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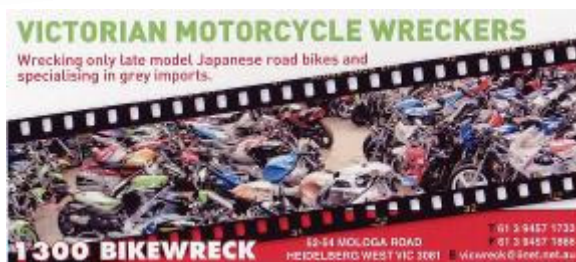


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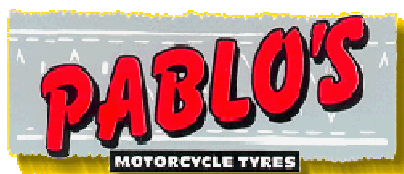
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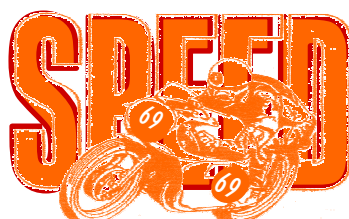
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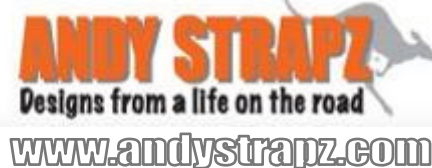


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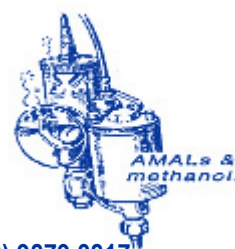
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The Committee

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Merchandise	Jesse Watkins		
Merchandise Assistant	Rebecca Betteridge		
Committee Members	Robert Todd	Glen Walsh	Dave Betteridge Craig Longhurst
Life Members	John Todd Mike Brudar Mick Large	Garth Rhodes Dave Large Graham Harder	Shirley Luke Robert Todd Marg Todd

Presidents Report

Hi everyone, hope you're all well and enjoying your racing. Seems like it's been a really hectic time since the last Flatchat, so let's get into it....

Starting with the AGM, probably the most significant item was John Daly stepping down as Secretary and Phil Watson taking over the position. As you'd all be aware, John has held the secretary spot for a decade now and has played a significant role in the club's development over those years. His input has been enormous and we all owe him a great deal of gratitude for the effort he's put in. John has decided to take a step back and swapped spots with Phil.

Other changes of note are Doug Hicks taking over as Treasurer and that man about town and entrepreneur, Doghouse Dave Philpots, stepping up as VP. We also have Jess Harris and Rebecca Betteridge looking after merchandise, plus all the other shady characters that do such sound service as your committee.

I'm very honoured once more to be given the "big chair" and hopefully we can all continue to lead the club forward. Glen will have included a full list of your committee and all the changes in this issue.



We've also had a Girls Only Track Day followed by a Come and Try day up at Broadford. Even though we don't organise the Girls days, club members have always supported them. Great to see Calvin Merlo and Colin Magnay bringing their families along and judging by the smiles at the days end, we may see both families at more track days.

The Come and Try day had about 30 participants, which was enough for the club to break even. Once again a great fun day for both newbies and old hands alike.

Finally, half a dozen or so of us made the trek to FNQ for the Townsville TT, incorporating round one of the Classic Sidecar Challenge. There's a full write up included in this issue, but I just have to say that this meeting was one of the best I've attended. Brilliant "little" circuit, friendly helpful officials, enthusiastic spectators and great camaraderie amongst competitors. It was well worth the effort to get there and I can whole heartedly recommend this meeting to you all.



The Presidential Beer Tap, hope it's hooked up for the 50th Bash at Mt Tarrengower !

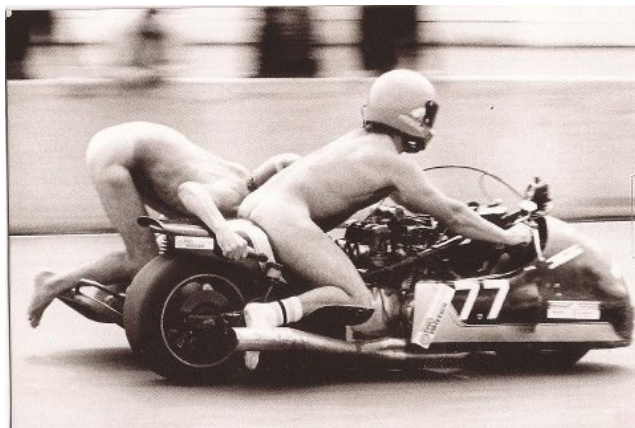
So, it's as busy as ever on the historic racing front. Hope you've got your bikes ready for Tarrengower and the Southern Classic, plus those track days and Come and Try's. The good weather's on its way and there's nothing better than getting out on track on the old sleds and thrashing the life out of 'em!

Cheers, Marchy.

Centenary Celebrations!!

Not only is it Brian's 50th Birthday but the Vice Pres Doghouse Dave also turns 50 this year! As both gents are sidecar men are we likely to see a "parade" lap at Mt Tarrengower.

It is also rumoured there will be a Marilyn Munroe style rendition of "Happy birthday Mr President!"



HMRAV Club meetings are conducted at the

Mitcham Angling Club
19 Brunswick Street, Mitcham

***** Please note change to 2nd Monday of the month *****

Meetings are (usually) held every 2nd Monday of the month from 7pm SHARP:
10th September 8th October 12th November

Come along and join us!



Project Shitbox!
Bought to you by the good folks at Numbskull Racing.



Episode 3: The Challenger moves to the front

The Peters boys are well on the way leaving the Numbskullers behind

Well, the reassembly has almost finished, complicated by the usual, where the hell is that bolt, or, WTF did that come off?

Then there was that elusive oil leak! I was sure that it was the neutral switch which was minus a screw, a seal, and the cover/contact, all of which were replaced? NO! It turned out to be a tiny crack in a screw post on the lower crank case, fixed with about a 1.5cm bead from the TIG!!! Actually, it was educational as I learn't a whole new range of adjectives!

Carbies had to be modified by the owner as no one came forward with any donations, and the local bike wrecker is about as trustworthy as Tony Mockbell (Apologies to Tony for the insult!). Anyway, I got quite creative with the die grinder, and the jets suffered under a slightly larger drill bit to relieve them somewhat! It'll be an interesting start up and tune, might have to run Metho as it might be a bit rich on pump fuel?!!

Painting has been done, as you can see, but a professional spray painter I will never be. The front tyre will have to come off again. When I fitted the tube (it's a tubeless tyre) I must have pinched it and of course it won't hold air. I think Mick P is going to get this one? Unfortunately while the back tyre is near new, it has been sitting around for that long that it has surface cracks in the side walls. More expense.

I've fitted some aftermarket rear sets which went pretty well, just have to refine both the gear selection rod and the rear brake rod to work as required. Yes, I know. These GT's had rear brake cables, but it don't fit no more!

Clip-on's went on easily, but touch the tank, so a couple of rubber patches will do the trick. Levers, master cylinder, and cables all worked out fine. Just have to bleed the brake line. The kill switch lanyard is still to be purchased. I'll get one the same as the outfit so I don't have to change between bikes.

I refitted the exhaust pipes that came with it, I think they might have come off a Suzuki dirt bike as they ride high up either side.....and prevent access to the battery! They're also a bit too close to the carbies for my liking. Anyone know of any cheap chambers about?

All in all, it is going well, I've increased my vocabulary, learnt a bit about two strokes (none of it worthwhile!), and also learn't to keep everything and label where it came from!

I was planning on entering it into the Southern Classic, but that was a bit optimistic. I haven't started it yet, let alone had a ride, so there will be more to come.

Cheers, Tony.

(NB. Marchy/Doghouse, where's the RD at?)



HMRAV PROPOSED MEETING DATES FOR 2012 TO REMEMBER (subject to change!)

Hill Climb 13th & 14th October Mt Tarrengower
Southern Classic 20th & 21st October Broadford
Come & Try Day 2nd December Broadford
Presentation Night 7th December Hotel Kew

BSA Goldflash. A Story from some time ago by Luthier



One sunny Saturday morning I decided to ride my BSA Goldflash down to the Great Ocean Road. I had recently done a lot of work to the Beeza, new engine internals etc. so I thought this would be a good running in trip. That combined with the news that a mate had died a week ago when he came off one of the corners of that road and ended up in the sea.

My mate Janis and I wanted to see if we could identify where it happened. We set off with him riding bitch although I didn't have any kind of license. Just had to keep your eyes open and take evasive action if necessary. Cruised through the city and on down the Geelong freeway. It was a beautiful day and the bike was purring. Out through Geelong and into some great riding country, with long sweeping bends and fabulous scenery.

We'd made pretty good time when we arrived at the grand entrance to the Great Ocean Road. As we rode through the gateway we heard a strange noise coming from the engine, a loud clunking which sounded serious. We stopped a few yards down the road and began a process of finding what it was. It would happen with a small blip of the throttle or when under load. Being typical motorcycle desperados we had come with a full tool kit so we started pulling the bike apart. First we took off the timing case and the chaincase, then the head. Nothing! As we finished bolting it all back minus any sealing compound we saw the problem. The nuts holding the barrels on had come loose and the entire top end plus barrels were flogging up and down. Trouble was when I put it together I'd fitted spacers under the barrels to clear the high comp pistons, but the little barrel studs were inadequate and had mostly stripped out. Still we managed to tighten them down enough to eliminate movement and started for home, being much later than we had intended.

This meant that night would overtake us before we got back and not having any lights due to a dodgy generator was going to be a challenge. After about a mile I went to change gears but found the gearlever missing. We'd failed to tighten it and it had fallen off somewhere. After a long search we gave up and I worked out I could lean down with pliers and click it through. However this took time and on approach to a big hill I just had to keep it in top gear. As we slowed down the engine started labouring and my mate yelled that he was going to jump off. Don't be mad I yelled, as we were doing about 40mph but suddenly the bike was lighter and he was running and waving me to keep going to the top of the hill.

After that I wasn't going to let it happen again and though it would have only needed third and fourth through these hills I had to keep the power up in fourth. This meant I had to flog the crap out of it. By this stage all of our exploits upon the motor had born fruit and we were covered in oil with a super oily back wheel, oily boots and all. However it was amazing how well she still handled and I made one corner faster than I ever had before or since, grinding the pipes severely.

By now it was starting to get dark and with all the thrashing the pipes became disconnected from the head, yielding foot long blue flames coming out under my knees. Cars would pull alongside us and people would yell at us to turn our lights on. We would point at the flames and yell that these were our lights.

We had to stop at a servo sometime and fill up with oil and top up the petrol. The bike was a total disaster. Coming into Geelong was better because it was well lit and we could see the road much better. There was a big wide motorway leading out of town where you could see for miles. I was cruising at round 70mph and scored a green light, saw the next one, made that too and there below we could see the next set changing red. That looked good but it was further than I had imagined and well before we got there it turned green. That's when I rapped it hard and as the speedo was reading 90mph when we were still a hundred yards shy the lights started gradually changing first to amber as they do in Victoria, then red. That was the split second we made it through just as cars had begun to move on the side. Lucky there wasn't a hot one screeching off at the lights we thought.

With relief we cruised out of town along the boring Geelong highway to Melbourne. It looked like we were going to get home. But suddenly the bike got the wobbles up and I narrowly avoided dropping it as we came to a stop. We had a flat rear tyre. But there ahead was a servo all lit up so we thought we were OK. Walking the bike with the engine running wasn't too hard and we got there in a few minutes only to be told they were just closing but there was another about a mile down the road. He probably didn't like the look of us all covered in oil like that. Another long walk with the bike and sure enough there was the servo.

Here the guy was quite friendly and let us use his tools to fix the tube. Got it all together but must have pinched the tube and down it went again. By now he was closing too and there were no more for 30 miles so we had to leave it there and hitch home. Worst bike I ever owned.

The H.M.R.A.V. would like to welcome the following new members

Chris Wells	Ricky Wilbraham	Matteo De Gregorio
David Peddesden	Marc Williams	Leo Breen
Michelle Goldsworthy	Kate Bourne	Jutith Bell
	Allan Judd	Ken Burge

ANNUAL GENERAL MEETING

Date: 13th of August, 2012
Time : 7.00 p.m.
Venue : Mitcham Angling Club



Present : Brian March, John Daley, Doug Hicks, Craig Anson, Dave Philpots, Craig Longhurst, Leanne March, Glen Dane, Robert Todd, Marg Todd, Mick Chegwiddden, Glen Walch, Kelly Spargo, Jess Harris.

Apologies : Phil Watson, Chris Large.

The meeting opened at: 7.20pm

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

None

Moved : Doug

Seconded : Craig

ITEM 2: AGM.....

Elections held and results on Committee page.

ITEM 3: PRESIDENTS REPORT:

Refer attached.

Moved: Toddy

Seconded: John

ITEM 4: SECRETARIES REPORT

No Secretaries report.

Moved: Dave

Seconded: Mick

ITEM 5: DELEGATES REPORT

Suspended riders' list – check on MA website – HMRAV currently abiding by it.

MV looking again at setting standards for medical at race meetings - to be complied with.

Race Solutions has defibrillator.

Enduro riders got fined \$50 for not attending Riders Briefing.

Funding from State Government for three years. Grants to be on MV website – may be able to try and get some grants.

Troy Bayliss got warned for doing a burn out at Broadford.

Grant for sports uniforms.

Did we get the Annual Recreational Licence Book – John indicated we might have.

Managers job at Broadford extended to five days per week and also have a weekend manager. Still to appoint someone.

Moved: Marg

Seconded: Glen

ITEM 6: RACE SECRETARIES REPORT:

Sup Regs out for Southern Classic.

Entrants have been putting cash under Kelly's front door – not acceptable.

Mt Tarrengower Sup Regs to be posted out this weekend.

Come and Try Day – break even.

Southern Classic and Mt Tarrengower to be organised at the next meeting.

Moved: Doug

Seconded: John

ITEM 7: TREASURERS REPORT

No report – Treasurer not in attendance.

Moved:

Seconded:

Item 8: PROMOTION OFFICERS REPORT

Spoke to MV about Rob Roy – cleared for up to P3.

Vic O'Driscoll to do track report on Sunday 19/08– he is keen for it to go ahead. Mick to attend as well. Dave may go up on Sunday. Give names to Dereck Reed. Should be able to attend for nothing as part of the HMRAV.

MGCC are really keen. Meeting is this weekend. HMRAV requested to attend 25 November 2012.

Thunder Road Brewery – contact may be overseas. Dave to continue to try and contact.

Brian speaking to Paul Bray at Girls Track Day – speaking about hill climb at Broadford. If HMRAV can run competitions at Rob Roy and Tarrengower then should explore running at Broadford on the Monday of the Broadford Bonanza. Then can run it as a series.

Moved: Glen

Seconded: Mick

Item 9: Mt. TARRENGOWER

Permit: Got it

Medical: Car Club

Track Inspection: Done prior to day and should be valid for a year.

Officials: Vic O'Driscoll happy to do – locked in.

Scrutineering: John Clancy; Keith Roberts to be back up.

Entry forms/ Supp. Regs: On line – posted on Thursday.

Program articles/sponsors: Mentioned in Supp. Regs.

Trophies: Will rebadge Trophies from Winton.

*Marchies 50th birthday, 12/10/12....all welcome to come up to Maldon and celebrate.

Moved: Kelly

Seconded: Glen

Item 10: SOUTHERN CLASSIC

Permit: All Done

Medical: Race Solutions – not booked in. Brian to e:mail Martin.

Officials: To be arranged. – John Paynter; Trevor Franklin – to be worked out closer to the day.

Scrutineering: Guys from Sydney.

Entry forms/ Supp. Regs: Have been posted out.

Program /sponsors: Marg to do the Program. Doug to arrange with Sid Evans for a poster.

Sponsors to be locked in before next meeting. Marg to provide list. Brian, Dave and Glen to do the ring around.

Trophies: Brian to arrange trophies.

Volunteers: Phil to do.

Merchandise: Need to arrange some Southern Classic T Shirts – the standard one as very popular. Jess and Doug to organise.

Toddy to organise badges.

Promotion:

To be sorted at August meeting.

Marquee – to be arranged by Craig Anson.

Dave Philpots to organise band.

Catering – to contact Tess – Kelly to speak to Tess when at the track in 2 weeks.

*Seymour Classic Car Club – to attend. Great.

*Thunderbikes–with P3 and P4 unlimiteds, space permitting and numbers permitting. Trophies provided. To be sorted out closer to the event.

*Thunder-road Brewery – to be advised.

Moved : Dave

Seconded : Toddy

Item 11: GENERAL BUSINESS

Toddy – read e:mail re sidecar parking area. Broadford prefer that side cars don't park behind the pit sheds. Track doing it for safety reasons.

Camping to be in designated areas.

Broadford management make the rules; HMRAV have no say over this decision.

Ray Kelly out of hospital – intensive chemotherapy for the next 6 weeks.

Margy – Flatchat to come out at end of this month. Name to be changed to Marg Todd from Marg Tood.

John to make enquiries as to whether Toddy's Officials licence can be extended.

Glen Walch and Kelly – taking bikes to New Zealand in February next year. Require numbers asap – want at least 16 (2 side cars would be good). Government will subsidise part of container; free entries. Kelly to put some information together. Bikes to go over after Phillip Island. Brett Gilbert possibly as a contact.

Supp Regs for Southern Classic – P5 unlimited not to be the last race.

Delegates Report – going to start looking at the fonts of racing numbers. Also look at swing arms.

John – another form of promotion – text messages on mobile phones SDS Messaging.

Meeting closed at 8.25 p.m.

Want to race at the Pukekohe Classic Festival meeting February 1st to 3rd, and Summer Classic Meeting at Hampton Downs February 9th & 10th 2013?

We are looking at the feasibility of hosting a two week racing trip to New Zealand early next year to race at Pukekohe and Hampton Downs.

The idea at this stage is to load up a shipping container at Phillip Island on the Monday after the Island Classic and then meet the bikes at the other end in time to race at Pukekohe and then Hampton Downs the following weekend. The week in between is free to travel and have some fun. The New Zealand government helps out with some assistance with the containership costs and I have been advised that we will receive free entries at the meetings.

The bigger the group the lower the costs of freight, flights, taxes and accommodation etc,. Costs at this point in time are unknown, but the more we get the cheaper it gets.... And how often will you have someone organizing it all for you? We are looking at expressions of interest and then when we have an idea of numbers, we'll start booking things in and go from there!

Classes are as follows:

NZCMRR Clubmans, Modified, Factory and Post Classic 500.
NZCMRR Vintage, Pre-War, Clubmans, Modified and Post Classic 250.
NZCMRR Open Modified and Open Post Classic.
NZCMRR Clubmans, Modified, Factory & Post Classic 350. Factory 250.
NZCMRR Sidecars Classic & Post Classic.
NZPCRA Pre 72 & Pre 82 Post Classic Junior and Senior
NZPCRA Pre 89 Formula 1, Formula 2, Formula3.

The Clubmans, Modified and Factory Classes are all Pre 1963 machines.

The Post Classic class are Pre 1976 machines.

Open is 500cc plus machines.

The NZPCRA classes include Japanese machines, while the NZCMRR classes exclude Japanese machines.

Numbers are limited so call Kelly or Glen ASAP and get involved in this very special opportunity

**Kelly Spargo
Glen Walch**

**0411153215
0409842487**



TOWNSVILLE TT 2012

Melbourne in August.....cold, wet, bleak. Time to go north and chase the sun. What to do.....why not race at the Townsville TT? Sounds like a top idea!

Just so happens that the TT was also the Qld Historic Championships and the first round of the Classic Sidecar Challenge. Many emails back and forth with our friends at QEMSC had confirmed that a number of Brisbane classic sidecar teams were heading north as well. Gold!

So the plan was hatched, three Victorian outfits were confirmed as entrants, Pete Large and Wayne Rowe, Leanne and I and the new pairing of Dave and Bec Betteridge on their equally new Norton outfit. Pete had also entered his "ride to work", 120,000k, RDLC350.

Vans and trailers were packed, airline tickets and accommodation booked and soon we were off. It sure is a long drive up to FNQ and those Queensland roads haven't improved much in the 30 years since I first started travelling them. But hey, we were on the road, heading north to race in the sunshine.....life doesn't get much better does it?

As we rolled into Townsville it just so happened that we drove past the track. Have I mentioned the venue.....oh yeah, it's a Go Kart Track called Suncity. Yep a Go kart Track.....



I think there was an audible gasp from both vehicles when we saw it, 900 metres of hairpin corners and undulations. It didn't look wide enough for two outfits to pass. This was going to be interesting.

We arrived on the Friday morning to set up the pits and catch up with our Queensland mates. Turned out there was a total of 9 outfits entered, 1 P5, 1 P4 and 7 P3's. And, we were all entered in the North Queensland Championships as well. So that was a total of 2 practices, 2 qualifiers, 2 warm ups, 8 championship races and 1 feature race.....pew! Poor old Pete also had a similar amount of races on his solo and his feature race was a one hour race under lights. I'd actually agreed to join Team Large for this, so that was going to be a big one for the two of us.

We all walked the circuit and decided that we may need to make the track a bit wider and use the Ditchy and Tiny approach. The grassed edge of the track is pretty smooth, so why not use it if you need it? It looked like it was going to be fun and at the very least we were all sure that the racing would be close.

Practice went pretty well, with no real incidents. Richard Hearst, the P5 pilot, lost his swinger on his second lap, but young Ryan was made of tough stuff and simply jumped back on. The final hairpin right hander that lead onto the finish straight was also proving to be fairly action packed. The general consensus was to throw the outfit in, slide it around and spin it up on the way out. All pretty straight forward, but it did throw our passengers around a wee bit. Add in a bit of a left kink on the way out and it was all go for the swingers. Leanne got a little out of shape, (or maybe I got it all a bit out of shape...) and got thrown around the platform on one of the exits and banged up her knee pretty bad. On return to the pits she wasn't sure if she'd tweaked her knee or bruised it. She took it easy for the rest of the day, iced it up and hoped for the best.

The Betteridge's had their hands full. New bike, new track, new team....just a little bit to get used to. They were doing a great job and apart from a few teething troubles with the bike's tune, it was all coming together.

But, the thing we'd all come this far for was definitely in full FNQ mode.....sunshine, heat and humidity. It was great and we all loved it.

Saturday and the main event got underway. Have to say here that the Townsville club, RRAT, were brilliant to all of us and couldn't have been more accommodating. They were so happy that we'd all made the effort to get up to their event and were blown away by the sidecars. Seems Townsville hadn't seen sidecars for a long time and they were rapt with all the action. Practice and qualifying got under way, with everyone gradually coming to grips with all the hairpins. There really weren't many places to pass so you needed a bit of clear space to set a good time. Pete got amongst the fast unlimited guys with his 650, then came a middle group where there were only tenths separating the bikes.

A bit of drama for Queenslander Tony Jacobs came in the form of a cracked front swingarm on his outfit. Luckily the Townsville club had arranged for a local welder/fabricator to attend the meeting to help out in just such a circumstance. Told you they were great.... So Tony's front end was repaired and it seemed like he hardly missed any track time at all.

Racing got underway and it was definitely nose to tail stuff. With sub 1 minute laps, there was just no time to take a breath nor give an inch. Starts were vital and the first entry into turn 1



proved to be a pretty exciting start to every race. The starting system was a bit unique too, with a set of lights at the end of the straight going green when the race commenced. This was fine unless the bloke in front of you was a bit “robust” and then the lights would be obscured. Oh well, just watch his back wheel and go when he does.

Progressive grids added to all the drama, plus Hearsty on the P5 had a habit of lapping a couple of us just as we were all crossing the line in a group. I’m sure I was lapped a few times during the day, but no one was prepared to back off so we usually did an extra lap just to be sure.

Pete was having a great time. Not only was he and Wayne doing well on the outfit, he was winning races on the RD. He was the darling of the commentary team as well with his smooth riding and ability to beat much more specialist machines.



Saturday night saw the running of the Nuweld 1 hour race for solo machines. This was to be held under lights and featured a Le Mans start and rider changes. Pete and I were teamed up and we stated in 11th out of 14 starters. I’d done about 4 laps in practice on the Rd earlier in the day and figured it seemed pretty easy to ride.

At the start line, co-riders held the bikes on one side of the track, engines running, whilst riders lined up opposite. When the flag dropped they sprinted to their machines and the race was underway. We had a very loose plan....basically it went “ride ‘til you’ve had enough, then give us a wave”. I walked back to the rider change area with a local, (who turned out to be on the eventual winning team) who seemed a bit unsure about our level of preparation. Seems we should have had tactics, plans, secret signals and contingencies organised....

After about 15 minutes Pete gave the wave, or should I say special signal, and we completed a relatively smooth change over and I was away. Have to say here that racing under lights for the first time is pretty weird. Sure you can see the track, but the infield is in complete darkness. It was also a little disconcerting that the oil light was shining brightly. Pete didn’t seem too worried, so I pressed on. Being a confirmed pommie bike nut, I banned myself from using my right foot. I figured the left side reverse gear pattern was going to be hard enough; I didn’t want to start confusing things with bringing the right boot into the equation. Speaking of boots, remember this is Pete’s ride to work bike, so no clip ons or rear sets. So the toes of your boots got a fair old workout as you rounded each hairpin.

I completed another 15 minutes, followed by 20 from Pete, then the last ten by me. I was rapt to bring the bike home in one piece and happy to be a part of such a unique event. We had no idea how we went, but at the presentations were surprised to find out we’d climbed to 7th overall and 2nd historic home. What a great end to the day! And yes the oil light stayed on the whole time....Pete said there was no need to worry as he can do a 1000k’s with the light on before he needs to top up....it’s a bit of a concern that he knows that!

Sunday was once again warm and sunny and the crowds were building. One interesting part of this circuit was the placement of spectator stands at the last hairpin that leads onto the finish straight. Being a right hander, the sidecars were putting on a fair display and the crowd seemed to love it. It was amazing to roar up to the corner, camera flashes going off, throw the bike in and blast it out....what a rush!



Racing was as tight as ever with the Betteridges starting to push forward and making a few passing moves. Everyone was well aware of how tight the points were and no one wanted to drop a race. However, by the end of the meet, everyone except Pete and Wayne, had dropped at least one out of their nine races.

Pete kept on his winning ways with the solo and was showing a fair level of fitness over the weekend. I reckon he would have been on track over 30 times during the three days.

At the trophy presentations, the RRAT President made special mention of everyone who’d travelled such long distances to attend their meeting and singled out the sidecars for putting on a great show.

Pete scooped up the P5 350 championship on the RD and the P3 Sidecar title with Wayne. Tony Jacobs and Nathan May took second and the Marchy’s were third.

We all had such a great time at this meeting and the response from the spectators was brilliant. There always seemed to be someone taking photos of the bikes and wanting to talk to you about the machines. It seems that the “sidecar circus” (as Wayne called it) had made a huge impression on the Townsville racers. We even managed to convince a few to come down to the Southern Classic. We sold a bit of merchandise and had the club banner proudly displayed. We once again cemented our clubs ties with QEMSC and have forged a new friendship with RRAT.

Overall a brilliant meeting, a surprisingly good track, top organisation by the local club and a great escape from Melbourne's dreary winter weather. We've already started planning next year's "run to the sun!"

As a footnote....we all had dinner together on Sunday night and Wayne decided that go kart tracks were the future. He thinks we should run a go kart track series and race around the country. He nearly had us until he said that we should give indoor tracks a go as well!

Cheers, Marchy.



Dear Esteemed Editor,

Recently, whilst my good lady wife and I were on our regular sojourn to Northern Queensland, where we soak up some sun and check on part of our investment portfolio, we had the good fortune to hear of an event called the Townsville TT.

Now whilst I did allow myself a small smirk thinking of how imprudent it was for a provincial town in FNQ to align itself with that holy grail of motorcycle racing, it did pique my interest.

So it was that we motored out to a rather strange little complex called Suncity Go Kart Track. Here we found all manner of competitors and machines, but to our delight, we also located a healthy contingent of HMRAV members.

Amongst those hardy souls, I reacquainted myself with a Mr. Wayne Rowe. A delightful chap with boundless energy and enthusiasm, Mr. Rowe acts as ballast on Peter Large's rather scruffy Triumph contraption. I have to say though; he is more like an acrobat than passenger.

One thing I did note however was the great lengths that Mr. Rowe went to keep his appearance fresh and tidy, unlike some of the other "characters" I have previously brought to your attention, Mr. Editor.

On the Friday, Mr. Rowe sported a full beard, It was however, neatly trimmed. Saturday saw a moustache and chin adornment and with Sunday came a clean shaven look. I was going to enquire of Mr. Rowe what could he possibly shave next, but was ushered away by Mr. Large before I could ask the question.

My question to you Mr. Editor is: Would it be feasible to include a column from Mr. Rowe on grooming and personal presentation for today's motorcycle racers? I'm sure it would be roundly accepted by all and many would find useful tips from this most debonair of characters.

As always,

Concerned of Moonee Ponds.

I'm always happy to receive contribution of any sort for Flatchat! Glen

July 14th Come N Try Day Report

I emailed a heap of bike clubs to try and get a few riders at the Come N try Day, some responded and some didn't. But on the day a few did turn up because of my email and thanked us for the opportunity, they will be back next time and they all had a great time punting their bikes around the track without any pressure.



We had about 30 riders all up which was down on the last one mainly due to the bad weather in Melbourne. We had to stop proceedings at about 2;30 due to hail. I took the novices out for their first three laps. Prior to that we had a talk to them beforehand about learning the track and some lines before turning up the wick. Naturally one went flying past me just out of turn one he couldn't wait. Some of the other novices who were a bit nervous about going onto a track didn't like it at all as he flew past them as well. Next time the first session will be for real novices only.

We'll have to filter it a bit better because the newcomers are a big part of this day. Hopefully they will spread the word to their clubs. Quite a few HMRAV members turned up on side-cars and race bikes as well. Everyone enjoys the low pressure atmosphere, Its just a pity that the weather was getting worse as the day progressed. Next one is Sunday December 2nd make sure you turn up for a ride and let newcomers know that they are welcome on any bike they have. It's a great low key day.

Dave Philpots

Thanks to Peter Wright for KTJ images for these great pics.

