

The Magazine Of the Historic Motorcycle Racing Association of Victoria est.1986

# Flatchat

May - June 2018



**2018 Historic  
Winton**

**New Zealand  
Part 2**

**Introduction  
to Classes**

**Meeting  
Minutes and  
much more**



# Behind the Bars

G'day and welcome to another issue of FLATCHAT. I hope this finds everyone well and getting ready for hibernation over the winter.

I know there are some venturing North to the Big Chill at Stanhope, you won't be escaping the cold so rug up and keep the shiny side up and enjoy I wish you all the very best.

Don't forget the come and try day on the 29<sup>th</sup> of July bring your friends and rels to join us on the other side.

There is a MV / MA rule change to the types of fuel as of January 1<sup>st</sup> 2019 see below, full details on the website.

Club membership is now due and it is the ownership of club members to send back the form provided in this issue of FLATCHAT or download from the website

and return it to the Michelle Loone.

The next Committee / Club meeting is 9<sup>th</sup> of July @ 7:00pm and the all-important AGM will be held on the 13<sup>th</sup> August @ 7:00pm at the Mitcham Angling Club rooms 19 Brunswick Rd Mitcham.

This year's Christmas / Presentation night will be held at the Manhattan Hotel Cnr of Heatherdale Rd and Canterbury Rd Ringwood, more info at a later date.

See you in the winner's circle  
Toddy!



## RULE CHANGE Info Bulletin #1858 28 May 2018

Affected Disciplines: Road Race 125cc & 250GP 2-Stroke Machines  
only Historic Road Race Classic Motocross Classic Dirt Track  
Classic Trials



All Disciplines and Classes listed above are affected by the phasing out of Leaded Fuels. MA requested that the appropriate commissions determine a replacement fuel regulation suitable to be included in the 2019 Manual of Motorcycle Sport for their disciplines.

New Rule: Historic Road Race Level "A" Fuel (Or as specified in sup regs) (Fuel Exception "B" May use Pure Methanol, Excludes Period 5 & 6 Solo Machines)

### 2 FUEL

**A** Must be Unleaded fuel available from a Service Station Bowser, and

- i) No more than 100 RON,
- ii) Contain no additives other than those added at the point of manufacture except for lubricating oils for 2-Stroke machines and,
- iii) Be readily available in Australia and,
- iv) Comply with the "Fuel Quality Standards Act 2000". Be a brand of fuel homologated by MA.

**B** Level A Fuel, or Pure Methanol

### 3 FUEL EXCEPTIONS

**A** Moto2 and Moto3 GP machines may use fuel in accordance with the FIM Technical Regulations

**B** May use Pure Methanol

**C** May use upper Cylinder lubricant in 4- Stroke engines

Rationale: To inform competitors of the Relevant Commission's recommendations for an alternative fuel for the disciplines effected by the phasing out of Leaded Fuels, and in conjunction with Bulletin Number 1857, the required rewording of the Fuel Rule and Fuel Exceptions due to the phasing out of Leaded Fuels. *MA are continuing to investigating alternative fuels for Avgas and therefore this bulletin is subject to change.*

Effective from: 1 st of January 2019

## The Committee

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Graham Harder, Doug Hicks  
Shirley Luke, Robert Todd  
Marg Todd, Mick Chegwiddden  
Brian March



# In the Chair

Welcome to the new look Flatchat, I hope you like it. I think the magazine now looks a lot more appealing not only to our members but to people who come across our website and facebook feed and want to learn more about what we do and the way we do it. If you've got any comments or feedback please let me know, it is after all your club.

I think the club has a huge amount to offer not only Historic racers but riders interested in historic machines and motorcycling in general. It's pretty safe to assume that for a lot of us we were road riders before becoming interested in racing and I'm hoping that we can continue to grow our membership base using Flatchat as part of our overall promotion. So please forward a link to the newsletter page to anybody you think might be interested, word of mouth is one of the greatest tools we have.

The new format is also a way of helping promote our sponsors. Without the continued financial contribution they make it would be a lot harder for the club to continue to put on the best Historic Roadrace meetings in the country. Our sponsors also provide great products and services so make sure you look into what they have to offer and when you do contact them make sure you mention that you you're a HMRV member and that's why you are contacting them.

As part of revamping Flatchat I'm also looking for more content from members. You all have amazing stories about racing, the machines you own or have owned and just general motorcycle related lifestyle stories. Just think about the type of stories you like to read and that's what I want to put in Flatchat. So get typing! Some of the best, funniest and most interesting are stories of when things have gone wrong. The stories that you reflect upon some time later when you knuckles have stopped bleeding, you've found the bolt that fell into the motor when it slipped off the socket. Even old photos with a paragraph or two are incredibly interesting and it often opens up whole new stories.

That's enough about Flatchat for now and as Toddy has mentioned the Annual General Meeting is coming up on Monday the 13th August. This meeting not only elects the office bearers for next year it is also an opportunity to thank those that have performed the various roles over the

preceding year/s. With something like 250 members we should be able to get a big turn-out to acknowledge the great work that has been done throughout the year, so mark it on the calendar and come along. For those that haven't made it to a meeting yet the address is Mitcham Angling Club 19 Brunswick Rd, Mitcham and start time is 7pm.

Historic Winton was my first time swinging at Winton and as everybody had told me I had my work cut for me. I've raced cars and ridden sidecars there before and knew how demanding it is was going to be but there's nothing that prepares you for those first few flying laps. And this being only my second race as a passenger I'm still very much a beginner. I often found myself in odd positions on the platform throughout the races which made Dave's job of riding the Harley a little more challenging. I guess I'm lucky to ride with a bloke who's a fairly quiet type and doesn't say too much.

We also struggled all weekend with the bike trying to get it run properly. We spent lots of time trying different carby settings, changing plugs and leads but in the end we were left scratching our heads. But as they say, That's Racing, and as you'll read in Mick Large's write-up on the event it was a great event with perfect weather and capacity grids in all classes.

Cheers Glen



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Sydneysider Steve Kavanagh at Winton trying to get MA approval for the "Gladitor" sandal



Cover Photo:  
Michael Beaumont winner of Class C looking like he just stepped out of the history books.  
Thanks to Russ Murray @ Foot in Bowl

# New Zealand - What's it cost?

**Brian March continues the story of the recent New Zealand trip answering the question of logistics and cost.....**

The New Zealand race trip....How did it all come about and what are some of the logistics.

I guess the best place to start is the beginning. A couple of years ago, a mate of mine over in NZ, Mark McLennan, invited me over for the NZ Norton rally in Invercargill. I was working then and unfortunately couldn't get leave. But it had re-ignited a desire to head over to NZ again and maybe even do some racing. I'd been to the Nth Island twice back when Chrissie Clancy and Leanne had been racing the F2 sidecar and I really wanted to have a go myself.

Fast forward a few months and some of us are starting to talk a bit more about racing in NZ. It's also announced that the Burt Munro Challenge is moving dates to February, (from a regularly cold and wet November) and a rough idea is starting to form.

Then Mick Cheg is having a beer with Eddy Garner, (of Aussie Bike Tours and a handshift racer himself), and Eddy says "leave it to me!".

Fast forward to the Vic Titles 2017 and Eddy is onto it. A rough plan has been formed which includes the Burt Munro, the NZ Indian Rally and the Sounds of Thunder race meet in Christchurch. Throw in a couple of weeks touring the spectacular South Island and a plan is starting to come together.

At Winton, Eddy has an itinerary, a schedule and a rough idea of cost's. He also has a mate, Paddy Snowden, over from Christchurch to meet all of us handshift racers. Paddy's the main Indian racer from the South Island and he's super excited at the prospect of an "Aussie vs Kiwi Challenge".

So the time line leading up to departure went something like this:

Deposits paid by October 2017

MA Permission's to ride and AON insurance for NZ submitted in November/December

As the Sounds of Thunder had international's other than Aussies competing, all of the racers had to apply, through MA, for a FIM international licence. This involved a full



medical with your doctor and if you were over 50, a stress test conducted using a treadmill. (This wasn't an easy test but it was passed by all of us "oldies". If you're planning on doing some racing overseas it might be worth heading down to your local gym and having a go on a treadmill and just seeing what your fitness level is.)

Full payment of the remaining invoice to Eddy in December

Packing of bikes ready for shipment in early January.

Fly out to NZ early February.

Bikes return to Australia late March.

What did it cost?

For everyone it was a bit different. It's not a







one size fits all type of tour. Some people only did the "Burt", then flew back. Others joined late. Some took road bikes. Some hired bikes from Ed. Some took only a race bike...so needed to hire a van. Other's took a racer, a roadie and still hired a van.

For Leanne and I, this is what we did/paid for:

- 21 day trip
- Return flights
- 21 days van hire
- 21 days accommodation
- 1 x racebike freighted over + all customs and quarantine clearances
- Entry for the Burt, the Indian Rally and the Sounds of Thunder
- Total paid - \$11,000.

Eddy threw in a cruise through Milford Sound, numerous free passes to museums and by way of some sponsorship with the Lonestar Restaurant chain, numerous meals. He also handed out T shirts, caps and stubby holders to everyone and each racer received a bike ramp, jerry can and "chilly bin".

The accommodation was first class, with Leanne and I often

booked into family size rooms. We had a long wheelbase Hiace to transport ourselves and the bike, so we always had plenty of room for our gear.

Ed was a top tour guide and really looked after us. We really couldn't believe how well the tour went and there simply weren't any issues at all.

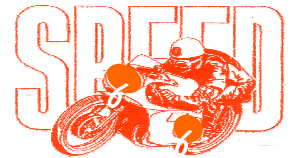
We think the trip was great value and we simply could not have organised anything even close to it ourselves.

So....is there going to be another trip? Funny you should ask. We've spoken to Eddy and the plan is to go again in 2020. Leanne and I are locked in and we highly recommend it. It's not just a race trip...it's also a great tour through some truly magnificent country with great friends all having a ball.

*Footnote.....I had been in contact with my mate Mark McLennan prior to heading over for the trip. We'd hoped to catch up at the Burt. However, Mark wanted to go to a Norton rally closer to his home in Hamilton, (he's the President of the Norton club). And as he explained.... didn't have enough brownie points with the missus to be away for both events. Unfortunately, soon after Leanne and I got back home we received the news that Mark had passed away as a result of an accident heading to the rally. Leanne and I were terribly shocked at this news and couldn't believe we'd lost such a good friend and the man, who for us, was the catalyst for this amazing trip. We know he passed doing what he loved but we'll miss him.*



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## Historic Winton 2018

### Report by Mick Large

The 42<sup>nd</sup> Historic Winton was run in typically pleasant Winton weather on May 26 and 27. The Austin 7 Club once again presented a huge festival of all old things with wheels attached, and occasionally unattached. The bike side of things was run by the HMRAV

A highlight was the large field of handshifters with Indian coming out on top and leading the series after two rounds. The Harley mob will be looking to reverse the situation at the Sothern Classic in early November.

The Vintage class was taken out by Pete Birthisel and Stan Mucha on the Indian Altoonas. The series will be decided at the Southern Classic at Broadford on November 3 and 4.

At the other end of the age scale the P5. Unlimited class produced some exciting racing with Chas Hearn on the T-Rex Racing Developments Harris Honda just holding out the Irving Vincent of Beau Beaton. The winning margin in one race was about .2 of a second! The pair then entertained the crowd by completing some of the cool down lap on the back wheel. The battle ended in tears in Race 3 when the pair came together on the sweeper, resulting in a heavy crash. Chas went to hospital with a broken wrist and badly bruised ribs. The Honda will require a complete rebuild by Rex Wolfenden. Beau went out later on a spare bike and won the final race. They had both been lapping in the minute ones.

The P3 350s saw the Honda of Keith Campbell dicing with the 2 stroke brigade of Phil Paton and Peter O'Neill on his 250 Montesa. A similar situation applied in the P5 350 with the LC Yamahas



© FOOT IN BOWL Photography

Peter Birthisel 1926 Indian Altoona



© FOOT IN BOWL Photography

Winner of the Handshift Riders Award Clint Chegwidzen . In addition to riding the Indian Scout (above) he swung for Tim Loone on the P4 Honda. (below)



© Stevenson Photography



scrapping. Tim Large's 350 had the legs on the straight but the honours were shared with the 250s of Rob Heather and Glenn Weddall. Dad Neale Weddall took out the P.5 500 Class.

In the P3 700 Class Solos first and second went to Doug Gorrie and Ken Lucas . It would be interesting to calculate the number of years of racing that this pair has clocked up!

The Bill Luke Memorial was run as a scratch race this year and was won by Garth Francis with Keith Cambell second. The Ken Lucas Trophy also went home with Keith. Bob Rosenthal was second.

There were various classes contested in the sidecar races with outfits from the 1950s up until the 1970s. David Wain and Greg Ditchfield took out the P3. Up to 650 with their usual consistency and Paddy Clancy and Warren Grubb won the Unlimited Post Classic Class



© FOOT IN BOWL Photography

Lyall Williamson Seeley Norton 1007



© FOOT IN BOWL Photography

Fred Schafer on the beautiful CR750 Honda



© Stevenson Photography

Danny Serong and Paul Kenny on the P5 250s having a great race



© FOOT IN BOWL Photography

Husband and wife team Jason and Julie Skews on their way to picking up 3rd in 650 Classic Sidecar on the Triumph Thunderbird in only their second meeting





© FOOT IN BOWL Photogra-

Eddy Garner and Ross Bolding flying the Harley Davidson flag

© Stevenson Photography



Chris Large and Peter Heywood on the Chunderbird



© Stevenson Photography

Dan Gleeson and the P3 Unlimited Dunstall Norton



© Stevenson Photography

Close racing here as the Winter sun starts to go down



© Stevenson Photography

Club Secretary Phil Watson hard at it on the might P4 Suzuki 250



© Stevenson Photography

Garth Francis P3 500 Manx ESO & Glen Weddall P5 Yamaha 250



© Stevenson Photography

Ken Lucas on the Vintage 1928 Douglas



# Historic Winton 2018 Results

	1st	2nd	3rd
Vintage Unlimited	Stan MUCHA	Peter BIRTHISEL	
Vintage 500	Bryce DAVIS	Dave GITTUS	Glen WALCH
Class C	Michael BEAUMONT	Mason BIRTHISAL	Ross Bolding
250 Classic	Peter O'NEILL	Fred SCHAFER	Ken LUCAS
350 Classic	Eric SALMON	David WAIN	Philip PATON
500 Classic	Garth FRANCIS	Les TOOHEY	Bob ROSENTHAL
700 Classic	Doug GORRIE	Ken LUCAS	
Unlimited Classic	David WOOLSEY	Phil CANNING	Bob SAYER
650 Classic Sidecar	D. WAIN / G. DITCHFIELD	P. LARGE / W. ROWE	J. SKEWS / J. SKEWS
Unlimited Classic Sidecar	G. FRANCIS / P. KENNY	W. JOHNSON / L. CORNWALL	C. LARGE / P. HEYWOOD
125 post Classic	Wayne ROWE		
250 Post Classic	Ben JAMES	Tony SIMS	John IMRIE
350 Post Classic	Keith CAMPBELL	Eric SALMON	
500 Post Classic	Peter O'NEILL	Christian CARLSON	Robin WILLIAMS
Unlimited Post Classic	Lyall WILLIAMSON	Wayne DONEHUE	Fred SCHAFER
836 Post Classic Sidecar	T. LOONE / C. CHEGG	D. COOKE / C. WISENER	B. MARCH / L. MARCH
Unl Post Classic Sidecar	P. CLANCY / W. GRUBB		
125 Forgotten Era	Lindsay RUSSELL	Des HEANEY	
250 Forgotten Era	Rob HEATHER	Glen WEDDALL	Neale WEDDALL
350 Forgotten Era	Tim LARGE	Peter LARGE	Bruce MARCHETTI
500 Forgotten Era	Neale WEDDALL	Tim LARGE	Bruce MARCHETTI
600 Forgotten Era	Mark LITHGOW	Daniel SANDLER	Richard OLBRICH
Unlimited Forgotten Era *	Chas HEARN	Justin MELLERICK	Scott WEBSTER

\* Final results pending MV clarification

Ken Lucas Trophy	1st Garth FRANCIS	2nd Keith CAMPBELL	3rd David WOOLSEY
Bill Luke Memorial	1st Garth FRANCIS	2nd Rob ROSENTHAL	3rd Keith CAMPBELL

# Meeting Minutes

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## May GENERAL MEETING

Date: 4/5/ 2018

Time: 7.00 pm

Venue: Mitcham Angling Club

Present: P Watson, D Philpots, R Todd, B March, M Cheg, P Large, T Greenwood, I Richards, P Stevenson.

Apologies: M Todd, K Campbell, G Dane, D Hicks, A Philpots

The meeting opened at: 7. 02 p.m.

### ITEM 1: MATTERS ARISING FROM LAST MINUTES

No matters arising from last meeting

Moved: Mick                      Seconded: Dave

### ITEM 2: PRESIDENTS REPORT.

The club would like to thank Mick Beaumont for making the banners and stickers for the hand shifters.

Moved: Brian                      Seconded: Peter

### ITEM 3: SECRETARIES REPORT

Women in sport grant- committee did not support applying for the grant due to the time frame, but is supportive of looking at doing something within the club.

We have had a few riders applying for their licence and not being paid up members of the club. Can people please make sure their membership is up to date before renewing.

Moved: Peter                      Seconded: Robert

### ITEM 4: DELEGATES REPORT:

The next meeting is on Wednesday the 6<sup>th</sup> at Spotswood RSL. It is the AGM.

Moved: Phil                      Seconded: Brian

### ITEM 5: RACE SECRETARIES REPORT/ Winton.

Francis was great as race secretary at the event.

We had maximum numbers of bike for the event. The club may need to look at how we structure the meeting if numbers continue to grow.

Thanks to John C for his efforts.

P5 points did get mucked up but no one said anything and there was no protest within the allotted time.

Moved: Mick                      Seconded: Pete

### ITEM 6: TREASURERS REPORT

Report given to meeting.

Moved: Phil                      Seconded: Dave

### ITEM 7: PROMOTION OFFICERS REPORT

No report

Shannons paid \$2000. To sponsor the website.

Moved: Brian                      Seconded: Tony

### Put these dates in your calendar now!

**29 July - Come and Try Day**

**13 August - Annual General Meeting**

**20, 21 October - Mt Tarrengower**

**3, 4 November - Southern Classic**

**2 December - Come and Try Day**

**7 December - HMRAV Presentation Dinner**



## Meeting Minutes

### Item 8: MERCHANDISE OFFICERS REPORT

Sold \$860 at Winton.

Moved: Mick                      Seconded: Brian

### Item 9: WEBSITE – Phil.

Working on membership form.

Re-establishing face book feed.  
Looking at new page theme to get rid of the blank space at the top.

Moved: Robert                      Seconded: Paul

### Item 10: AGM

All nomination forms and information will be posted on to the website and face book page. Mid July.

A mail out will only be sent to those that need it. Same list as used for the Flatchat mail out.

AGM will be held on the 13<sup>th</sup> August. Will need an updated membership list for the meeting.

Moved: Brian                      Seconded: Tony

### Item 11: COME AND TRY DAY.

Have Permit.

Will contact Grumpy to confirm booking for flaggies.

Need to contact race solutions to confirm booking.

RPM may turn up to do some filming  
Is it possible to put the Shannons logo on the entry form?

Moved: Phil                      Seconded: Dave

### Item 12: MEMBERSHIP.

Can we add a half year and full year payment to the members spread sheet.

Moved: Ian                      Seconded: Paul

### General Business

Brian- Chrissie can do pre-event race sec for the Sth. Classic. Marg will do the program with the help of Glen. Marg will do race sec. for Tarrengower.

Mick- The club needs to look at getting red plate members to help at events. There needs to be further discussion on this subject as we do need more members to help.

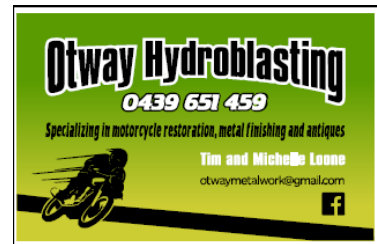
Tony- We need better and more head sets for the officials at Winton next year.

Pete- Can we put forward a proposal to MA to get P3 650 side cars and P3 unlimited side cars recognised nationally as their own classes. The club will support this proposal.

Brian will look at putting forward a proposal to MA to get Class C recognised as a national class. The club will support this proposal.  
Dave- Will put up the Christmas party on face book.

Moved: Pete                      Seconded: Dave

Next meeting: 9/7/2018  
Meeting closed: 8.00 pm.  
Next meeting will be a general meeting at: 7:00pm at the  
Mitcham Angling Club 19 Brunswick Rd Mitcham



# The Work Bench

## An introduction on how to identify Historic racing bikes and what the requirements are.

This information is based on the MA Manual of motorsport which is available as a free pdf to download at

[http://www.ma.org.au/fileadmin/user\\_upload/Documents/MOMS/2017\\_MoMS/2017\\_MoMS\\_v3\\_websites.pdf](http://www.ma.org.au/fileadmin/user_upload/Documents/MOMS/2017_MoMS/2017_MoMS_v3_websites.pdf)

This is by no means all that you need to know but it's a great starting point to understanding the classes and their limitations.

### PERIOD NAME DATE RANGES

Period 1 Veteran Up to 31 December 1919

Period 2 Vintage 1 January 1920 to 31 December 1945

Period 3 Classic 1 January 1946 to 31 December 1962

Period 4 Post Classic 1 January 1963 to 31 December 1972

Period 5 Forgotten Era 1 January 1973 to 31 December 1982 Period

### CAPACITY

Solo Up to 125cc

Solo 132cc to 250cc

Solo 263cc to 350cc (excludes Period 6)

Solo 368cc to 500cc

Solo 526cc to 1300cc (excludes Period 6)

Sidecar Up to 1300cc (excludes Period 6)

Period 2 Up to 350cc

Period 2 368cc to 1300cc

Period 3 Formula 700 526cc to 700cc

Period 4 Formula 750 526cc to 750cc

Period 5 Formula 750 526cc to 750cc

This is an example of Period 3 or Classic requirements

### 11.18 PERIOD 3 SOLO 11.18.1

#### Requirements: Period 3

11.18.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm)



diameter, and maximum WM3 width on all wheels.

11.18.1.2 Oval number plates.

11.18.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm. 11.18.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from steel or aluminium, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

11.18.2 Permitted Uses: Period 3

11.18.2.1 Pure methanol fuel with no additives other than lubricating oil. 1

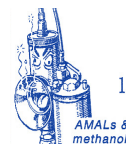
11.18.2.2 The following carburettors: a) All non-period Amal carburettors up to 40mm, or b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 40mm, c) Keihin CR and PW round bore series carburettors up to a nominal 30mm, d) Mikuni VM round slide carburettors up to 40mm, e) Gardner Type C carburettors up to 40mm. 11.18.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view. 11.18.2.4 Triumph 8- and 9-stud cylinder heads. 11.18.2.5 Reinforced gearbox castings. 11.18.2.6 Cerani GP Forks or replicas

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# Historic Motorcycle Racing Association of Victoria

ABN 98164 503 327



## Membership Application / Renewal

<b>Name</b>			
<b>Address</b>			
<b>State</b>		<b>Postcode</b>	
<b>Phone number</b>			
<b>email</b>			
<b>Signature</b>		<b>Date</b>	

☐ Joining Fee (once off) if applicable Cost \$10:00

☐ Non-Racing member Cost \$20:00

☐ Racing / Club Permit Membership Cost \$60:00

*Club financial year is 1<sup>st</sup> July – 30<sup>th</sup> June, if joining after 31<sup>st</sup> December pay half fee*

☐ EFT payments: Qudos Bank: BSB: 704 865 Acc no: 45764  
Include surname and membership as payment reference

☐ Payment by cheque or Money Order should be made payable to;  
Historic Motorcycle Racing Association of Victoria Inc.

Completed application form can be:

- scanned and emailed to [membership@hmrav.org](mailto:membership@hmrav.org)
- or mailed to: HMRV Membership PO Box 15 Inverleigh, Vic. 3321

Membership enquires: Michelle Loone 0439 651 459 [membership@hmrav.org](mailto:membership@hmrav.org)

Club Permit enquires: Mick Chegidden 0401 819 609

Other enquires: Secretary Phil Watson (A/H) 0413 999 194 , [secretary@hmrav.org](mailto:secretary@hmrav.org)

For licence applications please see: <http://www.motorcyclingvic.com.au/licence/>

Disclaimer: HMRV Inc will hold member/s details on a Computer Data Base. Until verification is received to the contrary, and in accordance with Privacy Legislation introduced by the Commonwealth Government in December 2001, member's personal details will not be disclosed without their express permission.



# Come and Try Day Sunday 29th July



The next HMRAV Come & Try Day will be held Sunday 29th July at the State Motorcycle Complex Broadford.

These days are designed for riders who would like to try riding on a race track without the pressure of Race-Day!

The emphasis is on having fun in a safe and controlled environment, and with a bit of luck give you the encouragement and motivation needed to eventually go Historic Racing.

## What gear do you need ?

- A motorcycle in a safe and track ready condition
- An approved full face helmet (AS1698),
- One or two piece leathers, (two piece must zip together),
- A back protector, (can be incorporated in the leathers)
- Good quality gloves and boots



## There are 4 sessions so each skill level is catered for -

- Novice Road Rider - offering plenty of time & space to be comfortable on track
- Experienced Road Rider - lights, Indicators, mirrors etc must be attached and taped up
- Racing Bikes - who can you convince to lend you their bike
- Sidecars - for people who want to try passengerring!

Experienced racers are on hand and are and willing to give you advice and tips no matter what you skill level.

If you have any queries please contact –  
Phil Watson [secretary@hmrav.org](mailto:secretary@hmrav.org) 0413999194

We've had huge success with our Come & Try days, make sure you come along and give it a try

