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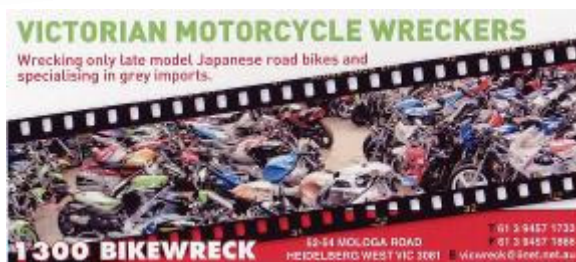
The newsletter of the Historic Motorcycle Racing Association of Victoria

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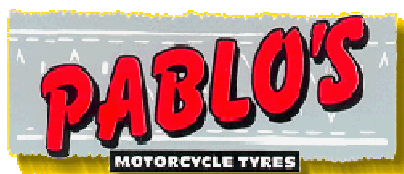
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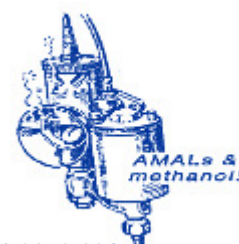


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# The Committee

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



## Presidents Report

As I write this it's four days since the Southern Classic and eleven since Mt. Tarrengower. Both great HMRAV events and definitely two of my favourite meetings. Two completely different events in feel, attitude and expectations. We had a ball at both of them and in fact I'm still buzzing about breaking the 60 second barrier at Tarrengower and the incredible dices we were a part of at Broadford. But how did you go? Did you get out on track, pick up a trophy or manage to break a PB?

Or were you one of our army of volunteers that gave up some of your time so that usracers can get out there and burn rubber? We had some new members help out at the Southern Classic and I want to thank all of you for jumping in and rolling up the sleeves. There are so many jobs that have to be done at a big race meeting and you all made it happen with a minimum of fuss.

Are you a red plater that came along to soak up some of the atmosphere? Did you check out all the great machines and kick back with some mates at the end of the day? I know we all enjoyed the tunes from the Black Hill Ramblers at the Southern Classic.

HMRAV is growing in its membership and attracting a wide range of people who all share a love for the sport, the bikes and the great atmosphere that can be found at our events. We have many families linked to our club and more and more are joining every week. It's great to see all the kids at the meetings too. They're all running around, in and out of the various pits, getting on famously. Hopefully our next generation of racers.

It's been a great year but there's still some events left for 2012..... We have the first of our Red Plate runs scheduled for the 24<sup>th</sup> of November, a Come and Try day at Broadford on the 2<sup>nd</sup> of December and the annual Christmas dinner the following Friday.

So it doesn't matter how or why your connected to the club, it's great that you've chosen HMRAV and that you're part of the "family". Hope to see you out and about.

Cheers,  
Marchy.



Brian celebrating his 50th at Mt Tarrengower with Leanne

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

Come & Try Day 2nd December Broadford

Presentation Night 7th December Hotel Kew

### 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:

**Last meeting of the year! 12th November**

**Come along and join us!**



## Project Shitbox!



**Bought to you by the good folks at Numbskull Racing.**

### Episode 4 : Another Shit of a Project

Will this never bloody end!

Well, I've had some hold ups on the project. We had to focus on getting the new Pig back up and running properly, i.e. a new oil tank that did not aerate the oil, new front fairing, and the inevitable gremlins that sneak in!



The Suzuki has had some of the smaller stuff played with, I've put the carbies on and commenced plumbing the fuel lines. The throttle cable is a bit of a nightmare! I'm trying to run a universal single cable from the throttle into a coupler which then runs two short cables to the carbs. One route makes it all too long, and another too short! Again, I have developed some quite original and descriptive phrases when working this little shit of a project, well, the neighbours think so anyway!

Tyres will be the next focus. I still have to take the front tyre off and have it fitted properly without pinching the tube. The back tyre is an obscure Yank brand, but cracked with age, so a new one will be sourced. The front brakes are still to be bled, but I don't see too many issues there. I have used a Honda CB750 master cylinder to fit in the P4 era. It went on easily, and the new braided cable might stop any loss of feel with the expansion that occurs with rubber hoses?

As yet, I haven't had a chance to try and start the thing. That'll be interesting, as I said last time; I made some "custom changes" to the card jets with a spare 1.5mm drill bit! Flooding and rich running may be an issue?

The exhausts are running too close to both the carbs and the battery. In fact, I can't get at the battery with them on, so they have to go. Chambers haven't been that easy to come by as yet, so I'm looking at a program to design my own. Might even be able to con son number two, the budding Civil Engineer, to make use of his Uni Cad programs to assist here. Hmwahahahaha!

No doubt this level of custom work will present some interesting challenges as well, but unless someone can put me onto some half decent chambers, I'm stuffed!

The front forks are still to get some oil, but even searching high and low, I can't find out what the correct quantity is meant to be? I've checked a few manuals, and searched high and low on the web, to no avail. Anyone have any advice? They are the original forks in, hmmm, "reasonable" condition! There's a set of similar Yamaha forks in excellent order on the horizon as well.

I mentioned last time that I have fitted up a set of rears sets on the bike. Fitment was quite simple using the original peg mounts for the pillion, and the fit seems right for me, well, heavy braking won't have me squealing, if you know what I mean? The rear brake set up required some original "custom" thinking, but it works a treat. I just have to find that elusive correct length and position for the gear rod, with reverse race pattern, and that'll be another tick off the list.

As far as instruments go, I'll only have a tacho on this one. The original tacho link was in the oil pump I believe? Well, that has gone in favour of pre-mix, so I'm looking at an electronic version. There are a lot available, but many only go to about 8 grand, and some of the higher readers are cheap Asian versions.

Probably not worth the cost, but I'll find one.

Probably lastly for this episode, was my attempt at making a bum stop seat. I used the original pan, well it was originally off something, and made a rough start with some florists foam, known as "oasis" I believe. It's easy to glue in place and a blunt knife allowed me to cut/carve it into lines following the fuel tank. From there it was a bit of "bog", sanding, more bog, cursing, sanding, more bog, more cursing oh and coughing because of the sanding, fibre glassing, sanding, some finish bog, yes, more sanding, and paint the prick before I use more bog. A bit of cheap foam padding from Clarke Rubber and I have a half decent looking seat that is also a bit comfortable.



Lastly, I reckon a few of you out there reading this should have a go. It's been great fun so far, I've developed some skills, some of them involving custom work as you may have gathered. I call it custom, probably better described as interpretive art work really, and no, I don't need to hear your interpretation!

More to come next time and perhaps there'll be some photos of it running and even out on the track?

Cheers, Tony.

### **Do you want to get more involved, *Officially!***

Motorcycling Victoria is pleased to announce that the Level 1 Officials Accreditation has been revamped. The Level 1 Official's Accreditation will be available by completing either an online assessment and application form or by completing the questionnaire at a HMRV meeting. Vic O'Driscoll will also be able to accept documents immediately at race meetings if the criteria are correct.

The HMRV committee is hopeful this will encourage red plate members to become more involved than just having a bike registered.

This accreditation had previously only been used for flag marshals, however it is now being used to accredit lower level officials who will be able to run practice days and club days and help out at major events that HMRV run, without having to attend a day long course and secure a level 2 accreditation. This will greatly assist red plate and out of action racers to get involved with running events and regular practice days.

The Level 1 Accreditation application and assessments can be found in the 'Officials' section of the MV website, under 'Levels of Officials'. Or from Mick Chegwiggen and John Daley. Once applicants have completed an application form and assessment, these will then need to be sent into the MV Office to be marked and processed and may take up to two weeks. All Level 1 applicants can then assist at meetings by applying to the clerk of Course.

And a reminder to all officials that Level 2 is the lowest level of accreditation for a Steward. All officials who apply for Clerk of Course or Steward at any level need to complete WWC checks. Application forms can be found at your local Australia Post Outlet or can be sent to you by MV upon request.

MV feel this amended system will make it easier for clubs to have accredited officials and assist clubs with being able to run events, as the number of officials will hopefully be increased. This Level 1 Accreditation has been implemented during September; more information will be made available to clubs via email updates and will be appearing on the MV website – [www.motorcyclingvic.com.au](http://www.motorcyclingvic.com.au).

For any more info or questions please contact John Daley

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

Clint Chegwidgen

Stephen Munro

Frank Galluccio

Barry & Danial Reis

Kai May

Mark Serong

Michael Scott

Courtney Dalton

Hugh (Rodder) Elischer

John Burchell



## Calling all Red plate riders...and anybody else who wants to tag along!

### **Romsey Breaky Run Saturday 24th of November Meet at 10am**

Soltan Pepper Restaurant, 118 Main St Romsey for Breakfast (make your own way to the restaurant)

Cost is \$15.00/head for bacon and scrambled eggs on toast, with 1/2 serve eggs Benedict on the side.  
Includes a juice, tea or coffee.

**Important: Book via Doug Gorrie, on 0409 116 837, to confirm numbers.  
Special dietary requirements to be advised when you book.**

There will be a local scenic ride afterwards with a final "head in the shed"  
Visit to Doug Gorrie's place at the end of the ride.



Some of our HMRAV member Red Plate Bikes:  
Doug's Ossa (above),  
Noel's Commando (above middle)  
Reg's XJ (above right) and  
Tony's F1 Duke (left)



Congratulations to Toddy & Marg on becoming first time grandparents! Particular congratulations are also extended to Lloyd & Kirsty, first time parents to dear little Alysia Melinda Dianne Todd, who arrived safely on 20<sup>th</sup> September and weighed 7lb 6oz. All are well! A new sidecar passenger?



Three generations of  
Tods – Toddy, Lloyd &  
Alysia

The HMRAV have received a special request from a lady wanting to know where she might be able to get old footage of Motor cycle racing in Victoria during the 1930/40's.

Her grandfather Wilfred Darby and his brother Les Darby competed in many races and Les was Victorian No.1 rider when he died, can anyone help please???

If you've got any information that might be of assistance please contact a committee member

# Mt Tarrnegower

Story Glen Dane and Marg Todd, Pics Marg Todd

It's been described as one of the best kept secrets in Historic Racing. This year the Mt Tarrenegower hill climb in Maldon combined an idyllic setting mixed with a great bunch of people and cracking weather to ensure everyone went away smiling.

Entries were up from 18 to 30 on last year, which was a great result. Some members are realising the many benefits of Hill Climbs. Low key atmosphere and relatively less stressful demands on their machines, make this type of event more and more popular for our diversifying club membership.

All the bikes were grouped together under the trees where pits had been set up Friday afternoon by the early comers for the weekend. A number of different accommodation styles were used from buses, vans and tents at the track while some opted for motels and B&B's. Whilst one couple even opted for a Lodge! If not for all the racing machinery you'd have thought it was just a camping holiday.



Allan Landers, back in Action!



Bronwyn Foran ,Honda SL 125

After practice on Saturday there were a couple of casualties. Mark Seager's beautiful Triumph kneeler, being campaigned this weekend by Paul Booth and Caz Sparks was resisting all attempts to get going. While club secretary, Slimphil, also had dramas blowing a crankcase seal and ending his bikes weekend. Phil was fortunate however and picked a ride on the Cotton replica belonging to Martin Gratton. Nairne Elder's Yamaha was replaced by Martin's Norton 500cc. Appreciation goes to Martin for his generosity amongst fellow members.

The BBQ's and camp fires were fired up and President March was shocked to see some of his work colleagues turn up to help him celebrate his 50<sup>th</sup>. It seems Leanne had put the word out

without Presidential knowledge. There were also a good number of members who weren't racing enjoying the festivities and adding to the social atmosphere.

The beverages flowed, the food consumed and the Nostradamus style predictions for the following day's heroic deeds became more fanciful the later it got. People gradually dispersed to their various forms of accommodation after a great night, all looking forward to Sunday's action.

Sunday couldn't have been better with a cool crisp morning and clear skies making way for a fine sunny day and ideal conditions for those hoping to emulate the previous night's predictions.

Highlights included:

- A great rivalry of times was battled out between reigning King of the Mountain Mike Panayi and Graham Smith, with only .100<sup>th</sup> second difference! Graham's times have been closer to Mike's each year, so next year perhaps we could have a new King!
- Mike Panayi retained his title of King of the Mountain for the 10<sup>th</sup> consecutive year. Mike was also awarded a rare bottle of Ken Blake wine, which was donated by SA photographer Robin Lewis



Characters! Rick Chalmers and Craig Goodwin



- Des Heaney's daughter Stacey winning the trophy for Post Classic up to 3500c.
- Alan Landers' long awaited return to racing since his serious bike accident 4 years ago – a warm welcome back!
- New members Bronwyn Foran, Stacey Heaney, Kate Bourne, Steve Munro & Craig Goodwin tested out the mountain run – unfortunately Paul Booth's sidecar refused to join in the fun
- Maldon local character & entertainer John Burchell joined our club

This event was a great example of combined recourses of the Bendigo Car Club and the HMRAV coming together to create a fantastic event. Special thanks to John Clancy and Vic O'Driscoll for ensuring everything went smoothly over the weekend and Mick Panayi for liaising in the lead up to the event.

**Results:** (for a full list of results go to [bendigocarclub.com.au](http://bendigocarclub.com.au))



Stacey Heaney and  
Steward Vic O'Driscoll

Des Heaney	Vintage	1930 Rudge 500	Pre-War Up To 500cc
Mike Chegwiddden	Class C	1941 Indian 750	Pre-War Unlimited
Nairne Elder	P3 500	1960 Norton	Classic 500
Michael Panayi	P3 Unl	1961 Norton Atlas	750 Classic Unlimited & KING
Stacey Heaney	P4 250	1971 Suzuki	Post Classic Up To 350
Daniel Gardner	P4 Unl	1972 Honda CB 750	Post Classic Unlimited

Robert Todd / Kate Bourne	P3 S/Car	1954 Triumph 6T	650 Classic Sidecar
Steve Munro / Chrissie Clancy	P4 S/Car	1972 Honda 836	Post Classic Sidecar



Dave & Beccy Betteridge, first timers to the Mount



Toddy and Kate Bourne,  
proud winner Classic Sidecar



Dave Philpots taking the spoils



Des Heaney on the Rudge 500



Mike Panayi visualises his 10th King's Title!



Maldon Local  
John Burchell



The 2012 Southern Classic was another great success,.  
We'll have a full report next issue but until then here's some of Sid's great pics and the  
results courtesy of Marg Todd.







## SOUTHERN CLASSIC FESTIVAL 2012

State Motorcycle Sports Complex,  
Broadford

20<sup>th</sup> & 21<sup>st</sup> October

Results over 4 Legs:

<b>Class</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
Vintage	David Woolsey	Stan Mucha	Des Heaney
Class C Solos	Eddie Preston	Cameron Rock	Clint Chegwidan
Classic Solos 250cc	John Imrie	Darrell Bailey	Bruce Meredith
Classic Solos 350cc	Keith Campbell	Ian Glover	Bruce Marston
Classic Solos 500cc	Keith Campbell	Neil May	Jack Wright
Classic Solos Unlimited	Russell Craddock	Garth Francis	David Woolsey
Post Classic Solos 125cc	Ian Glover	Tom Gill	John Beattie
Post Classic Solos 250cc	Gavin Cosway	Darrell Bailey	John Imrie
Post Classic Solos 350cc	Keith Campbell	Tom Gill	Lincoln Wilson-Tucker
Post Classic Solos 500cc	Lincoln Wilson-Tucker	David Woolsey	David Grlec
Post Classic Solos Unlimited	Kelton Cheeseman	Barry Leviston	
Forgotten Era Solos 125cc	Peter Forkes	David Gazley	Bill Newton
Forgotten Era Solos 250cc	Neil Chadwick	Robert Emery	Wayne Fary
Forgotten Era Solos 350cc	Peter Large	Kevin Youngson	Paul Gibson
Forgotten Era Solos up to 600cc	Colin Heather	Nick Van De Zand	Chris Haywood
Forgotten Era Solos Unlimited	Stuart Loly	Mick Moloney	Dean Oughtred
Classic Sidecars 650cc	Peter Large & Wayne Rowe	David Wain & Greg Ditchfield	Bill Hargrave & Ken Howie
Classic Sidecars Unlimited	Garth Francis & Paul Kenny	Brian March & Leanne March	Bruce Marston & Graham Marston
Post Classic Sidecars 836cc	Terry Gay & Paul Newman	Geoff Grant & Craig Lawson	Steve Barnett & Alaina McCarthy
Post Classic Sidecars Unlimited	Max Hooper & Matthew Johnston	Peter Cheeseman & Sean Cheeseman	Doug Flack & Darren Campbell
Forgotten Era Sidecars	Bruce Collins & Peter De Angelis	Darren Bilney & Melissa Foot	Edward Poucher & Bronson Poucher
Formula 2 Sidecars	Ron Marten & Gavin Smith	Mick Alton & Steve Donney	Chrissie Clancy & Leanne March

### Feature Races & Trophy Awards:

<b>RAY KELLY Classic Sidecar Handicap Trophy</b>	Tony Jacobs & Nathan May
<b>Southern Classic All Powers Trophy for Classic Machines</b>	Jack Wright





# HMRAV

## Presentation Dinner



Come and celebrate HMRAV's end of year  
presentation dinner at

**Hotel Kew**

corner of Studley Park Road & High Street South,  
**Kew Junction**

(Melways ref: Page 45, B6)

**Date: Friday, 7<sup>th</sup> December, 2012**

**Time: from 6pm for 6:30pm dinner, followed by  
Club presentations**

- \* non-HMRAV members are welcome at own cost
- \* alcohol served at bar prices

**please RSVP before 30<sup>th</sup> November to:**  
**Toddy & Marg: AH(03)5967 2480**



## Merry Christmas!

