

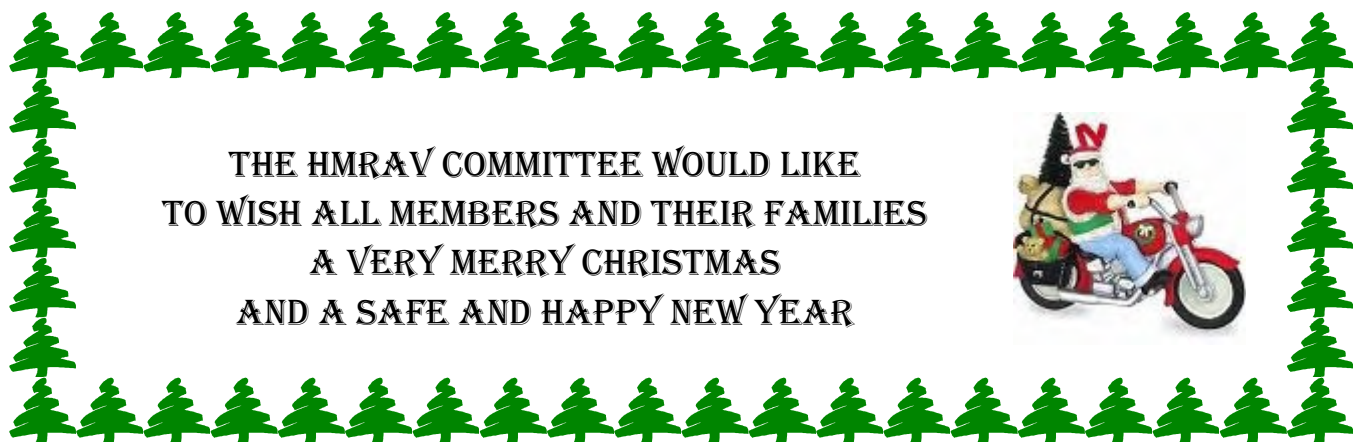


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Surface Mail



The newsletter of the Historic Motorcycle Racing Association of Victoria



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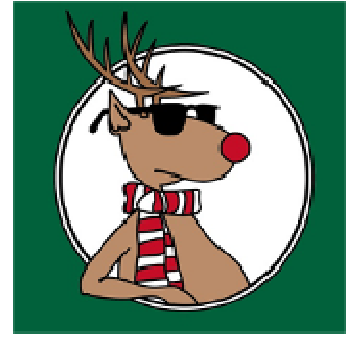
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The Committee

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Merchandise Assistant	Dave Betteridge		
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



Well 2013 has come to an end and we're all involved with our Christmas and New Year celebrations. For the Marchy's that mean's family for Christmas and Mac Park for the SA Titles at New Year....a good balance I reckon.

Reflecting on the year, it's been another terrific one for the club and historic racing in general. We've had some great racing at our traditional events – the solo handicap at Winton this year was a brilliant example and as close a finish as you can get. For me personally, the last P3 sidecar race at the S'Classic will live with me for a long time. I didn't think it was possible to have that much fun and it still be legal!

We also managed to add a new event to the calendar, the Wings and Wheels – Maryborough Sprint. Working alongside Austin 7, this was a lot of fun and something we're aiming to build on. We're hoping to announce a new Sprint/Hill climb series for 2014 – so watch this space!

Club wise, membership is just increasing all the time. We've got near on 350 members now and it seems like our name is really getting out there within the motorcycle community. People like Doghouse, Phil Watson and Glen Dane have been really pushing the promotion side of things and it's definitely working. This has also resulted in a few more sponsors so the "corporate" side of things is going well.

Speaking of the committee, people like Bec Betteridge, Kelly, Mick Cheg, Dougie, Toddy and Marg and new boy, Roger Gunn, have all put in sterling service. First Lady Leanne has done double duty on both our Committee and the MV Women's Participation in Motorsport panel. Actually that's something to publicise...a lot of people on your committee not only race, but serve on a number of panels to help keep the club and racing heading in the right direction. People like Kelly and Doghouse are your clubs MV delegates, so they attend those meetings too.

Participation has been on the rise as well. Great entry numbers for the Vics and the S'Classic, lots of punters at the Come and Try's, bumper crowds and a healthy increase in Winton entries.

So all in all another great year for your club, your sport and hopefully for you. I know how honoured I feel to be involved at the level I am and to be surrounded by such a great bunch of people.

I hope you have a great Christmas and New Year. Keep safe and see you in 2014.

Cheers, Marchy.

Our Dates for Next Year, Book them in NOW!

Saturday 12th and Sunday 13th April for the **Victorian Historic Road Race Championship**

**There is also a MV Practice Day on Friday 11th April before this weekend.

Sunday 27th July for a **HMRAV Come and Try Day**

Saturday 8th and Sunday 9th November for the **Southern Classic**

**There is also a MV Historic RR Practice Day on Friday 7th November before this event

Sunday 7th December for a **HMRAV Come and Try Day**



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!

November General Meeting



Date 11/11/2013

Time 7.00pm

Venue Mitcham Angling club

Present; Glen Dane, Phil Watson, Doug Hicks, Mick Chegwidden, Dave Philpots, Leanne March, Brian March, Roger Gunn

Apologies; Rebecca Betteridge, Kelly Spargo, Robert and Marg Todd.

Meeting opened at

Item 1 Matters arising from last minutes.

No issues identified.

Moved Dave

2nd Mick

Item 2 Presidents report.

Welcome members of the Austin 7 club

Tentative dates for Vic Titles – 12th and 13th of April, (one week before the Bonanza)

Southern Classic - 8th and 9th of November

Submitted by Kelly, need to be confirmed by MV.

Come and Try dates for 2014 – contact Broadford direct – possibly last weekend in July, first weekend in December.

Moved Glen

2nd Doug

Item3 Historic Winton

Robert Humphreys, Graeme Burbidge and Noel Wilcox from Austin 7 attended.

Future of event.....As far as Austin 7 are concerned it's business as usual. Stated that Darryl Hiddle had conducted a track inspection but that it hadn't been submitted. A new inspection needs to be done. Discussion ensued – Hartwell not running at Winton next year, no motorcycle race meetings since the Interclub meet was abandoned.

HMRAV to determine who does the track inspection – MA or MV.

HMRAV happy to maintain groupings/program as per the last couple of years.

A7 would like to have a featured "marque" for the meeting.

A7 keen to attract vintage/veteran bikes and put them on display.

HMRAV explained that our growth area is in the 70' and 80's bikes. We have developed ties with Café Racer clubs and some regional clubs and have been successful in getting their members along to our race meetings and Come and Tray days. But we're happy to start approaching some of the vintage clubs and try and build on the idea.

A7 keen to get road sidecars as well.

HMRAV to promote via newsletter, website and facebook.

Graeme to liaise with Dave re: promotion/ program articles/advertising and sponsorship.

Supp Regs to include a note that competitors need to advise Winton that they are a bike racer when booking a pit.

Moved Glen

2nd Doug

Item 4 Secretaries report

Feb 22 and 23 listed as the next National Come and Try day. Phil to get more info but HMRAV happy to be involved. Can link it in with our two current C&T days.

Moved Dave

2nd Mick

Item 5 Delegates report

No report as Dave has been unable to attend meetings due to MV not providing dates.

Moved Brian

2nd Roger



Item 6 Race secretaries report

No report submitted as Kelly is on holidays. However provided Brian with the info re: tentative bookings for next year.

Moved Leanne 2nd Glen

Item 7 Treasurer's report

Savings Account: \$40,557.05

Term Deposit: \$36,379.29

Still money to come in from the Southern Classic.

Moved Roger 2nd Mick

Item 8 Promotions officers report.

Major sponsor – Straightline Landscaping did not receive their full page add in SC program. Should not be charged full price. Dave has liaised and there are no problems.

Dave has been dealing with Dynobike – they thought the SC was fantastic, handed out around 150 brochures. Dave feels they may be willing to become involved as a sponsor. Going to talk to them about possible involvement with Come and Try days.

Moved Phil 2nd Doug

Item 9 Merchandising officers report.

No report provided – but Bec stated that she took \$4000 in sales at the SC including \$400 at Fridays practice. Pre orders were successful too as we received 15.

Moved: Leanne 2nd Roger

Item 10 Come and Try day – 01/12/13

Permit- Phil to organize by the end of the week

Broadford Crew- Phil to book

Sign on- Need at least 4 from 0730 – Leanne, Phil, Glen and possibly Chrissie Clancy

Scrutinering: John Clancy? Brian to ask.

Pre entries – To go to Brian, can do direct debit if they ask.

One day licences- Phil to arrange

Medical- Brian has sorted it.

Who's coming along to help?

Brian to call Tess to organize canteen.

Roger to help with coaching.

Brian to check with Toddy about entry form being loaded onto website. Needs to be linked to Facebook.

Moved Doug 2nd Glen

Item 11 Southern Classic

Comments/ figures/suggestions

Ballistic Racing – possible trade stall – Roger to follow up.

Everyone agreed there appeared to be a large crowd – no gate receipts available as yet.

Everyone agreed that a Tyre supplier/changer would be of value – Roger to liaise.

Moved Dave 2nd Mick

Item 12 Dinner

6th of December



The invite is in Flatchat
Hawaiian shirt theme

Moved: Brian

2nd Leanne



Item 12 General Business.

Brian to speak with Broadford re: C&T dates
Brian to confirm Vic Titles and SC dates

Dave Large sent a query via Phil as to whether HMRAV would sponsor a trophy at the upcoming Int'l Vincent Owners Rally. Further details to be provided – Committee happy to be involved, \$100 allocated.

Phil – had an enquiry – can we do three year memberships? Not really viable plus handy reminder to renew your race licence as well.

At Come and Try day – Volunteers are needed as well.

Doug – looking at gate fees, should we alter what we charge?
Doug to investigate and present to committee any possible changes.

Doug suggested “tear drop” banners – Roger to investigate.

Phil to cost out possible fuel vouchers for volunteers.

Roger – had an idea for stickers, Roger to organize artwork, Mick to cost, present to committee at later date.

Eddington Sprint – HMRAV keen to be involved, possible 3rd leg of a Sprint/Hillclimb series. Dependent on dates for Vic Titles. Brian to follow up.

Tabled a Complimentary letter from Bob Rosenthal. Brian to reply.

Next Meeting will be a general meeting at 7.00 pm, Monday 13th of January 2014 (No December meeting)

Meeting closed 9 pm.
Mitcham Angling Club
19 Brunswick Road, Mitchum



Who ever said Sidecars don't fly! (Thanks to Toddy for finding this)

Get your Old Photos Out

I'm currently trying to start a local printed product line dedicated to the bikers of previous generations. Ideally, I'd love to find some local pictures dating from the early 1900's to 50',60's & 70's of men and women with their motorcycles - peoples's great uncles / aunts / grandparents / people with their children etc or Racers.

The prints would be credited to the owners and be named after the people in the pictures.

Could I trouble you to ask your club if they have any such photo's? I would be more than happy to pay for a copy of the original pictures and would arrange the logistics to be at the suppliers convenience.

Any help would be greatly appreciated

Troy Inwood
0452279994 or tsinwood@gmail.com

32nd Southern Classic Festival 2013

Story Glen Dane, Pictures Sid Evans scephoto.com.au

With 47 events held over two days, camping at the track, meals, bar, a band Saturday night, fantastic weather condition and a big list of competitors from all over Australia the 32nd Southern Classic Festival proved just how good Historic Motorcycle racing is.

Historic racing is all about acknowledging the past and looking to the future and one of the people who emulates this is former multi Australian Sidecar Champion and current builder of the incredibly quick Indian Altoona's and British Anzarinis, Lindsay Urquhart.

This year the HMRAV acknowledged Lindsay creating the Lindsay Urquhart Trophy, a handicap race for Period 4 (kneeler) sidecars, a class in which Lindsay was a pioneer and innovator when they were the latest and greatest.



Kelton & Sean Cheeseman, winner of the Lindsay Urquhart P4 Sidecar Handicap



Mr Smooth, Peter Large proves you don't need the latest spec race bike to go fast. His road RD350 taking 1st in Forgotten Era 350cc

Kelton & Sean Cheeseman (1000 Honda) were the winners of the inaugural Lindsay Urquhart Trophy race from the fast finishing Steven Barnett & Alaina McCarthy (738 Suzuki GT) with third to Tim & Michelle Loone (750 Honda).

The Ray Kelly sidecar handicap race for Period 3 (pre 1962) had a huge field with WA's Craig Mitchell (Norton Atlas) and stand-in passenger Michelle Loone proving too good for Peter and Dave Large (650 Triumph) with third going to Queenslanders Tony Jacobs & Gavin Smith (750 Triumph)

Classic Sidecars up to 650cc	1st	2nd	3rd
	Peter & David Large	Doug Gorrie/Stuart Williams	Geoff Allport/Toby Frisch
Classic Sidecars Unlimited			
	Bruce & Graham Marston	Vic Vassella/Cameron Rock	Tony Jacobs/Gavin Smith
Post Classic Sidecars up to 836cc			
	Steve Barnett/Alaina McCarthy	Raymond & Casey Smith	Tim & Michelle Loone
Post Classic Sidecars Unlimited			
	Brian Williams/Paul Newman	Kelton & Sean Cheeseman	Doug Flack/Darren Campbell
Forgotten Era Sidecars			
	Richard Hirst/Ryan Munns	Geoff Irwin/Eric Morrison	Ray Early/Rod Foster
Formula 2 Sidecars			
	Dwight Beare/Noel Beare	Ron Marten/Gavin Smith	Bernard Knichala/Mark Warrender
Ray Kelly Classic Sidecar Handicap			
	Craig Mitchell/Michelle Loone	Peter & David Large	Tony Jacobs/Gavin Smith
Lindsay Urquhart P/Classic			
Sidecar Handicap	Kelton & Sean Cheeseman	Steve Barnett/Alaina McCarthy	Tim & Michelle Loone

Michelle Loone is one of an ever increasing number of women competing in Historic Racing and was one of the busiest racers of the weekend. She competed in 3 classes, swinging for Craig Mitchell in Period 3, husband Tim on a Period 4 sidecar and riding a Period 5 Kawasaki Z250 solo. A work rate that put most of the men to shame.

Garth Francis experienced everything racing has to offer, starting off with an engine failure for the very competitive TriBsa in the 1st sidecar race. Fortunately Garth's 750 Norton Atlas Solo was running beautifully and he pulled off a brave passing move on Russel Craddock through the esses



Garth Francis and Russell Craddock going hard at it in the Fastest 30



WA's Craig Mitchell and somewhere behind is Michelle Loone on their way to winning the Ray Kelly Handicap

approaching bay13! His good form continued to take out Sunday's Fastest 30 from a quality field with Russell Craddock (Lady Penelope) second and Laurie Turnbull (Norton ES2) third. However his bad luck returned in race three when he ended up wide in turn 1 and crashed out ending his weekend.

With 24 different classes being decided over 4 legs consistency paid dividends and those still running moved up the leader board as the attrition rate took its toll. The recovery van was racking up a lot of laps and the fight for trophies went right down to last lap.

Spectators, Competitors and Officials can all be justifiable proud of being part of the 32nd Southern Classic Festival, a truly great celebration of Historic Motorcycle Racing.



HMRV secretary Phil Watson leading the pack on his mighty Suzuki T250



Tim Loone with wife Michelle on their way to 3rd in the P4 836

Vintage Solos	1st	2nd	3rd
	Keith Campbell	Brian Gray	David Bunnnett
Class C Solos			
	Bill Brice	Ross Bolding	Charles Palmer
Classic Solos 250cc			
	Jonathan Houston	Ron Matthews	Bruce Meredith
Classic Solos 350cc			
	Rod Tingate	Paul McGahan	Jonathon Houston
Classic Solos 500cc			
	Bob Rosenthal	Bruce Marston	Greg Watkins
Classic Solos Unlimited			
	Russell Craddock	Mike Panayi	Guy Brown
Post Classic Solos 250cc			
	Gavin Cosway	Stuart Gorrie	Andrew Saunders
Post Classic Solos 350cc			
	Keith Campbell	Gavin Cosway	Lincoln Wilson-Tucker
Post Classic Solos 500cc			
	Lincoln Wilson-Tucker	Garth Williams	Tayne Forrest
Post Classic Solos Unlimited			
	Dean Oughtred	Kelton Cheeseman	Graeme Keen
Forgotten Era Solos 125cc			
	Peter Forkes	David Short	Ian Saunders
Forgotten Era Solos 250cc			
	Sean Kelly	Lindsay Russell	Andrew Denny
Forgotten Era Solos 350cc			
	Peter Large	Kevin Youngson	Paul Gibson
Forgotten Era Solos 500cc			
	Chris Hayward	David Nicholson	Colin Heather
Forgotten Era Solos 600c			
	Alex Simpson	Daniel Sandler	Terry Morris
Forgotten Era Solos Unlimited			
	Robert Ruwoldt	David Nicholson	Glenn Carroll
Fastest 30 Classic Trophey			
	Garth Francis	Russell Craddock	Laurie Turnbull



Andrew Saunders decides it's time for a little lie down!



The Big Boys get ready to play

The New Zealand Barry Sheene Festival.

John & Chrissie Clancey tell the Tale...

Well it all started about 2 years ago with Peter McMillan, hassling me about taking Team 38 No Balls Racing (Chrissie & Leanne) to New Zealand for the Barry Sheene. Have to give it to him he didn't give up, hassling me with phone calls every month.

So early this year we said we'd go but only if we could take 2 sidecars. Peter jumped at that and agreed to the change. (I'd better go out and water the money tree!) With the ozzie titles series (for moderns) still running, we had a trip to WA and Phillip Island to be done, (money tree needed more water).

Flights, accommodation and cars needed to be booked; bikes repainted and prepped, so much to do, so little time. A quick trip to Sydney to load the sidecars into the shipping container, "farewell bikes see you in 2 weeks at Hampton downs race track", (money tree looking like a dead stick with no notes).

2 weeks later we're heading to the airport. But first we had to pick up new leathers for Chrissie and Leanne, which had arrived in the nick of time (thanks Yvonne from Girl Rider). First night in New Zealand..... our motel room was smaller than our bus!

Next morning heading down towards Hamilton about ¾ hour drive we find Hampton Downs Race Track out in the middle of nowhere, right beside the fwy. What an amazing place! 60-80 2 bedroom apartments that overlook the circuit. Speaking of which, it was 2.8 km of undulating twisty black stuff. Checked into our apartments and first things first.... had to take the girls shopping! Later we all had a chance to walk the track. It's very complex with a fast blind first corner, a long straight into some slow hairpins and also a very steep downhill left hander.



Early to bed for a quiet night, ready for a big day. Up at the crack of dawn to get to pits to check over the sidecars, (haven't seen them for 2 weeks and I've missed them!) Sidecars all ok. They had a quick polish, (thanks to my son Paddy) Signed in, met the locals, all ready for track time.

1st session went well, 2nd one we had light rain. Coming out of one of the left handers on lap 4, the back wheel locked up. We had to get the recovery van to bring us back but small problem....their trailers don't fit sidecars! Big thanks to the local sidecar guys, as they came to our rescue. Back into the pits and up on stands, we found our issue. The brake calliper had smashed off and jammed onto the rim..... So rim off and calliper removed. As it had broken the mount it couldn't be repaired....no matter you don't need back brakes, they only slow you down. (Chrissie's reaction was a bit different!)



3rd session- who needs back brakes not us! We came in with smiles all round, (even Chrissie). Between sessions I also had had to make sure the girls F2 was ok. Luckily they had no issues what so ever, just got faster and faster.

Saturday morning after a good lot of rain there was sun shine. It was great looking out and seeing all the competitors camping out on the skid pans and in the pits, (just like at Broadford) note to self- at a 45 million dollar complex you can camp in the pits.....so what's wrong with our track owners?

Riders briefing was a very complex time, confusing a lot of riders. Also at the end, the riders and the track were blessed by a Chaplin.....

Qualifying for the post classic sidecars was where all the nerves really started to hit. We wanted to go for pole and that was it. So first out on the track and we went for it. Lucky for us we came in very happy with our effort. Chrissie doing a quick leathers change before jumping on her F2. I was getting her sidecar warmed up for her session and this took my mind off waiting for the results. Once both qualifying were completed we walked down to the result board, Missed out on pole by 2 places.....to British P4's! (didn't know POMMY BIKES went that fast).

Walked the pits to only to find out that Geoff Grant and myself were the sole Jap bikes in Post classic. Very different scene over here. Met up with the Kiwi's pole sitters and they assured me they were staying on there for whole weekend. I said that's not happening!

Race 1 and it took forever for the lights to go out. By the end of the 1st lap we were out in front and never looked back.... crossing the line

In front. Walked down to see the kiwi's and they were changing gearing and wanted to take the rest of my brakes off to try and retain pole, but it didn't help them. We had the same result in races 2&3.

Sunday morning woke to patchy rain. Race 4 and the track was damp but dried very quickly. Race 5 was really wet and very slippery. We ran very wide into turn 1 and mowed their grass but true to form, we opened the throttle and slid back onto the track without losing any positions. However the clutch started slipping on the next lap and we limped across the line for a 3rd. Last race for the weekend and we were back on the 2nd row of the grid. Had a blinder of a start and was 1st by turn 2 and once again never looked back.

I was very impressed with the kiwi sidecars. They were really clean and neat and especially how fast they went, (the President would have been in awe). The track was great...the more I rode it the more I liked it. Then of course came the joy of packing up all our stuff and putting it back into the container, (what a nightmare).

Off to presentation and we picked up 1st place, the kiwi's came 2nd and Geoff Grant (ozzie) 3rd. I was relaxing, having a chat and drinking that muddy liquid they call beer, (while presentation was on) when my name was called again. Much to my surprise we were awarded best presented bike/ sidecar for the meeting. We were really pleased and thought "can't do much better than that, can we".



Monday morning and we had to finish loading the bikes to head back to Australia. Then the next phase of the Kiwi adventure started – the big family holiday!

**Special thanks to dougcornersphotography and jdas photo for their great pics. Check out all their images from the event on the web!*



WORKBENCH WISDOM

THE hints and tips published on these pages are contributed by readers. *Motor Cycling* 10s. vouchers are awarded for the best ideas, and sparking plugs, or, if required, maps or tools, for those considered to be of less general interest. The vouchers are accepted by advertisers in these pages. The maps are half or quarter-inch scale Bartholomews. If a map or tools are desired, this must be stated in the letter, and the district and scale or the numbers of the tools, specified. Letters should be addressed to the Editor, *Motor Cycling*, 5-17, Rosebery Avenue, E.C.1, and marked "Workbench Wisdom." Contributions cannot be acknowledged.

For Battery Maintenance.

SOME owners find that it is quite a convenient idea to make use of an engineer's pump-type oil can for topping up the battery. The can, of course, is filled with distilled water, and the long spout is of great assistance in getting to the filling plug.

F. PEEKE.

A Rustproof Finish.

WHEN nuts and bolts on the machine begin to show signs of rust they can be given a pleasing semi-glossy black finish and also rendered rustproof by the following method:—First they are brightened with emery and then heated to bright red. They are then quickly immersed in a mixture composed of a quarter of a pint of engine oil and a scraped-down block of black lead.

Fitting a Crankcase Shield.

MANY owners go to the trouble of making up a shield for the underside of the crankcase and gearbox from sheet metal. Usually they arrange that this should be fixed by means of brackets to convenient studs or bolts.

An improvement on this scheme is to make use of Terry spring tool-clips. The clips are riveted or bolted to the shield in convenient places so that they will grip the frame tubes which cradle the engine and gearbox. Naturally,

As mentioned above, tools are available as awards in connection with this feature. Each contributor may choose TWO tools, the numbers of which are:—1, Sa-Vu chain puller; 2, Terry magnet spanner set; 3, Terry feeler gauge.

ally, this is not possible in the case of all machines, but it is feasible in practically every case where a duplex frame is used.

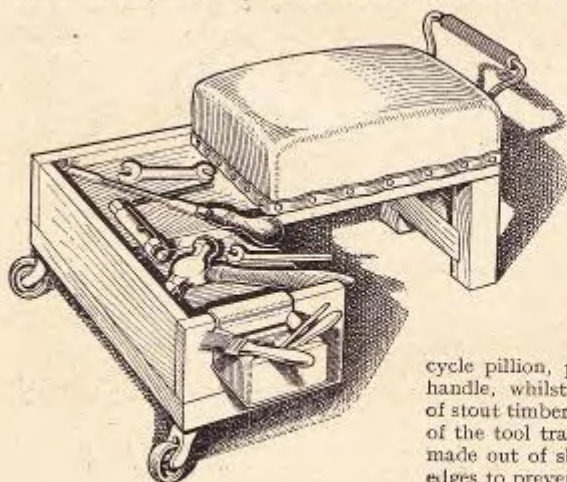
The whole advantage of this method of fitting, of course, is that the shield can be removed instantly, and all mud, and so on, can be removed.

F. MOLTENI.

A Handy Garage Stool

THE merit of the portable stool shown in the accompanying illustration is obvious at once. It is built of such a height that the machine can be worked on comfortably, whilst tools come easily to hand and need not be strewn about the floor to pick up grit and so on.

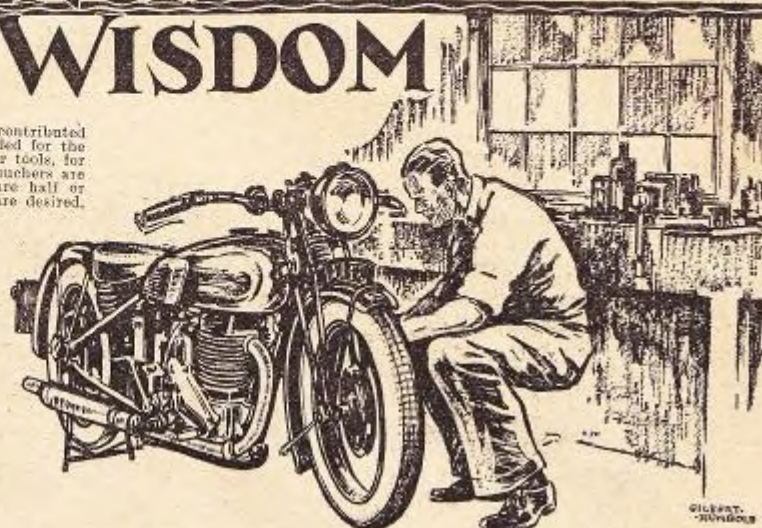
The seat is made out of a motor-



In this column is described how the garage tool-tray-cum-stool can be made. It is simple to construct and is well worth the trouble involved.

cycle pillion, preferably complete with handle, whilst the main framework is of stout timber. Suspended on the edge of the tool tray is a paraffin container, made out of sheet zinc, with turned-in edges to prevent splash.

A.F.



A Permanent Plug Spanner.

IF a plug spanner is fixed permanently to the workbench or the wall of the garage, it will prove of great value in cleaning plugs quickly and easily. The plug will rest in the spanner, which will hold it firmly while the gland nut is unscrewed. This is a simple gadget but a considerable saver of time and patience. It should, of course, be fixed securely so that it can withstand the strain.

J. HOWARD CLARKE.

Easier Puncture Mending.

WHEN a puncture is mended on the road it is often found that no materials are seemingly available for cleaning the tube preparatory to putting on the solution. It is, of course, possible to use petrol, but this usually involves disconnecting the petrol pipe. It is useful to remember that ordinary safety matches can be used in much the same way as the special matches provided with many puncture outfits. That is to say, if the tube is wetted and the head of the match rubbed over the area to be repaired a clean surface will be obtained.

J. B. INCH.

Using Files Correctly.

FILES can be made to last much longer and give better service if they are used correctly. A new file should be treated like a new engine—that is, "run in." Full pressure should not be given until the file has done work on at least one job. Quite often it is found that the teeth of the file become choked with metal, which is most undesirable. To prevent this the thing to do is to rub chalk well into the teeth. Once the choking has occurred, however, the best thing to do is to use a piece of brass rod (either square or round section) as a scraper. The edge of this, of course, is drawn across the face of the file crossways.

A. BURNETT.

A17

Special thanks to our resident *Workbench Expert* Doghouse Dave for uncovering this article.

Oh Dear...Our Good Friend Concerned Of Monee Ponds is back.

Esteemed editor,

As is my want, I like to avail myself of new technologies and keep abreast of all that is happening in the world. I have recently purchased an Ipad thingy and have joined Bookface, (I think that's what it's called).

This has opened up a whole new avenue of entertainment for myself and my good lady wife. We now spend hours reading various "posts" and learning about what people have eaten for breakfast, how much they like their workmates and chuckling at photos of cats with grumpy faces.....marvellous! What a brilliant use of billion dollar technology.

I thought I'd see if any of our brave young motorcycle racers in HMRV had also joined the jet set and were on Bookface. By jingo there were multitudes of them!

I particularly like both of the HMRV "pages" and have also found myself drifting over to see what Mr Doghouse Dave and Mr Slim Phil Watson have been doing....again marvellous!

I then found a link, (I believe that's what it's called) to "Team 38 No Balls Racing". This page seems to be dedicated to those darlings of the track, Chrissie Clancy and First Lady, Leanne March. I was enthralled by their adventures and thought they looked particularly spiffy in their new sponsored leathers. I then had a peek at their photos and came across a rather interesting promotional shot. My question to you Mr Editor is: Can you confirm that the two ladies in the photo are Mrs Clancy and Mrs March and if there are any signed copies available for a friend of mine.....(if you know what I mean).

As always, Concerned of Moonee Ponds.

No signed copies of this particular photo have made their way across the editorial desk....yet, but here's hoping! If I get a spare I'll forward one...for your friend. As for the Authenticity it just wouldn't be right to say.(Ed.)



A fitting way to end another great racing year!

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Engine: 1961 No. T110 D11077 Pre-Unit Big Journal, Frame: 1958 No. T110 16608 Standard bore 650cc, 11:1 compression ratio, 8 bolt alloy head, perfect, ported and flowed professionally, alloy oil manifold

Oversize valves, all new, seats all recut and ground, T140 inlet cam, Spitfire exhaust cam

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