE comes out, I hope. To keep the magazine photos fresh, I need to find different angles and produce something not seen before. One part was easy with this being the only long distance race each year so Le Mans starts and refueling shots will possibly feature in the shots they choose. I did take a shot of the winning team gathered round the bike but didn't even consider sending as there were 3 other media vests and about 6 mobile phones taking the same shot. So, it must already be posted. I did send a shot of the 600 place getters as they quickly organised themselves and dispersed before anyone else could get the same shot. I had hoped to stop the 3 place getters in the Superbike class as they returned to the pits before they went to Parc Ferme but senior officials answered the request before the race with no they have to go straight there. This meant to get different shots I needed fuel stops so stayed in the pits and got very few race action shots. The final thing to think about riders is like the 600 shot sent yes you should wear sunglasses for eye protection but they act as a mask in a photo and spoil it. Have you noticed that in comics when The Phantom is not wearing his underpants on the outside and in civies he puts on a hat and sunglasses so no one will recognize him..... Thank about that.



Ken Young

Numbers – Background, Colour and Size

If you intend racing in 2023, your numbers and background MUST comply with the GCRs to pass scrutineering. You have been given ample notice to get it right! You will not be allowed to race until your bike complies.

You must have the correct coloured numbers on the correct coloured background with a solid 10mm border between the numbers and edge of the number plate.

This is your last warning! If you are unsure if your numbers and background comply, please send a photo to tmccsec@gmail.com.

Below are the background and number colours for “Modern” bikes in Section 6 of the 2023 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 7 of the 2023 MoMS.

6.11 MACHINE AND RIDER IDENTIFICATION

6.11.1 Number Plates

6.11.1.1 For Road Racing a minimum of two allocated numbers and number plates are required:

- a) One on the front, either in the centre of the fairing or slightly off to one side, is mandatory, and either b) or c) below.
- b) One across the top of the rear seat section with the top of the number facing toward the rider.
- c) One on each side of the fairing or on the lower rear portion of the lower fairing.

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6.11.1.2 Number plates must:

- a) Where they are not an integral part of the Machine or streamlining and are under 1.6mm thickness, have rolled or wire edges,
- b) In the case of rectangular plates, have corners formed to a 38mm radius,
- c) In the case of bolt-on number plates, be made of rigid material with minimum dimensions of 235mm height and 285mm width; and
- d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

6.11.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.

6.11.1.4 If used, side number plates must:

- a) Be placed on the fairing flanks in a position where they are not obscured by the rider's legs, or in the mid to rear section of the lower fairing (belly pan),
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired Machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,
- c) These numbers must be:
 - i) Minimum height: 120mm
 - ii) Minimum width: 70mm
 - iii) Minimum stroke: 20mm
 - iv) Minimum space: 10mm

6.11.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

- 6.11.1.6 Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the riders' name by either gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

6.11.2 Number Plate Colours

- 6.11.2.1 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

- 6.11.2.2 Additional colour combinations may be used, at the discretion of the RCB.
- 6.11.2.3 Australian Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.
- ## 6.11.3 Number Plate Figures
- 6.11.3.1 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.

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6 ROAD RACE

2023 MANUAL OF MOTORCYCLE SPORT

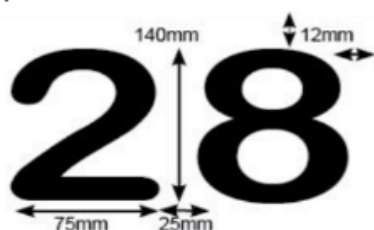
- 6.11.3.2 Figures must be clearly legible, the minimum being:

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

- 6.11.3.3 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.

- 6.11.4 Sample and Dimensions of Number Plate Figures [minimums]



If you need further information, please contact Karen at tmccsec@gmail.com.

7.7 MACHINE AND RIDER IDENTIFICATION**7.7.1 Number Plates**

7.7.1.1 For all Competitions three number plates must be fitted – one at the front and one on each side.

7.7.1.2 Number plates must:

- a) Be produced to a matte finish,
- b) Where they are not an integral part of the Machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- c) In the case of rectangular plates, have the corners formed to a 38mm radius,
- d) In the case of bolt-on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- e) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

7.7.1.3 Front number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide.

7.7.1.4 Side number plates must:

- a) Be fitted above a horizontal line drawn through the rear axle,
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

7.7.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

7.7.1.6 Advertising must be at least 25mm clear of the background of a number plate background and the rider's name by either a gap or a contrasting colour strip unless the advertising is an integral part of the back-plate cover.

7.7.2 Number Plate Colours

7.7.2.1 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

7.7.3 Number Plate Figures

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

7.7.3.2 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

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>>.

**WOT'S ON
Other than the January 22nd
Ride Day
We don't know yet!!!**

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.

**SOMEONE MUST HAVE SOMETHING FOR
SALE!!!!!!**