

MOTORCYCLE CLUB

SPOKE

Newsletter of the Tasmanian Motorcycle Club. March 2021.

PRESIDENT'S REPORT



The club held its AGM on March 4 and there was unfortunately, plenty of room for those who turned up to decide on the committee positions for the next 12 months. (Possibly a vote of confidence in how the club is being run).

A big thank you to those who accepted nominations and especially to Karen who as well as retaining financial responsibility as treasurer, traded her assistant secretarial position for that of secretary and again resumed competition secretarial duties after a short break from that position.

Cary McMahon
Honorary President

INTRODUCING: Peter McEldowney

How long have you been in the club?

Off and on since about 2006.

What was your first road bike?

A Yamaha FZR250.

What was your first racing bike?

I started racing on the dirt with a YZ80 when I was about 11, but my first road racing bike was a GSXR600. I wish there had been a junior road racing class when I started. I've always loved the feeling of speed and hanging off.



What would you consider your career highlight?

This last weekend at Symmons when I finally won a race in a state championship.

What would you still like to achieve?

I hope to take home the F3 state championship this year.



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

One of the GP 500s that Mick Doohan and Valentino Rossi mastered.

What's your job?

I work at Cycle World in sales and spare parts – a bit of everything really.



THE club held its annual meeting on March 4.
Voting saw the following embers elected to serve on the committee for
the next year:

President



Cary McMahon

Vice President



Matt Smith
(photo **STILL**
not available)

Secretary



Karen Webb

**Assistant Secretary
& Treasurer**



Karen Webb

Competition Sectretary



Karen Webb

Clinic Co-ordinator



Rob Scott

**Assistant
Clinic Co-ordinator**



James Gisbonn

Public Officer



Malcolm Campbell

Website & Social Media Administrator



Matt Smith

Publicity Officer



Peter Sanders

Mtas Representatives

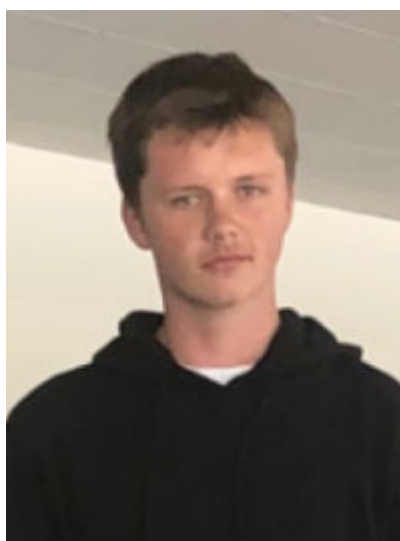


Rob Scott



Matt Smith

Junior Liaison Officer



Lochie Curtis

General Committee Members



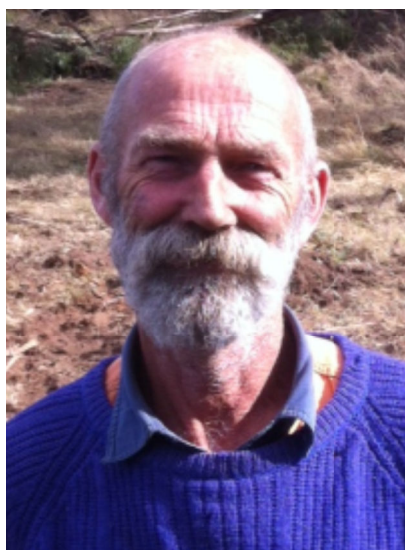
Cody Travers



Scott & Tina
Honeychurch



Tony Oliver



Trevor Renton



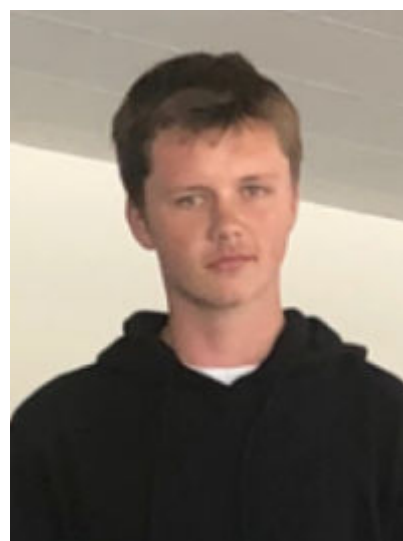
Eleanor Renton



Derek Singline



Scott Campbell



Lochie Curtis

VALE PAT TILLEY

ON a very sad note, Pat Tilley, wife of Ian, who became a life member in 1975, passed away after a long battle with health issues. Pat had supported Ian on his long and very successful racing career and in his business as a motor cycle dealer.

WHILE Ian was out racing his sail boat, Pat would often have to try to help out on weekends when riders rang their home in a panic when they had broken parts and felt they were desperate for replacements, or if the request was too technical for her, to ring me (the parts man) to unlock the shop to supply the part.

PAT also spent some time on the vital Ladies' Committee that supported race meetings with running the kiosk etc. Her work in this respect lead to her being awarded the "Best Lady Member" trophy in 1974 and again in 1978.

OUR thoughts are with Ian and their two sons Dale and Scott.

Ken Young

BACK TO LONGFORD REPORT

THE March Long-weekend from 1953 to 1969 was always the Saturday and Monday for the Longford race meeting. It was no coincidence that the March Long-weekend 2021 was used to remember this great race meeting. Running up to the weekend Tony Oliver had joined the Longford Motorama committee to put the bikes perspective of the event.

I don't have to keep reminding you all that the TMCC had been allocated the 1953 Australian TT meeting and had decided we need somewhere better than Quorn Hall or Valleyfield to run it as both airstrip surfaces were staring to break up.

LONGFORD was regarded as the best track in the South Pacific.

If you don't think so check out this track map from a race program. To put some body to it, for the 1953 event on day 1, Maurie Quincey on a £500, 350 Manx Norton won the Junior TT with a fastest lap of 3m 18sec and an average lap time of 81.84 miles an hour. On a scale of 60mph = 100kmh, a rough calculation would be his average was around 130kmh. His top speed on the bike was 120mph, that's easy it would be 200pnh.

BY the way for the car support races the fastest car was Victorian Tom Hawkes in an Allard J2. That equates to a 1950's speedway "speed car" on steroids. His lap average was 76.59mph and that equates to slower than a 350 Manx. Then on the Monday on a 500 Quincey did a lap of 3.06sec.

IN 1955 Geoff Duke arrived with the spectacular Gilera 492 and on the Monday did a lap of 2m 54sec. with a top speed of 150mph. OK that roughly converts to 250kmh. By the time the 250 Yamaha of Alan "Chirpy" Osborne arrived the top speeds had only reached about 160mph, but they got their quicker and stayed longer.



HOW good was Geoff Duke the current World 500 Champion, soon to become G Duke OBE. The day he did the 2.54sec lap second placed Hobart rider Max Stephens did a fastest lap of 3.09sec. That was in 1955 and it wasn't until 1959 that Harry Hinton managed a 2.53sec lap. Duke was noted for being able to put the bike on the same spot each lap. He was also one of the last riders who still rode with both knees against the tank, even in corners.

BACK to the 250 Yamaha and the 1964 results show "Chirpy" did a fastest lap in the 250 race of 2. 56. 7 with a lap average of 91.7mph and a "claimed" top speed of 164MP/H. by the program but Chirpy thinks it should have been more like 140mph. Your turn to convert that one. What that does say is that bikes were only improving slightly each year. They would now be staggeringly faster. If a current Tassie Super Bike is geared for 260kmh at Symmons and you raised the gearing to say 280-290 you would still be on the rev limiter halfway down the flying mile at Longford.

I actually saw a hypothetical CGI lap of Longford by Daniel Ricciardo in an F1 Renault where he achieved 350kmh on the flying mile and did a lap of 1.40.00.

Speaking of CGI laps of Longford I was blown away with the brilliant look at a CGI lap of Longford using local driver Doug Sheppard in his Ford Cobra. It looks better than my game Grand Turismo on Playstation. You too can see this by using the below link.

<https://www.youtube.com/watch?v=FTZEdxwZtI4>

I have watched it many times, just as is, then looking at the infrastructure just to see how safety has changed. A few things that would have a current track safety team pulling their hair out. As the second lap starts, things like a barbed wire fence all the way round, the brick corner of the Viaduct, on the apex of the corner, the wooden rails on the two bridges. By the way they did have two police divers and boat stationed below each bridge for "Justin". Next you see the hay bales to protect the trees and telegraph poles.

AT Pub Corner the inside guttering is actually white painted tyres. A few riders overshot this corner and to come to a stop, you plowed into the shed on the outside and got a free trip to hospital. On to Tannery and you "jumped" the rail crossing. Next to the big building further along..... The Tannery, is a house almost on the road. That was a problem as for the two days of racing "Mr Grumpy" would have friends over to watch the racing and keep "hydrated". By about lunch time after many "Boags sandwiches" some of his guests were keen to get closer to the action. Next was Tannery corner and for safety here you will notice that the paddock gate is open. The farmer cleared the paddock of stock and left the gate open as a runoff. Well, it was for the best as often happened something like an FJ Holden would arrive and not be able to stop so what condition would the gate be in by the end of the meeting. On to Long Bridge and drift out to "kiss" the wooden railing as you slide onto the longitudinal planked bridge. Exiting with a bike and you brush your shoulder on the end wooden rail. Note the flaggie on riders' right as you exit the bridge and then standing on the edge of the track, riders' left, approaching Newney. Around Newrey Corner you didn't cut as there was a very high concrete gutter on the inside.

Up the hill building speed as you drift onto the flying mile nearly flat already. Next was the first gear Mountford Corner between the two pine trees, and dash to the finish line.

Next time looking at the "footage" and a very few nit-picking mistakes. The flag marshals who stood on the edge of the track were in white Overalls not white cat suits. It also looks like, in a close up quick flash they look like they are wearing head sets. Didn't happen, at the major corners they had a land line telephone to the control tower and flags to wave. They didn't have Peter Woods to tell them when to wave a blue flag, bikes just didn't use them. Our flaggies were mainly there to rush out on to the track to pick up bikes and show yellows from the point before the crash.

A tip from the cars was each flag point could see the last so as well as watching for a passing move in your sector watch the last point and if he has a blue out (stationary for close following and waved if you think he is about to pass) get yours ready. You can see that connection along Tannery as you flash past the drive ways with two white figures standing at the end of each drive..

BY the way, that big raised box on the riders left approaching Newrey Corner was in fact one of three commentary points. The start line and outside Pub corner were the others.

THE other "big" mistake I have picked out. Originally the pits were on the flying mile and finish just before Mountford Corner, so this simulation depicts the 1960's. By then the white tyres on Pub Corner had been replaced firstly by a line of hay bales on the inside so spectators could be inside pub corner, then hay, then the competitor. Can you imagine how close a rider's head would be to the spectators on the inside. Eventually a mesh fence was installed on the inside to stop spectators sitting on the hay bales. Maybe that is being a bit too picky?

It was a brilliant track and this is a brilliant simulation. Some of you may be able to imagine yourself on your race bike doing laps. The real imaginative can think about riding a Matchless G45, a Manx Norton or a "Boys Racer" 350 AJS around the track. Some of you will struggle imagining being a sidecar passenger.... I can imagine!



SO could TMCC racers John Barrenger and John Sturzaker seen here rounding Mountford Corner and about to go through the Viaduct.

THE success of the day at Longford was very pleasing. With the inclusion of Ollie's effort on the committee we were able to have a large influence on the day. He started when he nominated me for one of the four corners that were to be used to bus people to, to hear from people with "knowledge" of racing there. I had Tannery Corner, the first chance to speak to them and explain the importance of the TMCC on the event. Back at the main display as we were setting up at the main entrance a crew from the ABC TV series "Back Roads Australia" were being helped by Marg Oliver and Deb Bellchambers. The footage won't go to air until the next series early next year. We had a great club display that included the book with Karen Webb looking after that and managing to sell 6 more copies. Now more people are getting to know about the club.



KEN YOUNG

LOOKING BACK: WITH KEN YOUNG

I was approached in a supermarket car park the other day by a lady who read the name on my car door and wanted to know if I was "the Young involved with the motor cycle club?"

She has a trophy won by her grandfather in the early 1920's and was wondering if the club would like to be the custodian of it and maybe display it in our trophy cabinet! She said his name was Pennyfather and taking my details said she would get back to me. She told me she had not heard of TROVE for research so in waiting to have a dig around to see if she was on the money.

A quick look at my old programs showed that he was entered in the under 600 championship at the Horse racing track at Longford which showed that he did exist..... game on.



Trove as usual proved invaluable as between 1923 and 1929 I have found over 30 articles in The Examiner and the Daily Telegraph that mention his name and for a start was Pennefather. In short order I was able to find that Ruppett Shirley Pennefather lived in (number supplied) Upton St and worked as a country sales rep for The Daily Telegraph using his 600 Indian Scout. After a few years of successful racing he became the clubs treasurer. If you want to see what he looks like I also realised he is in the photo of the trial's winning Indian team from the Weekly Courier printed on page 71 of the 100 Clicks book.

I enjoy the detective work and the other angle looked at by Barry Lack through Facebook, or something, we have achieved. I am still finding out more about the club, some I knew and some I didn't.

Actually as a rather topical subject Club Annual General Meetings were extensively covered back then like this one from the Examiner in the May 18th 1927 edition;-

"The annual meeting of the Northern Tasmanian Motor Cycle Club was held on Monday night at the National Hall. There was a large number of members present. The president (Mr. W. S. C. Manson) was in the chair, and associated with him at the table were vice presidents W. Rainbird and W. H. King, and the hon. secretary (Mr. V. T. Sutcliffe).

"The chairman, after welcoming members, expressed regret at the absence of Committeeman T. Gourlay, owing to the death of his father during the week. A token of sympathy had been sent to Mr. Gourlay.

"The report and balance-sheet showed the club's affairs to be in a prosperous condition and were adopted. Arising from the report was the subject of a social club room. The president explained the steps already taken by the committee and detailed the information available.

AFTER discussion it was unanimously decided that a social club room be established. Later in the evening donations amounting to over £50 were promised for this project.

"The interest shown in the nomination for officers was very keen. Five elections were necessary before all officers were filled. The results were: Patron, Major A. A. Evans (re-elected); president, Mr. W. St. C. Manson (re-elected); vice-presidents, Messrs. W. Rainbird and W. H. King (re-elected), J. W. Seaton, and C. S. King; committee, Messrs. T. Gourlay, A. Forbes, and H. Thomas (re-elected), E. Bonner, E. Feutrill and J. Tyson, captain, Mr. S. Brooks; vice-captain, Mr. C. Brooks; electrician, Mr. C. Fawkes; assistant electrician, Mr. C. H. Warner; handicappers, Messrs. T. W. Manson, J. W. Seaton, W. H. King; hon. treasurer, Mr. W. H. Tyson; hon. secretary, Mr. V. T. Sutcliffe (re-elected):

"The name of the club was altered by a large majority to "The Tasmanian Motor Cycle Club." A recommendation to the incoming committee was that they arrange a quarterly general meeting for members.

"The following donated trophies for the coming season: - Mr. W. Rainbird, silver cup; Messrs. John King and Sons, silver cup; Mr. C. V. Barnes, Gold medal; Mr. H. Hamilton, gold medal; Messrs. C. A. Forbes, H. Thomas, and R. Pennefather, one guinea each.

"At the conclusion of the business the members were entertained to refreshments by the committee. Items were rendered by Messrs. J. Raddings and M. McGrath (banjo-mandolins), M. Atkins (piano), and F. Ogilvie (recitations and songs)."

NOW a few things I think are interesting from the report, from the top. The AGM was well attended! President Manson was the father of Mrs. J. Green who helped inspire me to write the book. Mr. T. Gourlay, (Tom) was the founder of the famous Launceston confectionary shop in the Quadrant Mall. Even back then the club was looking for a permanent home. The Patron, A. Evans was the Mayor of Launceston. A strong committee needing 5 elections to determine the makeup. The extremely short and important item in respect to the (Northern) Tasmanian Motor Cycle Club. I can't verify but I ASSUME the major reasons being, there had been a club in Hobart called the TMCC that had recently been abandoned and it was a chance to grab the title. Soon to be disbanded was the Daily Telegraph so the generosity of R. Pennefather would be about to be reigned in with his job loss. For some of you one guinea was £1/1/- that's one pound one shilling, not much you say well many people of the time would be excited to take home 2 guinea's a week as a wage! Maybe the club needs to look at the final part where club members put on a concert at the end to attract members along.

REPORTS of meetings were regularly in the Examiner like this extract from 28 July 1928 with more gems.

"At the meeting of the T.M.C.C. in the committee room on July 21 the following were present: Messrs. V. Manson (chair), W. I. King, G. Ricketts, J. Tyson, P. Crawford, T. Moorhouse, A. Armour, R. Pennefather, P. Pike, Cecil King, and the secretary, Mr. V. T. Sutcliffe. An apology was received from Mr. E. Bonner.

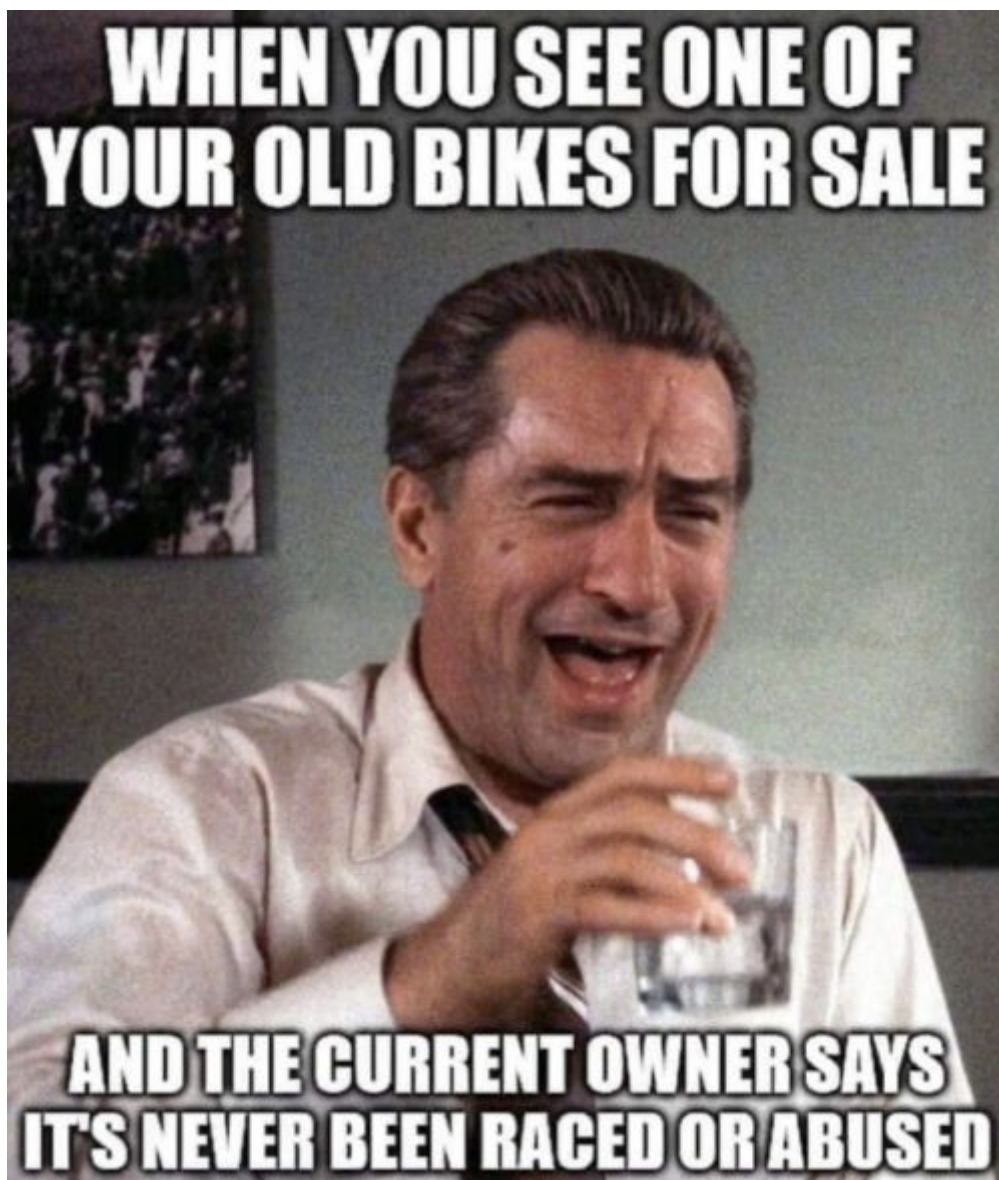
"Arising out of a discussion of the half Day Trial held on Saturday, July 21, three competitors who checked in early at controls were allotted full points owing to minor official errors. Messrs. R. Pennefather, P. Pike and M. J. Crldge were thus included among the successful riders who now number eighteen, of which it is pleasing to note that half were competing in their first trial.

"The "Goulding Cup" presented to the club by Messrs. A. G. Healing and Co. for first, prize in the 24-Hour's Trial was on view at the meeting and is a magnificent trophy. A letter of thanks was sent to the donors.

"Negotiations for a new club badge were flinalised and the badge will be available in the near future. The club's thanks were accorded to the designer Mr. Percy Pike. The badge Is a small map of Tasmania of light blue, with wings in dark blue and a miniature motor cycle in the map, the whole outlined in gold."

Even then trials event had small problems, Great cups were still being given out, and what a spectacular club badge.

Ken Young



JANUARY RIDE DAY - Article and photos by Ken Young

THE January ride day was another success with many riders running new bikes. It was a success for the preview for the season, with Motor Cycle News using the group photo I took of our young riders with their new "toys". It was also an outstanding success on another level. After getting the group shot and while the riders were in the smile-for-the-camera mode, before they could turn back into teenage mode, I rushed along the line and took head shots of them. I can't get over how good the shots came out.... Don't you think.



Clockwise from topleft :-

Chloe Skinner
Harley Phipps
Oliver Skinner
Brodie Curtis
Tom Turner

IT was also a top day to capture some action shots of our riders like.....





.... but not so good for Leah Renton who has now matched twin sister Eleanor in throwing a bike into the Bus Stop sand pit.



For Junior rider coordinator Cody Travers is it a case of if you hang around with the Junior riders and their push bikes, it rubs off on you?

KEN YOUNG

HARLEY'S LUCKY DAY

WHEN Harley Phipps went to Symmons Plains on the weekend, the closest he expected to be to the action was watching over pit wall as he crashed his bike at Baskerville a short time ago and it "is still in pieces at home".



BUT all that changed when race secretary Karen Webb realised his plight and suggested he borrow the TMCC's Kawasaki Ninja track bike. Problem was, as Harley wasn't expecting to ride, he didn't have any gear with him. He suggested that dad might run him home quickly (to HOBART no less) but a quick run around the pits sorted the gear out.

HARLEY said that Cody Travers and Emma Reader supplied helmet and leathers, Mark Eagling supplied the boots, the gloves came from Neil McEldowney and the back protector was the club's.

"It went pretty well," Harley said.

"I have a Ninja too so except for having to get used to the different suspension, it's all pretty similar and the best thing was I got to race."

SYMMONS PLAINS RACES - MARCH 21

Article - Ken Young. Pics - Peter Sanders









SYMMONS Plains lit up for round 1 of the Championship with brilliant weather, record entries, close racing and few crashes. What more could you ask for? Very little wind and a temperature climbing to the mid 20's set the scene for a great day at Symmons Plains. C. of C. Peter Woods told riders at briefing that MA had informed him that Tasmania was one of the few states this year to increase its number of licensed riders. This was reflected in the fact we had 71 entries for the meeting.

WITH a situation with the supplier of the PA taking the system away to cover some other sporting event and not returning it yet I had a day with the camera instead and able to talk to riders and find out how they were going for the day. A nice change from being in the box all day and not knowing what was going on when riders pulled out of races. **HINT RIDERS:** I have always requested someone from your team come up and tell me what the problem was and why your performance was well below expected. That way I could inform the spectators in what was going on. Especially now that some of you may have noticed the red shade tent halfway along the top straight. Well, that was the Mitch Hawksley "Fan Club" there to see him fight for the Super Sport honours. Well done Mitch - any added spectators coming to see racing is a bonus. They may even have noticed many other brilliant performances happened on the day.

ON race day, as opposed to ride day I can't think of any rider who parted company with their bike. There was some breaking going on though. Nathan Toll broke a rear sprocket on his CBR600, Daniel Mulholland (R6) and Trevor Renton (SV650) both broke chains. Boyd Witzerman had a bolt holding oil inside the engine come loose and managed almost a full lap mainly dripping oil onto the exhaust but also onto the track that took so much time to clean up that the meeting was reduced from 4 rounds to 3 rounds of each class.

It didn't affect the riders much as an incredible amount of them managed to break their bet lap times with many PB's. New suspension parts helped David Bartels take just over a second of his best. Coaching from Barry Lack helped Taylor Franklin-Smith take almost 2 seconds of her best time. The "carrot" Mitch Hawksley helped Marcus Delaney take time of his best and pull alongside Mitch on the last lap in one of the best races of the day.

OUR current and last year's batch of Juniors continue to impress and show the sport is in good hands, and what a great day it was.

I threw together a speculative report for Motor Cycle News knowing they had only requested a "half term" report later in the year expecting to be told they couldn't use it. The reply was a thank you, as they had a spare page next issue they were looking to fill. That I think is due just after Easter so your name or photo may be in the next issue, you lucky devils.













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, April 8, at the Gunner's Arms, Lawrence St, Launceston, from 7pm. NOTE, meeting is being held a week later than usual because of Easter.

The SRCT will run the its next ride day at Baskerville, on Saturday, April 10 and the second round of Tasmanian Road Racing Championships on Sunday, April 11.

The next TMCC ride day will be held the week after at Symmons Plains on Saturday, April 17.