



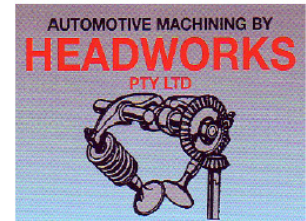
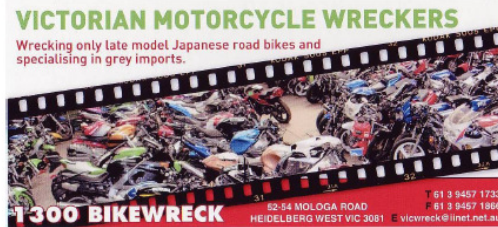
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The Committee

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Committee Members	Robert Todd	Roger Gunn	
Life Members	John Todd Mike Brudar Mick Large	Garth Rhodes Dave Large Graham Harder	Shirley Luke Robert Todd Marg Todd

Presidents Report

Welcome to the July/August edition of Flatchat. To say we've been a bit busy over the last couple of months is a massive understatement.

I'll try and explain it for you:

The AGM – great turnout and brilliant to now have 14 committee members. No real changes to the core positions – (time for some stability). Bec Betteridge has taken over as the Merch Officer and husband Dave is now assistant. Roger Gunn has joined the committee, which I personally think is a really welcome addition.

John Daly has not taken on a position on the committee this year. This ends a very long run serving the club in an official capacity. I'm sure JD will still be available to assist and I'd like to take the opportunity to thank him for everything he's done over the years.

Maryborough Sprints/Tarrengower/Southern Classic – all the hard work has been done and the committee has really pulled together to get everything organised. Maryborough is a new event for the club and has a very limited entry at this stage, (first 20 entries only accepted). We hope to build on this and make it a similar event to Tarrengower.

We are also only considering releasing the Maryborough and Tarrengower Supp. Regs/Entry forms electronically next year. The mail outs for events are a massive undertaking and whilst we'll still do it for the Vic Titles and S'Classic, we have to start moving to the electronic versions for the smaller events. This is in line with most other clubs around the country.

MA's proposed change to club membership/competition licences – we were advised via MV that MA has put in place a change to the ruling that to obtain a competition licence you need to be a member of an affiliated racing club. MA has decided this is no longer necessary. We have expressed our opinion to MV that we absolutely reject this and that a decision like this has the potential to have a significant impact on club membership, club finances, club championships and a clubs ability to organise meetings, (bearing in mind that it is the clubs that organise the meetings you race at – not MA). MV has advised us that they will be fighting this decision.

Personally, Leanne and I have raced all over the country. Leanne and Chrissie Clancy raced at the Aussie Sidecar Champs at Wanneroo, whilst I raced at Stanthorpe Qld with my mate, Reg. We then joined forces to race together at Townsville, with let's just say.....mixed results. There's also been a Girls track Day and the Come and Try. We also have finally taken delivery of our Kneeler Norton from the states.

Whew!

So, the great summer race meetings are coming up and you all should have your bikes prepped and ready to go. I know we're really looking forward to getting out and about and enjoying all that our sport has to offer.

Catch you at the track,
Marchy.

Upcoming events and committee meeting dates *(subject to change!)*

<u>September</u>	Monday 9 th Committee/General meeting (Mitcham) Sunday 15 th Maryborough Sprint
<u>October</u>	Monday 9 th Committee/General meeting (Mitcham) Saturday 19 th & Sunday 20 th Mt Tarrengower Hill Climb Saturday 26 th & Sunday 27 th Southern Classic (Broadford)



HMRAV Club meetings are conducted at the

Mitcham Angling Club
11 Brunswick Road, Mitcham



Meetings are (usually) held every 2nd Monday of the month from 7pm SHARP:

Come along and join us!

Cam Donald was lucky enough to ride and passenger on the Clancey F2 Sidecar at the recent Come & Try Day....Chrissie loved the experience too!

Meeting Cam Donald (TT superstar) was amazing. To actually talk to Cam is one thing, but to take him out on the sidecar is another.

I offered Cam the chance to steer our F2 sidecar on the condition that he swings first, (and yes I asked his girlfriend for permission).

He came down to do a practice in the pits, which I had to keep reminding him -Don't let go - think monkey bars!

Practice in the pits over, we headed for the track. I don't know who was more nervous, me having Cam lying over my back or Cam on his first time as a swinger, (which he actually did very well).

After 4 laps we came in to do a quick swap over so Cam could steer. Quick instructions on the gears (push buttons) and we headed out to the track again. Started really well till we got to the 1st corner. Back to 1st gear and we putter up the hill. Taking off again down the back straight he got ½ way and started to brake again....then back to 1st gear to go around crash corner,(by now I was laughing so much!)



Cam and Chrissie chatting after the "sidecar experience". Cam was very animated and loved the ride. He said it was a lot more physical than he'd expected. He couldn't wait to talk to some of the TT sidecar riders now that he'd the opportunity to try it!

After completing a lap his confidence was growing, (I could tell by the speed we were going down the front straight) and corning came easier for him as well. That was until we came to the school house corner. Cam



accelerated just a little bit too much and the sidecar tyre bit in which made me nearly fall out, (I stopped laughing then). I hung on a bit tighter from then on.....

It was great having Cam come along to the Come and Try day and a real thrill getting to meet him. He was a really natural, down to earth guy and very generous with his time. It was good to see someone like that step out of his comfort zone and have a go at swinging and riding on a sidecar.

Chrissie Clancey.

ANNUAL GENERAL MEETING



Date :5th of August, 2013
Time :7.45 p.m.
Venue : Mitcham Angling Club

Present :Phil Watson, Brian March, Leanne March, Dave Philpots, Rebecca Betteridge, Steve Howe, Tony Greenwood, Roger Gunn, Dave Betteridge, Glen Dane, Robert Todd, Marg Todd, Mick Chegwiddden, Doug Hicks, Nan

Apologies :Kelly Spargo, Craig Anson

The meeting opened at:

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

No issues with previous minutes.

Moved: Phil

Seconded: Doug

ITEM 2:AGM.....

Elections resulted in the following:

Positions spilled.
Welcomed all new attendees.
Toddy took over meeting.
All positions vacated.
All positions filled.
Refer attached sheet for details.

Moved: Marg

Seconded: Dave

ITEM 3: PRESIDENTS REPORT

Refer attached for details.

Moved: Phil

Seconded: Mick

ITEM 4: SECRETARIES REPORT

Permits sent for Tarrengower and Maryborough.
Vic O'Driscoll to do both, but unable to do the Southern Classic.
Winton track has lost bike licence. May not have an historic 2x4 at Winton.
MV delegates – what is happening with John if he is moving?
Dave Philpots and Roger Gunn nominated and accepted as MV delegates.
Given size of HMRAV, can exert some influence on decisions being made.
Discussions ensued re rule changes and how HMRAV can begin to influence.
HMRAV needs to have a representative on Classic Racing Committee.

Moved: Glen

Seconded: Becky

ITEM 5: DELEGATES REPORT

No Delegate meeting held so nothing to report.
MV does not advise Delegates when meetings are on.

Moved: Leanne

Seconded: Marg

ITEM 6: RACE SECRETARIES REPORT:

Like names and addresses of attendees at Come and Try Day so she can update mailing list, so sup regs can be sent out.Brian to provide to Kelly.

Moved: Mick

Seconded: Doug

ITEM 7: TREASURERS REPORT

Refer attached sheet.

List of sponsors that haven't paid for the Southern Classic provided to Marg for follow up with friendly reminder.

Moved: Dave

Seconded: Phil

Item 8: PROMOTION OFFICERS REPORT

Band booked for Southern Classic – Rod Paine's Full Time Lovers.

Nothing to report on promotion at this stage – will be following up closer to Southern Classic.

Syd Evans to provide posters to Doug, so they can be sent to the printers.

Marg to be given a copy of the poster for the Program so she can start on this.

Moved: Toddy

Seconded: Glen

Item 9: MERCHANDISE

Bec circulated flyer for Southern Classic pre-orders, as a suggestion, to be sent out with the sup regs. T. Shirts and stubby holders.

Gen merchandise order form to be sent out with Flatchat. All agreed was a great idea and should be pursued.

HMRAV hoodies to be ordered : logo on the front; HMRAV letters in the middle on the back.

Southern Classic T Shirts : half solo rider; half side car image (bottom image won the vote). Robust discussion ensued. Colours to be determined.

50 of each stubbie holders (Southern Classic and HMRAV).

Caps – to be sold for \$15 – 15 of each design X 4

T Shirts – triumph man, 75 over all different sizes.

Southern Classic T Shirt – 75 over all different sizes.

Trial hoodies : 5 of smaller sizes; 10 of larger sizes (lge& XL).

Moved: Marg

Seconded: Doug

Item 10: MARYBOROUGH AND TARRENGOWER

Permits:

Track Inspection: Vic O'Driscoll – Phil have you contacted him?

Officials: Maryborough/Tarrengower – Race Secretary – Marg?

Scrutineering: Maryborough – (Club) Tarrengower – John Clancy

Entry forms/ Supp. Regs: Happy to do mail out or do we want to load them up on the web page?

Dave to contact Austin 7 club.

Program articles/sponsors:

Trophies: Marchy

Tarrengower also sorted.

Any ideas about trophies and things generally please provide to Brian.

Moved: Bec

Seconded: Leanne

Item 11: SOUTHERN CLASSIC

Permit: Phil to talk to Kelly

Medical: Race Solutions

Officials: Left up to Kelly

Scrutineering: Morgans

Entry forms/ Supp. Regs: Proof read

Program /sponsors: To start on this

Trophies: Brian

Volunteers: Numbers increasing

Merchandise: Becky organising

Promotion: To start organising

Band: Rod Paine's Full Time Lovers

Moved: Brian

Seconded: Leanne

Item 12: GENERAL BUSINESS

Come and Try day was a great success. About 75 entries, Cam Donald was a big attraction, MTrader was very supportive. Would we consider a "Family Rate" – agreed for December.

Pre-purchase tickets for events – discussed. Phil to run with this.

Doug – gate fees – charge for cars rather than individual.
Signs for events.

2 ads in for ex-members who have passed away.
The Sun has not sent invoice so Todd's to be paid on bank statement.

Refer attached correspondence provided by Toddy for details of Geelong Sprint Trials.

Refer attached letter re Wallan Bike Show – details to be published in Flatchat.

Meeting closed 9.10 pm.

Next meeting will be a general meeting at: 7:00pm Monday 9th September, 2013

Another Norton Sidecar....sometimes one just aint enough!

As a solo racer for a number of years, some of my mates were surprised when I got involved in sidecar racing. But the truth is I had always wanted to get an outfit and even talked with a mate about it when I was a teenager. Back then we had absolutely no idea, no money and no hope of going racing, but the interest never went away. I was even going to get a chair when I was ready to start racing, but I was talked out of it then as well. So I raced solo's and started to accumulate some parts on the quiet, with an idea to one day build a classic outfit. Then at the Nats in Perth a few years back, Leanne said that she wouldn't mind having a go.....well, if the boss wants to go sidecar racing.....I'd better make it happen!

So the P3 was built. It was Dave Betteridge's first chassis and has been an absolutely unreal bike to own and race. We've had it on track so many times I've lost count, (we've also crashed it a couple of times) and just loved the way it runs and handles. Dave's now built 3 more sidecars and has another booked in for next year.

Dave and I started to think about building a kneeler. Norton powered of course, but with all the benefits the P4's have to offer. With HMRAV's P4 836 class, an 850 (828 actually) Norton would slot right in. I was never going to stop racing P3's but thought I could do both.

Then I found it on Ebay.....actually other people found it and kept sending me links. A Norton kneeler, Fiddaman chassis, raced at the Isle of Man in '74 by a husband and wife team, now Norton powered. It had my name written all over it. I contacted the seller, Jerry, in the USA and he turned out to be a top bloke, a real enthusiast..... Bugger. I found videos of it on You Tube. It seemed to run really well.....Bugger. I tried to not bid.....but couldn't resist. It didn't reach reserve but I was the highest bidder.....Bugger. Jerry rang me and ended up being happy to accept my bid as he wanted the bike to be raced.....wow – I just bought a Kneeler!

Then the dramas began. Jerry couldn't have been a bigger help. One of life's gentlemen, he did everything he could to help with his part of the deal. But the shipper I used turned out to be absolutely hopeless. I'd had him recommended to me by another mate who'd used him before with no problems, but this time it all fell apart. Over 6 months to get the bike, complaints to Consumer Affairs, threats of legal action and in the end the bike was delivered with some damage, though relatively minor.

So am I happy.....rapt actually. The bike is exactly as Jerry described. It's a "period" racer with parts and fixings from the era. It has history and style and is a welcome addition to Marchy HQ. Even though I became a cranky old bastard waiting for it to be delivered, it was worth it. Plus I've made a new mate in the states.

So what's the plan? A full renovation, motor transplant and brake upgrade. I'm planning on having it log booked and ready to go by mid 2014.

Cheers Marchy.



The Miss-adventure of Leanne Lowe

I should probably introduce myself first as most of you don't know me, that's understandable as I don't actually exist. Leanne Lowe was the name given to me at the recent TT in Townsville, not sure how or why, we even made several attempts to have it amended but it has kind of stuck now and it's grown on me. After considering the events of the Sunday, I'm happy to hide behind an alias. If you wish to ask our president 'Marchy' who I am, I'm sure he will spill the beans, I don't think any amount of money or beer could keep him quiet.

TT Townsville was my first race on a solo and I'm also considering an early retirement as with 1 win from 1 start who wouldn't consider retiring with that sort of record, so call me Black Caviar if you like.

Just wondering if any of you can remember back to your first race and some of the things that went through your mind, I'll share with you my first thoughts. We travelled all the way up to Townsville with sidecars and a 250 Kawasaki Z in tow to complete the 1 hour night race for a bit of fun. My time on the Z prior to QLD consisted of the better part of 1 lap at Broadford several weeks prior until one said 'better half' went and broke it. Lesson learnt from that ladies, don't let hubby on your bike.

I am not much of a rider these days and I basically spend very little time on a solo, my past is all about going slow riding trials bikes in competitions. Come Friday practice at QLD I spent much of the day on every possible solo session on the Z having a good time going around and around on the 900 odd meters of Go-Kart track. Coming from Victoria where the top temperature had been about mid-teens and travelling to QLD to temperatures in the high 20's with high humidity I think I was wet through in sweat. We all had a go on the Z to which it received very favourable reviews from both Brian & Tim. I think the little short tight track suited the little bike.

Come Saturday morning Brian & Tim thought it would be a good idea to enter me in the P5 250 solo's, so not being the sort to knock back a challenge (hey I'll try anything once) I gave it a crack.

Obviously my day started with qualifying to which I was 11 of 15, it was an understatement to say I was nervous with that; I didn't really want anyone behind me as who knows what I could do at a start. I just naturally presumed that I would be on the back of the grid. My plan was that I would just be able to follow the pack around till I got the hang of it and gained some confidence being around the other bikes, and to be honest, I didn't really think I would be able to keep up with anyone, I'd just hoped not to get in the way.



I was also apprehensive as I was swinging on a sidecar and just my luck my solo race was straight after the sidecar, I attempted to convince some of the other sidecars to take as long as they could to get back to try and give me more time.



So we're out in the first race on the sidecar and the almighty Z was positioned in the dummy grid waiting for me. I think a few of the fella's in my class were wondering what this bike was doing on its stand waiting there. Unfortunately Brian & Leanne had a little roll over in race one which put a halt to racing. A heart stopping moment for everyone there but you don't like to see your buddies still on the side of the track. They're both OK now but it was very considerate of them to buy me some more time. In hindsight it maybe wasn't such a good thing as it gave me time to stand around and firstly worry about Brian & Leanne, then to get nervous, then to think about what the hell am I doing here racing a motorbike, it was actually on my bucket list to ride a bike round a race track but it was in the section where steering a space shuttle was listed, you know, the part that's probably not going to happen.

With Brian and Leanne in safe hands it was time to go. We were let out for our warm up lap, or should I call it a cool down lap as standing around in leathers on a hot day kind of gets a bit uncomfortable. Lining up on the grid for my first race it took me a minute to find my position, being a swinger I never have to worry about that sort of thing, it's usually just my job to sit there and say nothing at these times, I was very much unprepared and should have studied the grid positioning sheet a little harder. So that was me on the grid sitting up, looking around, waiting to be told where to go. There was a bit of finger pointing going on as a few of the guys knew it was my first time.

At least I had noted where the lights were and to watch for them to go out. The starter leaves the track and all the bikes were revving, the little Z is stock standard, it's very quiet so I could not even hear the thing and being in the middle I couldn't even feel it. Ah well, I figured just get the revs up and ease the clutch out, I didn't want to screw it up and get cleaned up by the bikes behind me.

So were off and to my great surprise I'm getting held up by 3 in front of me. I headed to the inside of the track probably as no one had come up on my right, to my surprise we stayed together fairly tight and they all stayed tight together to the far left of the right hander. I still don't understand that, I just figured I'd go underneath, so I did. I think I came out about mid field, it took a few corners for some to round me up but I think I sat in about 11th. I had one of the other bikes in my sight and thought if I could get just a little quicker, he would be mine. There was a bit more of a gap then another pack, then 3 very quick ones at the front. I was quite excited when I returned after my first race.

For my next start it all happened so quick there was no time to be nervous, as the track is such hard work for a swinger I was still puffed going out on the Z. The trusty little Z, my new partner in crime, was waiting again in the dummy grid. Off the sidecar onto the Z, by now a few of the guys had figured out I was doing both and I got a few raised eyebrows and nods of approval which was nice.

I was off to a flying start again and found myself about midfield again. Once again relegated back to about 11th after a few corners. I found myself right on the tail of the bike I had in my sights in the first race. It wasn't long before I was planning my attack. I was surprised at how text book this guy was, all so predictable, I was finding I had to break quite hard to avoid running into him in corners but I could barely keep up with him the straight, so process of elimination it had to be in a corner. It wasn't long before I found my way under him and I was off again, although completely distracted by the thoughts of where he was now and what he was doing, might I find a front wheel at my knee at the next corner, hmmm don't know. Luck has it he didn't pass me back and a quick look over my shoulder after the finish line he had dropped off me a little bit. I was so excited, my first battle on the track.



Saturday evening comes around and we're entered in the 1 hour Neweld challenge which consisted of a Le Mans start. Not sure if I drew the short straw or the long one but I was to start. We drew 3rd position which once again made me a bit uncomfortable only being concerned with being cleaned up by some of the moderns at the start. It's dark now and the track lights are on which is a completely strange sensation, still not sure if I liked riding under lights.

So we're lined up on the track and the Australian flag is dropped, we're off. Tim did a great job handing the bike over to me. With a great start and even managed a little 2nd gear mono, not sure how that happened but at least it amused the riders left behind. We didn't really have a plan I was just watching for when Tim pulled his helmet on. I think I put in about 15 minutes when disaster struck; yes it happened to be at the furthest part of the track. Backed off for a corner and pop pop and it cut out. It wasn't going to start for me so I pushed it back. Brian & Tim worked frantically but discovered it had no spark, long story short they changed the spark plugs and away the Z went, this time with Tim on. Tim probably did 10 minutes then he was in. I'm back on and within about 10 minutes it happens again, once again at the furthest part of the track, so I push it back again, same problem, not sure what's going on, change the plugs again and Z's off again. There's about 15 minutes remaining so we're hoping to finish, Tim's waving me on and with about 4 minutes to go the Z cuts out again. By the time I pushed it back the race was over. We were not sure how they worked it out; it was unfortunate that on Sunday evening when trophies were presented we were a DNF as we would have been 3rd, bummer. When all the lap times come up I got great value in the fact that I had the fastest lap time between my team partner & I, I'll drag that fact up for many years to come.

Sunday morning comes around and I was actually really looking forward to my solo races. A little apprehensive as to the program of a sidecar warm up, 4 races and a long feature race, solo warm up and 2 races, then Tim was to ride the Z in a 12 lap race at the end of the day. To make matters worse I think it was hotter with no breeze, perfect for shorts and tee maybe not for race leathers. I'm sure the QLD'ers were laughing at all us red faced Victorians.

Once again our sidecar race came and went; we had some mixed results during the first race as we may have accidentally pulled the lanyard out half way through the race so we ground to a halt in the middle of the track whilst the others all passed us. Naturally the rider blamed me but we actually had the GoPro facing backward and let's just say, the evidence is inconclusive and the jury is still out on that fact. We managed to catch our way back up to 2nd position which made for an exciting few laps for the crowd with us only gaining 2nd position on the last corner.

My first solo race for the day went fantastic and as we had a progressive grid I was now up to 10th. I must have been improving as I found myself right on the back of the pack that was well ahead of me the first day.

My last solo race comes about and I was now feeling much more confident, especially with a few pointers from more experienced riders around. So we're out in my last race and I'm right on the back of the main pack, I planned my move a few times but I finally got past one. Once again I had many thoughts of where he was now. I was on my second last lap when disaster struck. Going round a right hairpin and looking back at the footage we believe my exhaust touched down, I had actually scraped a hole in the exhaust throughout the first day but I must have gone a bit further this time. It was all so quick and graceful but I ended up on my side in the middle of the corner with the Z facing me.

I quickly jumped up, actually hoping no one had seen, I had 3 goes at picking it up but as it was still running and in gear you can imagine my problems. I cut it off and righted it. At this stage I knew my front brake was working, I got it started then did a tight U turn to face the right way. I had used my back brake to do a turn so and it all felt good so I was on my way again. Coming into the next corner I went for my brakes and had nothing, no back or front. With 100 thoughts running through my head and no chance of getting round the corner I was eyeing off the wool sacks full of Go Kart tyres but I couldn't come up with a plan. There was no run off and nowhere to go except into a small area of gravel, it's probably best scenario now but the minute the front wheel hit the gravel it disappeared to the right and I was off again. This time I conceded defeat and made no effort to right the bike, just walked away, alternatively the checker flag was out so my race was over.

I would like to add that I was not the only one that fell off twice in one race, I did see 2 others do it but they did exactly the same thing at the sharp right hairpin, atleast I added a bit of variety into my stunt riding. Then there is the fact that both sides of the bike match again now, it's probably just a chick thing.

So I'm glad I could be a great entertainment to our crew and give them something to talk about for years to come. This then bought me round to our last sidecar race. I had to go through the medical crew to be checked out before jumping back on the sidecar but all was well, I was handed a new helmet and away we went again.



To be honest I haven't laughed so much for years on our trip to Townsville in the caravan of courage. Not only did we have a fantastic time at the event we had a great time travelling and seeing the county side, meeting new people along the way.

We hope more of the Victorians can join us as we're definitely planning to make the trip again in 2014.

So till next time, hope you enjoyed the misadventures of Leanne Lowe, make sure you keep a watch over both your shoulders when you're out racing as you might never know where I may pop up next.

Cheers

Leanne Lowe

WANTED:

Ned Vernon is trying to hunt down a Suzuki T500 or GT 500 engine. Please call if you can help 0403805301

FOR SALE:

1985 Honda Vf1000r. motor and gear box have been rebuilt to 95% race specs and has done about 600km since. I would like the bike to go to someone who appreciates it. \$7000. Contact Paul- watkinspaul10@gmail.com

THE HISTORIC MOTORCYCLE RACING ASSOCIATION OF VICTORIA

Presents the

32nd Southern Classic

26th & 27th October 2013

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