

# TASMANIAN MOTORCYCLE CLUB

# SPOKE

Newsletter of the Tasmanian Motorcycle Club

**AUGUST 2022**

## PRESIDENT'S REPORT

Guess what? I'm still on the big island! (Sittin' On) The Dock of the Bay.....

I've heard that Ridernet 2.0 has gone live and may have a few teething problems. Just remember that the people you contact with your queries and gripes aren't responsible for creating the software and are doing the best they can to help you resolve your issues. Be kind.....



A reminder that entries for [TRRC Round 3/SRCT Round 4](#) on 10th & 11th September close on **Friday 2nd September at 11pm**. Late entries close Sunday 4th September at 11pm. If you can assist on either day, please contact SRCT.

The next TMCC Ride Day is on Sunday 25th September. Online entries via Ridernet go into the draw for a free ride day pass. Entries on the day are also available. If you can help out, please contact Karen at [tmccsec@gmail.com](mailto:tmccsec@gmail.com).

The next Committee meeting is on Thursday 1st September at the Gunners Arms Hotel, Lawrence Street, Launceston commencing at 7pm.

Cary McMahon - Hon President

# Looking Back

After yet another great discovery of our history I have the full coverage for a great Looking Back..... I think.

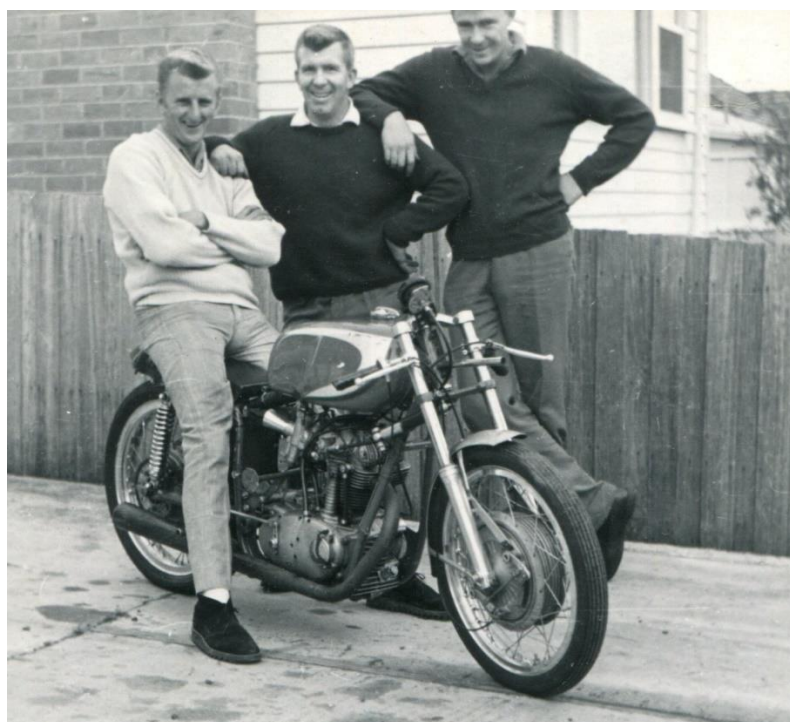
A recent edition of Old Bike Australasia had a letter and photo with someone posing the question of does anyone know if the bike in the photo still exists. It was a mid 1960's Ducati 250 single . Tony Oliver contacted me to point out the bike, designated a Ducati SC 250, not only still exists but is the pet project of club member Pat Haar and almost completely restored.

Tony thought it would be a good story for OBA. I skeptically thought that they might like me to write a letter with the details, so contacted them thinking at best they might like a one-page story. Jim Scaysbrook (Editor) said yes he would like a page on it.

Doing the research on it I discovered how important the bike is to the history of racing in Australia. So much so that Jim has got back to me and said he is not going to use a page in the next issue but hold it for one issue so we can cover it properly.

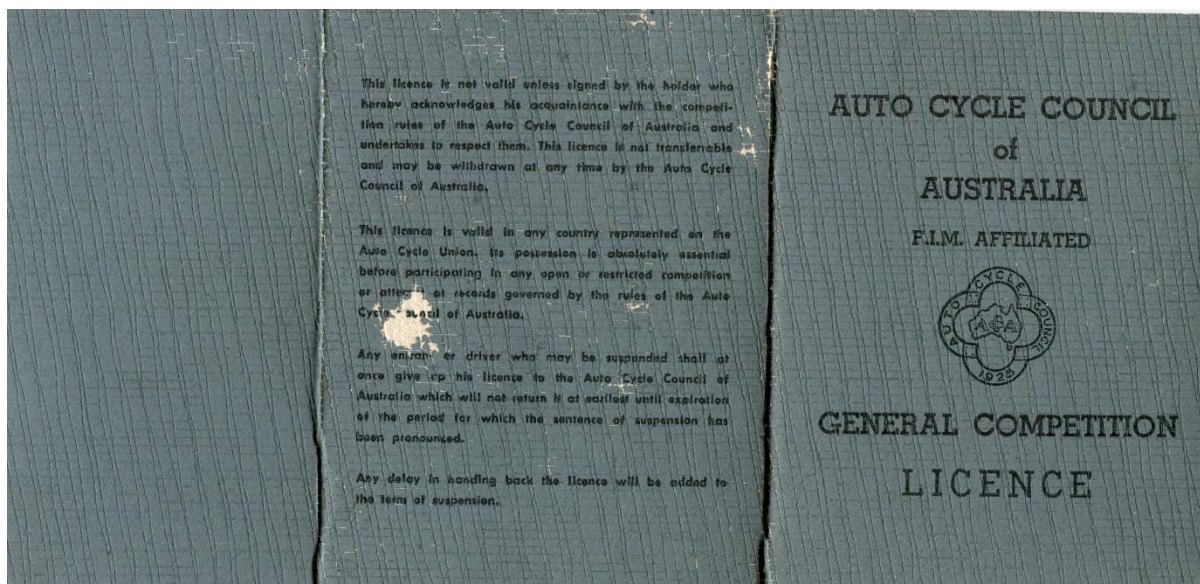
But for that detail you are going to have to buy Old Bike. The segue to this story is that one of the early owners was Wayne Munting and to get the timeline of owners correct we needed some information from him if we could find him. Long story short Marg Oliver found him, and Tony visited him to find he had two albums that he was willing to let me scan. One of photos of his time racing with mates Donny Miller, Graham Lucas, Peter Douglas and Graham Turner. The other was full of a real timeline of his time racing as you will be able to see from below.

Lets set the scene with the years beginning 1968 and Wayne has just purchased a 250 Ducati race bike from Donny Miller. From some of the official documents it shows that in 1968 the Competition Secretary (C. S.) was Robin Yates and about to hand over the job to Terry Brooks. Hopefully ALL you club members realise how over worked our current C. S., Karen Webb is, but spare a thought for the 1960's version with no internet and one of the major expenses being a thing called STAMPS and envelopes.



Wayne's new Ducati and crew, from the left Wayne Munting, Donny Miller and Wayne's brother-in-law Fred.

Wayne has his new bike and has sent his application for a race license in to the C.S., who has verified he is a paid up club member and sent the paperwork to Jack Bratt, the ACUT licensing officer in Hobart.



Front and back of the foldout cardboard license.

FORM 1

**THE AUTO-CYCLE COUNCIL OF AUSTRALIA**

LICENCE FOR Entrant - Only RECEIPT No. \_\_\_\_\_

A FINANCIAL MEMBER OF N.H. CLUB. DATE OF ISSUE 25 MAR 1983

ISSUING OFFICER [Signature] SIGNATURE OF HOLDER \_\_\_\_\_


Surname Christian Names

ISSUED TO RAY STONE MOTORCYCLES LICENCE No. 59

ADDRESS 293 HOBART RD STATE TASMANIA  
LAUNCESTON

See Over

Entrant  
PASSPORT  
Only  
PHOTO

  
1985

Well spotted, its not Wayne's but in fact Ray Stone's Entrants License from a time when all entrants had to have a license as well as the rider. Meaning no license name and number on your entry form, no listing in the program.

You need to set up a race bike with the only way to do it was to ride it around the track. You could wait for one of the regular ride days but back then more time was given to the road bikes. The best way was to ring the Symmons Plains farmhouse at least a day before you wanted to use it and book the track. If it was close to a major meeting, you took potluck as you may have to share the track with a heap of other bikes and cars.

Soon after that the new track manager Paddy Baker took over distribution of the keys from his office in the Mercury Building in St John St., the last working day before you were going to use the track.

The day you were going to use the track you drove out and down the long bumpy gravel road to the farm and showed your license to someone at the house to prove your eligibility to use the track and were handed a key after you signed the form. A form with a long list of what you could and could not do at the track including checking to make sure there were no obstacles like sheep on the track. They regularly grazed sheep on the track to keep the "grass" down with the inevitable problem. You current riders only have to deal with rubber "marbles" we also had sheep "marbles" to deal with!

On a bad day you drove your tow car around for a few laps to clear a narrow line to start with. You certainly didn't go out on to the track close behind another rider.



**TASMANIAN MOTOR RACING CO. PTY. LTD.**  
**SYMMONS PLAINS CIRCUIT**

Nº      653

Casual use of track

---

NAME: Wayne Coe  
(PRIETED)

**\$1 FEE**

SIGNED: \_\_\_\_\_

DATE: 20/10/68

Authority given AA Youl  
Director T.M.R.C.

EX. 27204 (K)

the use of the circuit.

This is the cut down form (along the black line) for reasons of space. As you can see it was signed by Wayne and a Youl family member and dated, with the princely sum of \$1 paid for track hire. At that price every license holder could afford to hire the track and not risk a life ban if you did anything wrong. You were handed 2 keys (per your group) and you headed to the track. Stopping at the main locked gate you let your self in and locked the gate before heading to the pits, passing the big white "Women for Wheels" box where you often left the keys because the seconds one unlocked the box if needed. It contained a fire extinguisher, a first aid kit and a land line phone for your required assistant to be able to ring 000 if needed then put out your burning bike and put a band aid on your broken limb.

The bike and you are set and it is time to enter the biggest few meetings of the year, The Tasmanian TT run with the March touring car meeting and the Australian Road Race Championship the following weekend.

First thing to do was to enter the TT on March 1 with entries closing Feb 10 and with the ARRC the next weekend it would have been advisable to enter both at the same time. Because the TT was run by the Motor Racing Company all entries had to be in on time as it was usual to have to collate the bike entries and send to the Company in time to go to the printers for usually a 64 page program to be printed.



FREE ACCOMMODATION AND TRANSPORT PROVIDED TO ALL VISITING RIDERS WITHIN TASMANIA.

## ISLE OF TASMANIA TOURIST TROPHY RACES

### ENTRY FORM

SYMMONS PLAINS RACING CIRCUIT

SATURDAY, MARCH 1st, 1969

MONDAY, MARCH 3rd, 1969

Closing Date: February 10.

Rider's Name WAYNE JOHN MONTING  
Rider's Address 9 BOND STREET KING MEADOWS.  
Entrant's Name (if any) \_\_\_\_\_  
Entrant's Address \_\_\_\_\_  
A.C.C.A. Licence No. 97 (Usual) Racing No. 97  
Local A.C.U. Grading for Racing \_\_\_\_\_ Club TASMANIAN MOTOR CYCLE CLUB.  
Details of last six performances — 1 \_\_\_\_\_ 2 \_\_\_\_\_  
3 \_\_\_\_\_ 4 \_\_\_\_\_ 5 \_\_\_\_\_ 6 \_\_\_\_\_  
Entry fees enclosed \$ \_\_\_\_\_ by cheque or Money Order only to —

TASMANIAN MOTOR CYCLE CLUB,

145-147 Wellington Street,

Launceston, Tasmania, 7250.

Phone 2 3396 for all enquiries

(A.H. 2 5021).

I hereby certify that all information given by me is true and correct in every detail.

Rider's Signature Wayne Monting Entrant's Signature \_\_\_\_\_ (if any)

A SASH AND 6 BOTTLES OF CHAMPAGNE WILL BE PRESENTED TO ANY RIDER WHO BREAKS THE OUTRIGHT SYMMONS PLAINS LAP RECORD FOR MOTOR CYCLES. THIS RECORD IS CURRENTLY HELD BY A. OSBORNE OF GEELONG — 246 c.c. Yamaha — Time 1 min., 7 secs.

#### NOTE:

1. Lightweight "B" Grade Races are open to all Ultra-Lightweight "A" Grade machines and riders.
2. Senior and Open Races are open to all Unlimited machines.
3. 5 starters will be the minimum in any class or the class in question will be deleted.

#### Please Complete:

Free Accommodation required? YES/NO

If so, from \_\_\_\_\_ till \_\_\_\_\_

Free Transport required for machines? YES/NO

If so, Pick-up point \_\_\_\_\_

Time \_\_\_\_\_ Date \_\_\_\_\_

PLEASE READ CAREFULLY AND SIGN OVERLEAF.

Entry
Fee
\$2
\$2
\$3
\$3
\$2
\$3
\$2

Entry
Fee
\$2
\$4
\$4
\$4
\$2
\$3

TASMANIA.

SATURDAY, MARCH 1st, 1969

Signed (Rider) \_\_\_\_\_

Entry	Event	Make of Motor Cycle	Model & Year	Capacity	Engine Number	No. of Laps (app.)	1st	2nd	3rd	4th	Sash, Wreath or Trophy
\$2	Unlimited C Grade Scratch	Ducati	1964	249cc		8	\$20	\$10	\$6	\$3	Nil
\$2	Unlimited B Grade Scratch					8	\$25	\$15	\$8	\$4	Nil
\$3	Dennis Wing Memorial Junior Race					8	\$45	\$25	\$15	\$8	Sash
\$3	Ultra-Lightweight Isle of Tasmania T.T.					8	\$40	\$20	\$10	Nil	Sash & Wreath
\$2	250 c.c. B Grade Scratch					8	\$12	\$8	\$5	Nil	Nil
\$3	Open Trophy Race					10	\$30	\$20	\$10	\$5	Trophy
\$2	Junior B Grade Scratch					8	\$20	\$10	\$6	\$3	Nil

d, 1969

BOTTLES OF CHAMPAGNE  
PRESENTED TO ANY RIDER WHO  
BREAKS THE OUTRIGHT SYMMONS PLAINS  
LAP RECORD FOR MOTOR CYCLES.  
THIS RECORD IS CURRENTLY HELD BY  
A. OSBORNE OF GEELONG — 246 c.c.  
— Time 1 min., 7 secs.

Lightweight "B" Grade Races are open to all Ultra-Lightweight "A" Grade machines and riders.  
Senior and Open Races are open to all Unlimited machines.  
5 starters will be the minimum in any class or the class in question will be deleted.

Please Complete:  
Free Accommodation required? YES/NO

If so, from \_\_\_\_\_ till \_\_\_\_\_

Free Transport required for machines? YES/NO

If so, Pick-up point \_\_\_\_\_

Time \_\_\_\_\_ Date \_\_\_\_\_

PLEASE READ CAREFULLY AND SIGN OVERLEAF.

MONDAY, MARCH 3rd, 1969

Signed (Rider) \_\_\_\_\_

Entry	Event	Make of Motor Cycle	Model & Year	Capacity	Engine Number	No. of Laps (app.)	1st	2nd	3rd	4th	Sash, Wreath or Trophy
\$2	Lightweight B Grade Scratch					8	\$25	\$12	\$8	\$4	Nil
\$4	Lightweight Isle of Tasmania T.T.					10	\$65	\$30	\$20	\$10	Sash & Wreath
\$4	Junior Isle of Tasmania T.T.					10	\$80	\$40	\$20	\$10	Sash & Wreath
\$4	Senior Isle of Tasmania T.T. (Unlimited)					10	\$90	\$50	\$20	\$10	Sash & Wreath
\$2	Unlimited B Grade Scratch					8	\$25	\$15	\$8	\$4	Nil
\$3	Tam Phillips Memorial Race (Unlimited)					10	\$40	\$25	\$15	\$10	Sash

The entry form was a 4 page form with page 2 and 3 the important pages as can be seen above. Page 4 was the Supplementary Regs and details like you had to post your entry back to the C.S. Robin Yates at 145 Wellington St (Yates Bros Motor Cycles.) Special notes included that your regular number would be allocated if possible. If your number's clashed the local rider kept his and interstate riders would have to change his number to one allocated to them by the C.S. He did try to be reasonable with things like putting a 1 in front or after your number. **But no numbers clashed.**



Other interesting things on the Sup regs were if you were under 21 you were a minor and had to have your parents co-sign the entry. On the day you had to present your bike to the scrutineers ONE HOUR before practice. You had to be on the dummy grid FIFTEEN minutes before your race time. If you were late arriving, you stated rear of grid. If you have a mechanic, he must be dressed in a boilersuit overalls, preferably white.

Although a few years later the standard slipped slightly.



Here Dave Lambert models the new look as he works on Ross Alison's Dunstall.

All races were rider only push starts with the exception of riders unable to do so. Like injured or too high compression where the rider could have one assistant but start rear of grid and on a signal given ten seconds after the flag drops. It did happen like the year Victorian Gregg Johnson had a big off the week before at Hume Weir and had no skin on both knees and had to be carried to the bike.

The C.S. would then dissect the entry and place the riders in the relevant races they entered and send to the Company for the program. That would usually be 100 to 120 riders with about 30 or 40 top riders having two or three bikes to give them many different classes to ride. That was caused by the fact you could only ride one class above the bike size. Some had a TZ 250 Yamaha that you could ride in the 350 class but if you had a set of 350 barrels (and they fitted easily), you could also ride in the 500 class.

Race week and it really got busy for the C.S. who being organised would have handwritten the names and addresses on 120 envelopes to the riders and licked 120 stamps ready to be loaded up with this "personal letter" to each rider.





# Tasmanian Motor Cycle Club

P.O. BOX 948, LAUNCESTON

Telephone

31 3762  
Feb. 11th, 1970.

Dear *WAYNE,*

On behalf of the committee I wish to notify you that your entry for the "Isle of Tasmania Tourist Trophy" meeting to be held over two days on Saturday 28th Feb., and Monday 2nd March has been accepted/ ~~not been accepted~~.

Your racing No. is required to be *97*.

Your A.C.U. Licence MUST be presented at machine examination on the day.

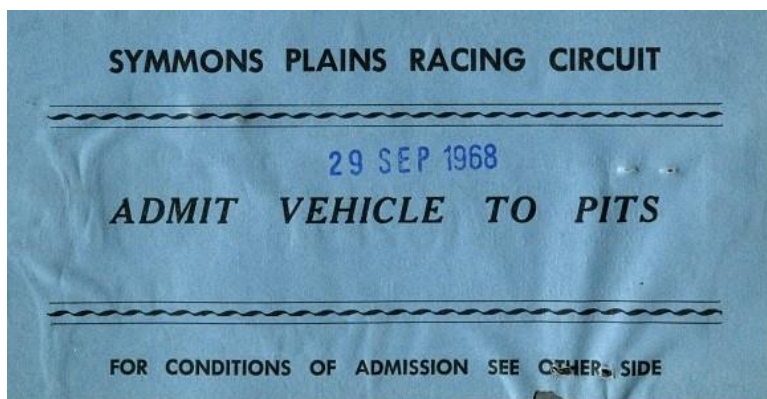
Please find enclosed your passes No. *1037* *1028*.

Yours faithfully,

T. S. Brooks,  
Competition Secretary,  
Tasmanian Motor Cycle Club.

"SEE YOU AT THE PLAINS"

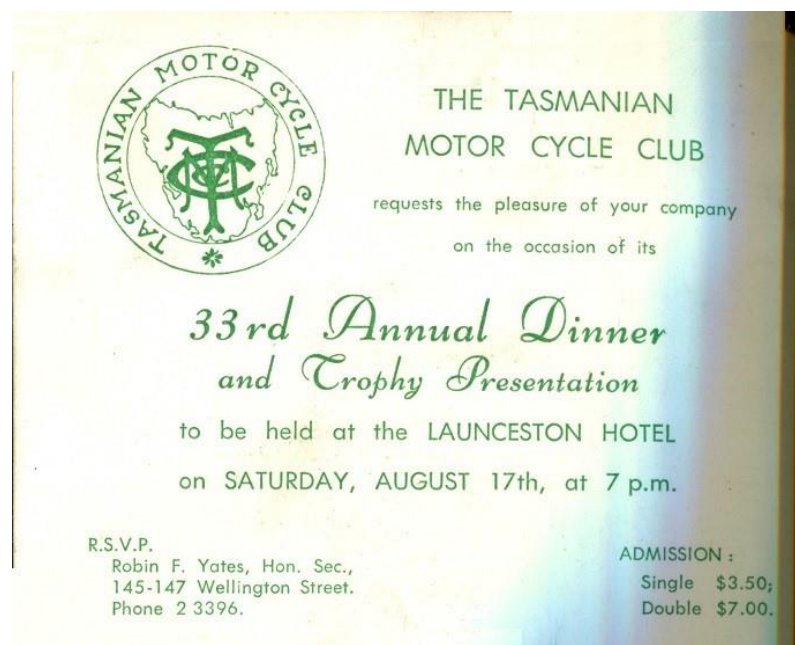
It says your racing number is REQUIRED to be and lists pass numbers. That is because each pass is numbered to cut back on the amount of "cloned" passes that sometimes circulated. That too is why the passes had to be sent out late race week. Mainlanders went early so they received them before catching the boat. Locals went out Thursday after the officials meeting Wednesday night where the 40 or 50 officials/flaggies signed for their passes.



This is what was sent to each rider. Each rectangle pass is shown as Saturday gate pass and pit pass then the same for Sunday with one set for the rider, one set for his mechanic and one for the wife or girlfriend not for a mate who wanted a free pass. This set looks to me like he attended practice and broke the toy and didn't front Sunday. Included was a lick fronted sticker that HAD to be stuck to the windscreen of the car on the driver's side. To get into the pits on the inside of the track you had your passes taken by the lady on the pit gate who shut the gate as the course car with the red flag stopped near the pit gate after doing a lap to close the track for the 8 a.m., one hour practice session and if you hadn't made the gate by then you missed qualifying and started rear of grid.

After a successful meeting along with all your other success you accumulated points toward the vast array of club trophies that the C.S. had been tallying up all year. Added trophies like the rider who accumulated the most number of wins in any class and rider who accumulated the most points in any class, top A, B or C grade rider.

Late July the C.S. sent this card to all club members

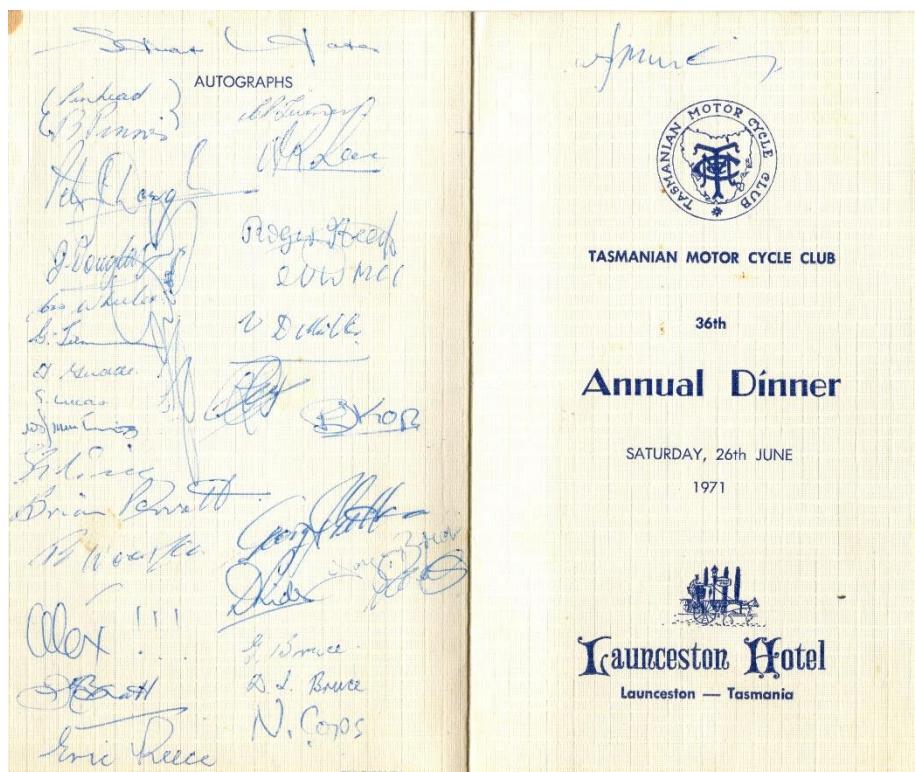


Most club members turned up to the classy (Suit and Tie) evening with usually the MC Terry Brooks in a full-dress suit and bow tie. Many times, the club patron, Mr Eric Reece, who happened to be the state Premier attended with the leader of the opposition and the police commissioner and their wives where Premier Reece presented the trophies.



Toast List		Menu	
TOASTMASTER .....	The Chairman, P. J. Douglas, Esq.	SOUP	
		Potage Minestrone	
		or	
		Consomme Royal	
		ENTREE	
		Fried Fillets of Whiting and Sauce Ravigot	
		POULTRY	
		Roast Seasoned Turkey and Ham	
		or	
		Roast Sirloin of Beef, Horseradish Sauce	
		SWEETS	
		Fresh Apple Pie and Cream	
		Fruit Salad and Ice Cream	
		TEA	CAFE NOIR
<p>Responses —</p> <p>Representatives of the</p> <p>Southern Tasmanian Motor Cycle Association</p> <p>Launceston Motor Cycle Club</p> <p>North-Western Motor Cycle Club</p> <p>Ace of Hearts Motor Cycle Club</p> <p>Golden Eagles Motor Cycle Club</p> <p>Tasmanian Motor Racing Co.</p> <p>TASMANIAN MOTOR CYCLE CLUB .... The Patron, The Rt. Hon. E. E. Reece, Esq., M.H.A.</p> <p>Response .... The Secretary, T. S. Brooks, Esq.</p> <p>DONORS &amp; SUPPORTERS .... The Chairman, P. J. Douglas, Esq.</p> <p>Response .... Mr. D. Burton, Esq.—Donors Mr. P. Ritchie, Esq.—Supporters</p> <p>POLICE &amp; PRESS .... I. C. Tilley, Esq.</p> <p>Responses .... From the Representatives present</p> <p><b>PRESENTATION OF TROPHIES</b></p> <p>by</p> <p>The Patron</p> <p>The Rt. Hon. E. E. Reece, Esq., M.H.A.</p>			

The event was often held in the ball room at the Launceston Hotel in Brisbane Street.



Popular at the time was after all the official work was done you took your menu around to friends and got them to sign the back. As can be seen by Wayne's menu at the top he had Stuart Yates and at the bottom he had EE Reece.

Not saying times were better or worse back then just different and because we knew nothing else, we just enjoyed what we did and that was race.

Finally, back to what started all this. The next Issue of Old Bike Australasia is due out the 22 September or a few days later in Tasmania and should have the story on the Ducati nearly completely restored by Pat Haar. I am hoping you may all want to know a bit more about the history of Tasmanian owned bikes and there is a heap more interesting bikes in the state. The point is if you show support in buying the magazine it helps to push the idea of doing more about the shed load of interesting bikes in the state. Heaven forbid any Tasmanian should break the rule and actually send a letter to the editor commenting on the story.

Even though I did this story as a "labour of love" and it took a lot of labour, the operative word is LOVE, and I love doing motorcycle stories. I hope you remember to buy Australian Motor Cycle News for the report on Round 3 of the TRRC from Baskerville to show support.

Ken Young



# TMCC

## Track/Ride Day



### Sunday 25th September 2022

#### 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

**Entry available on the day. For more information & entry links go to: [www.tasmanianmotorcycleclub.org.au](http://www.tasmanianmotorcycleclub.org.au)**





*\* For online entries via Ridernet only. Online entries close at 12pm Saturday 24th September\**

Want more information, call Karen on 0418 534 630 or email [tmccsec@gmail.com](mailto:tmccsec@gmail.com)



## Numbers – Background, Colour and Size

*Don't forget to get your numbers and backgrounds ready for 2023. You will need to comply with the GCRs to pass scrutineering.*

Below are the background and number colours for “Modern” bikes in Section 7 of the 2022 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 8 of the 2022 MoMS.

### 7 ROAD RACE

### 2022 MANUAL OF MOTORCYCLE SPORT

#### 2022 MANUAL OF MOTORCYCLE SPORT

#### 7 ROAD RACE

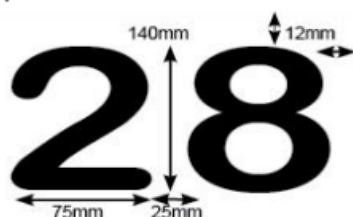
7.11.3.2 Figures must be clearly legible, the minimum being:

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

7.11.3.3 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.

7.11.4 Sample and Dimensions of Number Plate Figures [minimums]



#### 7.11.2 Number Plate Colours

7.11.2.1 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

7.11.2.2 Additional colour combinations may be used, at the discretion of the RCB.

7.11.2.3 Australian Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.

#### 7.11.3 Number Plate Figures

7.11.3.1 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.

**8.7.2 Number Plate Colours**

8.7.2.1 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

**8.7.3 Number Plate Figures**

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

8.7.3.2 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

68

*[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>>.](#)*



# TASMANIAN ROAD RACING CHAMPIONSHIP POINTS 2022

TASMANIAN ROAD RACING CHAMPIONSHIP 2022			Round 1	Round 2	Series
			06-Feb-22	06-Mar-22	Total
Position	Bike #	TASSIE JUNIORS			
1	740	Oliver Skinner	80	75	155
2	16	Isaac Simmonds	100	38	138
3	60	David Coward	68	58	126
4	43	Gus O'Halloran	72	0	72
5	14	Jett Pryor	64	0	64
6	27	Ava Connell	60	0	60
Position	Bike #	LITES GP			
1	93	Josh van der Putten	95	65	160
2	169	Taran Ocean	81	70	151
3	39	Rhys Tan	60	52	112
4	44	Aaron Wade	59	51	110
5	14	Mark de Jong	47	45	92
6	65	Grant Boxhall	39	49	88
7	19	Brett Simmonds	76	0	76
8	66	Tom Turner	68	0	68
9	313	Ben Boxhall	41	15	56
10	165	Nathaniel Greene	44	0	44
11	151	Marek von Bertouch	35	0	35
12	95	Heath Fielding	29	0	29
Position	Bike #	LITES PRODUCTION			
1	26	Chad Wyllie	95	75	170
2	11	Larry Eaton	80	54	134
3	57	Brodie Curtis	71	60	131
4	61	Dane Griggs	74	49	123
5	740	Oliver Skinner	52	48	100
6	7	Chloe Honeychurch	48	47	95
7	888	Michael Reagon	46	37	83
8	5	Doug Watson	39	42	81
9	253	Graeme Cunningham	61	0	61
10	87	Scott Cleary	39	20	59
11	75	Brendan Murzecki	51	0	51
12	314	John Kranz	41	0	41
13	4	Taylor Franklin-Smith	0	38	38
14	42	Tim O'Halloran	0	33	33
15	70	Eleanor Renton	33	0	33
16	12	Leah Renton	0	28	28
17	2	Monica Eagling	0	25	25
18	2	Garth Newton	13	0	13
19	81	Krisian Riley	0	7	7
Position	Bike #	FORMULA 3			
1	75	James Abey	71	70	141
2	175	Ben Abey	60	63	123
3	11	Larry Eaton	68	48	116
4	93	Josh van der Putten	100	0	100
5	7	Chloe Honeychurch	66	14	80
6	54	Peter McEldowney	64	0	64
7	95	Heath Fielding	57	0	57
8	59	Dale Madden	0	56	56
9	85	Andrew Eagling	53	0	53
10	78	Robert Scott	0	51	51
11	2	Garth Newton	0	30	30
Position	Bike #	GOLDEN ERA UP TO 500cc			
1	27	Ben Boxhall	90	68	158
2	13	Courtney McMahon	72	51	123
3	09	Roy Turner	74	33	107
4	70	Grant Boxhall	50	25	75
5	2	Garth Newton	0	60	60
6	888	Michael Reagon	0	50	50
7	70	Eleanor Renton	0	31	31

TASMANIAN ROAD RACING CHAMPIONSHIP 2022			Round 1	Round 2	Series
			06-Feb-22	06-Mar-22	Total
Position	Bike #	GOLDEN ERA OVER 500cc			
1	21	James Ryan	72	75	147
2	17	Oscar O'Donovan	85	52	137
3	22	Karen Webb	64	52	116
4	126	Jason Wyllie	95	0	95
5	88	Stuart Bugg	68	0	68
6	88	Peter Bellchambers	0	60	60
7	25	Derek Singline	0	48	48
8	6	Gavin Brooks	30	16	46
Position	Bike #	PRE-MODERN SUPERSPORT			
1	206	Joseph Browning	95	50	145
2	95	Mark Eagling	81	56	137
3	30	Matthew Coward	58	49	107
4	23	Matthew Long	0	75	75
5	765	Peter McEldowney	17	58	75
6	118	Michael Webb	68	0	68
Position	Bike #	PRE-MODERN OPEN			
1	57	Robert Sellers	90	0	90
2	76	Don Fenton	88	0	88
3	66	Roy Turner	0	75	75
4	73	Stuart Bugg	74	0	74
5	17	Oscar O'Donovan	0	58	58
6	28	Shane Brown	0	56	56
Position	Bike #	TAS SUPERSPORT			
1	52	Mitchell Hawksley A	95	75	170
2	23	Matthew Long A	83	58	141
3	8	Marcus Delaney A	73	38	111
4	43	Jesse Woods C	55	52	107
5	7	Jonathan Hughes B	60	46	106
6	61	Joshua Rees C	51	42	93
7	80	David Bartels B	39	49	88
8	27	Tarbor Walker C	67	0	67
9	22	Lachlan Curtis C	59	0	59
10	69	Stephen Oliver C	35	14	49
11	304	Sam Delaney C	41	0	41
12	29	Mathew Carey C	41	0	41
13	30	Mathew Coward C	29	0	29
14	79	Nathan Tole	0	25	25
15	99	Ryan Chen C	21	0	21
16	17	Oscar O'Donovan C	13	0	13
17	95	Mark Eagling C	7	0	7
Position	Bike #	TAS SUPERBIKE OPEN			
1	72	Jason Spencer A	93	70	163
2	26	Scott Honeychurch A	76	54	130
3	40	Jeremy Huddleston B	62	48	110
4	76	Don Fenton C	59	46	105
5	666	Damian Faulds B	58	47	105
6	420	Wade Schrader B	53	37	90
7	39	Hamish Sellers A	69	17	86
8	126	Jason Wyllie A	82	0	82
9	29	Scott Campbell A	0	65	65
10	98	Marcus Burns C	0	39	39
11	88	Mark Delanty C	0	38	38
12	227	John Allen C	0	22	22

Points for the Tasmanian Motorcycle Club Championship can be found on the TMCC website [<<here>>](#)

# Upcoming Events (Local and Selected Interstate)

*The next local event is Round 3 of the TRRC and Round 4 of the SRCT Club Championship.*

Start	Finish	Days	Meeting Name	Round	Location
3/09/2022	4/09/2022	2	Victorian Road Racing Championships	3	Phillip Island
10/09/2022	11/09/2022	2	Hartwell Seniors Meeting		Broadford
10/09/2022	10/09/2022	1	SRCT Ride Day		Baskerville
11/09/2022	11/09/2022	1	TRRC Round 3/SRCT Championship Round 4		Baskerville
24/09/2022	26/09/2022	2	HCMC WA State Titles		Collie
25/09/2022	25/09/2022	1	TMCC Ride Day		Symmons Plains
1/10/2022	2/10/2022	2	Hartwell Club Championships - Endurance event		Broadford
1/10/2022	2/10/2022	2	South Australian Road Race Championship (inc. Master of Mac Park)	3	Mac Park
8/10/2022	8/10/2022	1	Trakdayz Track Day Wanneroo Raceway	1	Wanneroo Raceway
7/10/2022	9/10/2022	3	Australian Historic Road Racing Championships		Morgan Park
8/10/2022	8/10/2022	1	TMCC Ride Day		Symmons Plains
9/10/2022	9/10/2022	1	TRRC Round 4/TMCC Championship Round 3		Symmons Plains
14/10/2022	16/10/2022	3	MotoGP		Phillip Island
22/10/2022	22/10/2022	1	Preston MCC Bracket race days	3	Phillip Island
23/10/2022	23/10/2022	1	Victorian Interclub Series	3	Phillip Island
29/10/2022	29/10/2022	1	SRCT Ride Day		Baskerville
5/11/2022	6/11/2022	2	Southern Classic		Broadford
12/11/2022	13/11/2022	2	Victorian Road Racing Championships	4	Broadford
13/11/2022	13/11/2022	1	TMCC Ride Day		Symmons Plains
17/11/2022	20/11/2022	4	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	7	Phillip Island
18/11/2022	20/11/2022	4	WSBK		Phillip Island
19/11/2022	20/11/2022	2	South Australian Road Race Championship (inc. CAFNIX Series - Round 3)	4	The Bend
20/11/2022	20/11/2022	1	SRCT Ride Day		Baskerville
2/12/2022	4/12/2022	3	miBike Motorcycle Insurance Australian Superbike Championship presented by Motul	8	The Bend
2/12/2022	4/12/2022	3	SRCT - 2 Hour		Baskerville
11/12/2022	11/12/2022	1	TMCC Ride Day		Symmons Plains
18/12/2022	18/12/2022	1	SRCT Ride Day		Baskerville

## ANNUAL DINNER & TROPHY PRESENTATIONS 2022



The TMCC Annual Dinner and Trophy presentations will be held on **Saturday 26<sup>th</sup> November** at the Riverside Golf Club, Launceston. More information closer to the day.



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