

BRIEF HISTORY OF THE JCC AND HOW IT CAME ABOUT

moving into the second half of the 2007 racing year and the first half of their second term, Gary Ellem had concerns over our only 2 juniors in the club having a field to race in 2008 with one junior stepping up to the senior ranks in 2008, leaving Gary Kennedy the only junior. Previous committees and this committee up to this point in time had tried in the past to birth a successful junior program with no luck, Geoff Vaughan had in the past supplied free of charge superlite machines to juniors from his business Back Street Bikes, and Dennis Gillan was bringing new Kawasaki Motards machines up from the Whitsundays for juniors to compete on, but despite everybody's best efforts it failed to work. This is noted on the bottom of the discussion paper between Tim and Gary.

Looking south to the junior series only confused matters even further, with the Metrakit bikes, alongside Moriwaki's and Honda's CB150 all trying to compete in basically different series in the same race, further watering down the fields, in Gary Ellem's personal opinion most of this being driven by the people involved having an investment in the sales of the said machines, the MRDDA series was where he looked as it was run as a standalone series on CBR150 machines with rules and penalties in place, getting assistance along the way from Tim Hewitt as the general feeling in the club at the time was "NO JUNIORS" even the then President was against the concept, luckily Tim Hewitt did not share this view and was a great help in the early stages with his knowledge of the junior series then offered in Australia and the next step to GP125 racing. At this time the concept could be called a feasibility study.

Around this time a new member joined the club that provided plenty of good times and laughs around the pits, but with a genuine passion for the sport and club, bringing his first idea was the homologation of the SACH KN150 to the committee, due process ensued and this bike was allowed to compete in the superlite class, this bike clearly peaked Gary Ellem's and Tim Hewitt's interest and Gary Ellem enlisted the services of Clinton Taylor to inspect the bike one Saturday morning, Clinton being a very experienced mechanic having worked for the V8 supercars, outboard motorboat racing and having raced in the Australian super bike series as a privateer. Clinton Taylor later became the TMCCRR licensed measurer. Over this passage of time Shane Dee once a very loud voice against the junior concept was slowly being turned around to the idea, whether being worn down or simply starting to see advantages to the club's future and bottom line is unknown. You will note the Sach KN150 makes its second appearance in club records. What follows is a copy of a discussion paper between Gary Ellem and Tim Hewitt.

Evaluation of Potential Machines for Junior Road Race

CBR 150 R

Currently utilised in the MURDA National Series

17" rims

Water cooled.

Eligible in Junior class.

Possibly eligible for Formula RR, Production 250 and Formula 3 when ridden by a Senior Rider, however most likely uncompetitive in these classes.

Entry price of \$ 7000.00 may be prohibitive.

CBR 125 R

17" rims

Water cooled.

Eligible in Junior class.

Possibly eligible for Formula RR, Production 250 and Formula 3 when ridden by a Senior Rider, however most likely uncompetitive in these classes.

Entry price of \$ 4000.00 may be prohibitive.

Motakit #0

17" rims

No compromise purpose built race machine

Water cooled.

Eligible in Junior class.

Possibly eligible for Formula RR, Production 250 and Formula 3 when ridden by a Senior Rider, however most likely uncompetitive in these classes.

Entry price of \$ 6000.00 may be prohibitive.

Moriwaki #0

17" rims

Water cooled.

Eligible in Junior class.

Possibly eligible for Formula RR, Production 250 and Formula 3 when ridden by a Senior rider, however most likely uncompetitive in these classes.

Unavailable new, secondhand machinery becoming increasingly difficult to obtain.

Sachs 150

16" rear rim, 17" front rim

Eligible in Junior class.

Eligible for Pro Superlite when ridden by a Senior rider.

Possibly eligible for Formula RR, Production 250 and Formula 3 when ridden by a Senior Rider, however most likely uncompetitive in these classes.

Entry price of \$ 1900.00 is attractive

Father/son scenario at a race meeting is a possibility

Reliability unknown.

Superlites

Eligible in Junior class.

Eligible for Superlite when ridden by a Senior rider.

Low entry cost may be attractive, but reliability and maintenance can be prohibitive

Father/son scenario at a race meeting is a possibility

In the past, the only road race machine TMCC Juniors were permitted to ride were NQ Superlites, in a Junior class

Participation rates were low.

Motards

Not examined in detail, due to lack of interest in the existing class

Parity

The age old dilemma!

All of the above machines *could* be combined in a single class, at our next meeting.

There may be an issue with Motards, particularly policing/enforcing the feet on pegs rule.

Achieving parity would be difficult, and bound to lead to controversy.

For several reasons, handicapping is not an option.

The class could be split into water cooled / air cooled machinery and scored separately, but we have already seen disquiet among Superlite riders when combined and scored separately.

We must always be aware that the majority of Juniors simply want a ride, we have an obligation to them and our sport to encourage their participation in a manner that will result in their continued road race activity.

An option for consideration

Utilising the Sachs 150, a one make class – this already occurs in the MERRDA series with the CBR 150R – may result in the least complicated, fairest outcome.

Advantages –

New machines

Parity is not an issue

Low entry level costs

Factor / sun factor

Disadvantages –

A one make series has the potential to upset alternative suppliers

The machine is unfatiged (doesn't "look" like a race bike)

Reliability and spares, backup unknown

Corporate Sponsorship

Various business entities / individuals be approached to assist in the purchase of the machines. They retain ownership of the machine.

A single bike shop to assist with servicing / maintenance labour. This entity to be the main sponsor of the series.

Others to be approached re leathers and safety gear, tyres, trophies etc.

Trophies ideally presented at each meeting.

In addition to points awarded for competition, each entrant to be awarded a point for:

- Pronunciation
- Attendance
- Early arrival – say 30 minutes before 1st Briefing

Each sponsor to control off track activity involving the machine – damage, maintenance etc.

Return to sponsor:

- Publicity via website
- Local media as available
- At least once per year, a "Sponsor's Race" to be conducted, with trophies presented at the meeting. All conditions of VRR's to be met.

Riders responsibilities

Hire of the machine for each meeting – to be negotiated with sponsor.

Transport machine to and from venue.

Spare parts cost.

Licensing / Entry fees at meeting.

Tyres.

Fuel and other running costs.

Hours of discussion over the next few months followed between Gary Ellem and Tim Hewitt as the idea started to come together, all this info was passed onto Michelle Royes who made sense of it in a presentation pack.

At an early morning meeting between Gary Ellem and Tim Hewitt, Shane Dee arrived and made the announcement that after some thought the new junior program be named the "Junior Corporate Challenge" and with that simply statement a junior program was born and Shane Dee was on board and a fierce defender of the series he proved to be.

The obvious choice of bike was the Honda CBR150cc machine but the price put it out of reach, discussions between Gary Ellem and Trent Koppe of Rising Sun Honda whom the bikes were being sort through offered instead a purchase price on the CBR125 at a rock bottom \$3500.00, this was the bike the club would go with, duly armed Gary Ellem went to work. Next step was funding, as again the club would not support such an outlay on an idea that had failed so many times in the past, it was up to Gary Ellem to find the funding outside of the club. He started looking for sponsors, with Michelle Royes again helping with a new updated presentation pack, the idea was first floated to the various bike shops but immediately struck a wall with the dealers of other brands not prepared to buy a Honda to sponsor a junior on, this was something Gary Ellem had not contemplated but could see the sense of. Although none of these other brands made a suitable bike.

Trent Koppe was understanding of this problem but could offer no more, around this time the clubs newest member had his Sach KN150 ready for the eligibility scrutineer to look at, again Gary Ellem, Clint Taylor and Deese inspected the bike, Odessa Tyris (DEESE) was at the time the TMCCRR track and equipment officer and did those duties every meeting until his transfer to Darwin, with reservation on some of the ideas used on this particular bike and with advise from Clint Taylor, Gary Ellem after discussions with Tim Hewitt and Shane Dee detailing Clint's observations, the decision was made to take a serious look at the KN150, with this change of tact Gary Ellem again approached Trent Koppe for a price on the SACH KN150, with the price being \$1500.00 brand new off the showroom floor, no registration, no warranty. This bike is mentioned in the discussion paper between Tim and Gary, but at first glance it did not seem worthy of consideration. The Sach KN150 required a lot of work to get race ready, Trent Koppe gifted the first bike to the TMCCRR and Gary Ellem rode it to his house where the work of transforming it would take place. Once again Rising Sun Honda stepped up and offered all parts for the transformation of the bikes at cost, Geoff Vaughan of Back Street Bikes gifted the first set of fiberglass fairings and Gary Ellem made the fiberglass seats in his back yard. Clinton Taylor made the first set of rear sets and the muffler modifications again at no cost to the club.

This is the point at which Gary and Shane decided they were going to change how the information and what information was given to the members.

With the first bike ready, a bit of illegal road testing took place, the new bike being deemed fit to race and was as fast as a superlite, Trent Koppe informed Gary Ellem that Tyler Moon would ride it for Rising Sun Honda, Tyler a good rider in his own right but better known as the son of Gary Moon speedway sidecar champion. Tyler Moon goes down in history as the first rider of the JCC series. Tyler though did not race in the series as the rider list will confirm; apprenticeship work commitments and racing speedway and road racing was too much to take on. With photos of this bike taken and armed with the presentation pack, Tim Hewitt built a dedicated page on the TMCC website for the series, this proved invaluable in getting this information out and built on Shane and Gary's new physiology of how to get information to the members, i.e. making them look to the computer. All the bikes shops Gary approached with this new idea came on board with 10 bikes growing with private bike to 13 machines, this raised about 10 new members and with the possibility of the parents being able to enter the machines in the superlite class, we thought we were on a winner. Bleow is a copy of the first JCC proposal by Michelle Royce.



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Dear Sponsor

In an effort to raise the profile and participation of juniors in Road Racing in Townsville and surrounding districts. We have put together a proposal that we at TMCC Road Race hope you and your business will support and in turn nurture the future of your sport in North Queensland.

TMCC JUNIOR CORPORATE CHALLENGE 2008



Junior Road Racing Nth Qld

Road racing has an ongoing positive impact for the motorcycle industry. Club level racing, despite capacity restrictions and small tracks, has a positive impact on the service offered by industry directly associated with motorcycling and associated businesses. High entry numbers, eager spectators and publicity both in the local media and the Townsville Motorcycle Club website all increase the exposure of sponsor's services to the general public.

The ongoing health and viability of any sports is in the support and development of its junior competitors. In an effort to further develop road racing activity and increase participation levels in North Queensland, the TMCC has put together an exciting proposal for the 2008 Road Race season and we invite you to consider being a part of it.

2007 was a watershed year for Australian Road Racing. A young former flat-tracker from Queensland named Casey Stoner was crowned MotoGP World Champion and Queenslanders Chris Vermuelen and Anthony West gave a good account of themselves in this series.

Closer to home the **MRRDA** (Motorcycle Road Race Development Association) conducted a series that incorporated Honda CBR150 machines in a controlled class for junior road racers. This series was well subscribed and saw in excess of 20 young riders compete at five national meetings. The interaction between seasoned competitors and the youngsters was remarkable and bodes well for the future of our sport.

The costs associated with this level of racing and logistics / expenditure entailed from participating in a National series are quite high and may be prohibitive to potential entrants and indeed participation from local youngsters.

The Townsville Motorcycle Club has formulated a proposal modelled on the MRRDA format utilising a one-make, entry level machine well suited to our local tracks (and local pockets!) Enclosed is the TMCC Road Racing Corporate Junior Class proposal. Thank you for your consideration, we look forward to your support. If you have any queries, please feel free to contact me.

Regards

Secretary



TMCC Road Racing Corporate Junior Class

This proposal is based on a one-make / model class of racing. This serves the following purpose.

Equal machinery resolves parity issues – the rider’s ability will win races

Several machines were evaluated using the following criteria:

- Affordability
- Simplicity
- Ease of maintenance
- Suitability for other classes

Further, consideration was given to encompassing MA requirements for junior licensing which is 13 – 16 year olds being limited to 80 cc two strokes / 150 cc four strokes for road racing. Other capacity limits apply for Motard racing. The intent of this class is establishment of road racing participation.

After much consideration, the machine chosen is the Sachs 150 KN.

The Sachs 150KN also provides:

- It is a neutral machine – not made by one of the “Big Four” Manufacturers
- 150 cc Air cooled motors allow the machine to be competitive in other classes conducted by the TMCC
- Low purchase price \$1 900

Sponsor Responsibilities

- Purchase of machine. If requested TMCC is able to negotiate this at a cost of \$1900 delivered. The machine is to remain sponsors property.
- Sponsorship can be a joint arrangement with other individuals or companies
- Development of machine is at discretion of sponsor within MA and TMCC regulations
- Rider can be sourced by sponsor, or through TMCC
- Sponsor / rider to operate as a team unit for the duration of the season
- Livery of the machine is solely at the discretion of the sponsor
- Liability for / repair of damage to be negotiated with rider



Riders Responsibilities

- Transport of machine
- Service costs
- Licensing and entry fees
- Tyres
- Fuel and other running costs
- Personal protective gear
- Liability for / repair of damage as negotiated with sponsor
- Sponsor / rider to operate as a team unit for the duration of the season

TMCC Road Race & Responsibilities

- Publicity on TMCC Website
- Inclusion in local media as arranged by TMCC Road Race sub-committee Publicity Officer
- Naming rights of rounds as negotiated with TMCC Road Race sub-committee and inclusion associated advertising
- Advertising to be included in the NEIL FAGERSTROM MEMORIAL ONE HOUR program guide to be held on the Queens Birthday weekend
- Display of signage as provided by sponsor at track during rounds and practices (this must be removable at the end of each event)
- TMCC Road Race sub-committee is in negotiation with suppliers for the provision of safety gear for Juniors

Bonus

It is hoped that the Sponsors and or the junior parent or guardian will race the bike in the superlites class, we will also organise a junior/senior solo event where you will have the opportunity to show your team rider how fast **YOU** can go!



Proposed 2008 Road Race Season Format

Date	Event
19 th January	Practice
2 nd February	Bullant's Bolt & Closed to Club Meeting
8 th March	Closed to Club Championship Round One
19 th April	TMCC / FNQRRC interclub Championship Round One
7 th / 8 th June	Neil Fagerstrom Memorial incorporating One Hour Superlite Challenge QLD 250 Production Championship Round One QLDGP125 Championship Round
28 th June	Closed to Club Championship Round Two
19 th July	Practice – (QLD Motard Championship Round ?)
16 th August	Closed to Club Championship Round Three
6 th September	Practice
27 th September	Closed to Club Championship Round Four
29 th November	Endurance Challenge
13 th December	Practice

Awards and Trophies

- Trophies will be presented for 1st, 2nd and 3rd place TMCC ROAD RACING CORPORATE JUNIOR CLASS at each of the above race meetings

End of Season Awards

- Championship trophies for overall points winners for 1st, 2nd, 3rd
- Best Presented Machine trophy awarded for the season
- Sponsorship trophy awarded to the owner of the winning machine
- All participants will be assessed for overall presentation and behaviour at each meeting and a trophy will be presented to the competitor adjudged best and fairest

We thank you for your time and ask that if you have any questions or require further information about the proposal please contact :

Secretary

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TMCC Road Racing Corporate Junior Class Rules

Machine Currently Approved

- Sach150kN

Machine Specification

- Four stroke with an engine tolerance of + or – 5% with a max of 157.5cc

Modifications

- No oil coolers
- Ignition may be changed but external appearance to remain unchanged
- Head can be ported
- Valves to remain standard size
- Cams may be modified
- Carburettor must be same body size as fitted by manufacturer but can be bored or alternative brand of carburettor the same size as the standard fitted.
- Inlet manifold is free
- No forced induction
- No fuel injection
- Crankcases must be as originally fitted
- Breather may be modified
- Cylinder to be visually similar as fitted by manufacturer
- Exhaust-: Header pipe to remain standard with slip on muffler allowed
- Must meet 96db required for 2008
- Wheels can be changed
- Brakes to remain single disc on front with drum rear
- Fork internals can be changed , external appearance to remain the same and remain at 31mm diameter
- Rear suspension units can be changed
- Tyre choice is open but must be readily available in Australia and must be manufactured for road use in all weather conditions
- No slicks, cut slicks, or wet weather tyres allowed
- No frame modifications are permitted .
- All road going equipment to be removed
- Rearsets may be added .
- Foot pegs must be folding or shear type
- Handle bars can be changed
- Bikini style fairings can be fitted – No full fairings
- Carburettor & engine breather must vent into a catch bottle of no less than 300ml
- Sump plug, calliper retaining bolts, front and rear axels must be lock wired

The machine must be in compliance with the current GCR.

The implementation and enforcement of the TMCC JUNIOR CHAMPIONSHIP rules is governed by the TMCC ROAD RACING Committee. Penalties for non-compliance will be determined by the committee.