

The Magazine Of the Historic Motorcycle Racing Association of Victoria (inc)

Flatchat

Jul - Aug 2019



Big Chill

Annual General Meeting

Come & Try Day



Behind the Bars

The Presidents Report

G'day I hope you are all well and enjoying the cold weather.

The AGM was held on the 12th of August with around 25 members attending, not a large number seeing we have 200 financial members (see election results this issue). A big thanks to Ben James for coming on board the committee.

The come and try day was well attended again with around 60 people turning up to have a go. The weather was fine and no accident to speak of except for an off in the pits into a puddle. As for future come and try days at this stage we will not be holding any more unless we can come to an agreement on cost. Thanks to Paddy Clancy for giving up his time on the day to replace the decals on the club van.

This year will be the 90th running of the Mt Tarrengower Historic hill climb and entries were full three days after the sup regs went out. The Armco railing half way up the mount is in disrepair and will be replaced before the meeting. The local council requested that the Bendigo Car Club pay half the cost which I find outrageous. We have offered the Bendigo car club assistance with the replacement cost.

For those that don't know Wes Brown passed away on the 14th of August 5 weeks short of his 97 birthday.

Wes was an integral part of the Hartwell Motorcycle Club and also a

talented musician, a truly remarkable man.

Doug Hicks and myself represented the HMRV at his funeral last week.

RIP Wes.

We have 9 new members which I would like to welcome to our club and hope they have a long and enjoyable journey.

Bradley Astill, Bradley Callan, Bruce Cook, James Harrison, Dave Keenan, Barry Knight, Simon Roberts, Michael Shacklock.

See you in the winner's circle.

Toddy!



Front Cover:

The mighty Harley Davidson XLR Ironhead sportster, courtesy of the internet. The bike that might inspire an entire racing category.

The Committee

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Michelle Loone
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Committee:
Marg Todd
Tim Loone
Leanne March
Patrick Clancey
Chrissie Clancy

MV Delegates:
Dave Philpots
Brian March
Keith Campbell

Life Members:
John Todd, Mike Brudar
Mick Large, John Daley
Garth Rhodes, Dave Large
Graham Harder, Doug Hicks
Shirley Luke, Robert Todd
Marg Todd, Mick Chegvidden
Brian March

In the Chair

From the Editor



Inspiration is just a click away. In the internet world it's very easy to lose a few hours clicking from one article to another, image to image, researching bikes with "the look" you're after or delving deep to find that obscure part or piece of information that will set your bike off perfectly.

It's all very important work of course, never a frivolous waste of time. The ultimate virtual project bike can be built from ideas sourced from various images saved to dedicated desktop folders and parts that are only a credit card number away from being shipped.

I have a project in mind and the cover photo for this edition of *Flatchat* was found on one of my recent searches. This project bike is something that is going to be more suited to the Club Permit scheme than an outright competition bike. A bike that will be fun and given the right set of circumstances competitive.

With Mt Tarrengower coming up and the Eddington sprint both on my to-do list I've decided a bike suitable for these events would fit very nicely in my garage. A machine that will be fast enough, reasonably easy to maintain and just as

importantly a bike that is, in my opinion anyway, cool.

Ironhead Sportsters have a lot going for them, standard maintenance parts are



readily available not to mention performance parts that will test the depth of anybody's wallet. The Harley aftermarket is huge which is very helpful when trying to keep a nearly 50 year old bike working well.

And I'm not alone, our Vice-Pres Doghouse Dave has been campaigning his flat-track inspired Ironhead for quite a while now. And another committee member is slowly amassing parts with a similar idea in-mind.

An Ironhead Cup has even been suggested.

But outright performance is not the main aim, it's more about having fun with your mates and just enjoying the bikes and the meetings they allow you to compete at.

So if the financial gods smile on me I'll bring you updates as the build progresses, but who else has a project lurking in the back of their shed? I'd love to hear from our members about their project bikes and keep the motivation alive and keep growing this great club.



Doghouse in action, imagine how much faster he'd be if he used the throttle!



Meet Ben James

New Race Secretary

HMRV's newest committee member, Race Secretary Ben James, gives us an insight into his very interesting and diverse racing career.

Before I started Road Racing I used to Drag Race a Kawasaki Z900 & also did Land Speed Time trials at Lake Gairdner 4 times at their annual Speedweek event. The Z900 did a best Quarter mile time of 9.25 seconds which wasn't too bad.

In 2009 I went to my first Broadford Bike Bonanza with my mate Steve Barnett who races a Waterbottle P4 sidecar.

In 2010 I bought the remnants of a Suzuki T250 on Ebay & then I drove up to Coffs Harbour & bought a trailer load of rusted out Suzuki T250 bits.

The journey had begun, I was going to build a Racebike. Didn't do much with it for a couple of years as I was busy dragracing. But in 2012 I got it up on the workbench & got into it. My plan was to make something that looked similar to a Factory Suzuki TR250 racebike which was the first customer racebike Suzuki made. Took it to the Bonanza in 2014 & holed a piston on the 2nd lap. My first jetting experience.

My first event was Mt. Tarrengower hillclimb in 2014 & I had a ball. I haven't missed a Southern classic, Vic Titles or Historic Winton since. The best thing about Roadracing is having a good race with other riders, they've have been many times I've finished a tight race & looked over at the guys & had a foot wide smile.



I then built a P5 Kawasaki Z1000 & raced that for about a year but didn't like it. On big bikes you seem to gun it down the straights, hit the anchors, wobble through the corner & do it all again. I remember going down the main straight at Phillip Island doing over 220 kmh & the handlebars feeling like they're 6 inches in



diameter & I'm going to get blown off the back of the bike.

I still race the T250 & bought myself a Suzuki TR500 which I have been racing for a bit over a year.

I've also just started building a Suzuki GT750 for P4 unlimited as I wanted to do something a bit different than all of the Honda 4s in that class, will be a couple of years away.

That's the thing I like about the HMRV race meetings is the variety of bikes. I follow a lot of other Historic race meetings & I reckon our club has the variety of bikes in Australia.

I have joined the HMRV committee because I want to contribute something to Historic racing, I have gotten so much joy from our club I realised that you have to try & give something back.

I hope that I can be a good Race Secretary as I am looking forward to the challenge.

Come & Try Day

Nearly 70 riders and swingers attended the HMRV Come & Try Day at the State Motorcycle Complex Broadford and judging by the smiles a great time was had by all.

Special thanks to Russ Murray from Foot In Bowl photography for the fantastic action pics



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The Big Chill

Racing in Stanthorpe

THE BIG CHILL – STANTHORPE QUEENSLAND

The QEMSC Big Chill race meeting is an old favourite of many HMRAV-ers. It was once a round of the Classic Sidecar Challenge and carries Qld State title status for some classes.

Carnell raceway is situated in Stanthorpe, which is in the granite belt, just over the border from NSW. Located on the Great Divide it's called The Big Chill for a reason....it gets fricken cold! It's the only place in Qld where it snows and in 2018 we had temperatures of -6 overnight. This year didn't seem as bad....maybe -1 overnight but beautiful clear days.

Mick Cheg and partner Sue, plus Leanne and I, made our way north to once again compete. Mick and Sue travelled via the coast and caught up with family and friends, whilst we kept Grey Nomad hours and took a leisurely 3 days to complete the 1500k run up the Newell and New England highways.

The meeting is run by the Queensland historic club, QEMSC, and they always welcome us with open arms. HMRAV and QEMSC have a long history of supporting each other's events and it was great to catch up with President Peter Searle and Race Secretary Rex Dell.

After setting up a couple of gazebo's to

use as pits we were joined by Charlie Palmer, a HD hand shift stalwart from NSW. Charlie had never raced at Carnell before and was really looking forward to the event.

As in previous years we'd booked one of the houses attached to the Vines Motel in town and Charlie, Mick, Sue, Leanne and I all fitted in easily. If you're interested in racing at Stanthorpe I can recommend booking one of the houses. They sleep about 6 and it works out more economical than booking individual motel rooms. Plus, you get a full kitchen and lounge so it's a lot more social.



The boys all headed out to the track early on Saturday to take care of sign on and scrutineering whilst the girls shopped for some groceries and attacked Stanthorpe's Op Shops! (Apparently the whole New England area is OP Shop mecca!!!!).

Racing got underway and our 3 hand shifters were grouped in with about half a dozen P3's of all capacities. This was fine by us, as with Stanthorpe being only about a kilometre long and quite technical, the racing was tight and there were battles all through the field. Mick had brought two Indians...the Sport Scout he usually campaigns and his 741 racer as a backup. Unfortunately, his



The Big Chill



Sport Scout wasn't happy and played up all day. Charlie was loving the track and he and I and a local on a BSA 500 dived every race. Charlie was clearly faster but with a bit of traffic and the BSA using different lines to the hand shifters, I was able to make up some ground every now and then. By the end of the days racing Charlie announced that he loved the track so much he was going to move up here!

Sunday and the weather was kind to us again. Charlie was on the pace but Mick's Sport Scout was still being grumpy. A change of magneto's from the 741 to the Sport Scout didn't fix the problem, so finally for the last race Mick put everything back onto the 741 and ran that. He cruised around just enjoying his first race of the weekend with a bike running properly. Mick normally is right up the pointy end of the Hand shift field so I guess it was just his turn to have a bad one.

In 2018, we'd managed to get 7 hand shifters to this meet but this year just 3 made it. But hey....that was fine as we took out the Period 2 Queensland State Championships! Charlie was first, I got second and Mick took out third.

We had a ball on Carnell's tight and twisty track. The QEMSC people are great and all the competitors are so welcoming of interstate visitors. In our last race on Sunday only one of the P3



competitors fronted the grid. So, the 4 of us all moved up to front row....no worries. As I was packing up I was saying goodbye to John Munns, a P3 unl racer, and I asked what happened to all the P3 guys in the last race....he replied "No dramas mate....we all just wanted to watch you hand shifters go round".

I can wholeheartedly recommend the Big Chill race meet in Stanthorpe. It's held over the third weekend in July and I'm sure there'll be a few of us heading north again in 2020. If you're looking for a fun, low key, grass roots type of an event....this is it.

Cheers,
Marchy.

Special thanks to Alan Macintosh for the action photos, more of his great work can be found on his Facebook page.



Burt Munro Challenge Tour

Aussie Bike Tours are heading to New Zealand again in February 2nd - 24th, 2020 on an exciting Tour that will encompass the **Burt Munro Challenge in Invercargill, the National Indian Rally in Invercargill and The Sound Of Thunder race meeting in Christchurch**, whilst enjoying the awesome West Coast as well! This will also include the International Hand-Shift Challenge, over the two meetings, for all the Indian and Harley-Davidson hand-shift bikes, competing for the International Team Trophy!

Classic B.E.A.R.S bikes are also invited for this opportunity to combine two iconic events with an Indian rally included. Road bikes for touring are invited also.

OPTION 1

Our base package for one person includes race bike return freight, twin-share Van transportation and twin share accommodations with RETURN flights, (for the Burt Munro Challenge ONLY), starts at \$4500.

This is a 10 day/9-night package.

Bring a partner/friend for \$2400 extra, twin-share, alternatively a single room is available for an additional \$800. This entails Christchurch-Invercargill-Christchurch. Regards licensing, when we raced in NZ last year (2018), MNZ required a F.I.M. licence around \$300. Please clarify your status with M.A. This cost is an additional cost, not included in the tour price.

N.B. For those coming to ride the "Burt" only, a Monday morning departure will be required to return to Christchurch (550km - 7 hours) to clean the bikes and drop them at the depot.

Please strap all your riding kit/bag to the seat of your bike after strapping your bike onto the same base from Australia. Vans can be returned at the Airport depot before flying out.

Everybody else will do the same, just two weeks later.

OPTION 2

For our full package of the three events, after Invercargill we travel to; Milford Sound for a cruise out to the Tasman

Sea, staying at Te Anau, travel the Devil's Staircase to

Queenstown and Glenorchy, visit the awesome Franz Joseph Glacier, checkout a bike

collection in Ross, Jade in Hokitika and on to Greymouth (home of street racing), then north up the spectacular West Coast to Westport, on to Karamea, then travelling on to Blenheim.

There will be a group ride to Havelock and across the amazing Queen Charlotte Drive to Picton and the Owaka Airfield on Saturday. Then we head to Nelson and over the fabulous Takaka Hills to the Abel Tasman National Park. Over the next four days we travel to the Bulla Gorge, Punakaiki, Cape Foulwind, Reefton, Kumara and then over Arthurs Pass to Christchurch and the Sound Of Thunder weekend at Ruapuna!

The B.E.A.R.S Club have kindly offered free entries for all us international riders, and will also supply pit garages free of charge.

Everybody from the 2018 tour thoroughly enjoyed the B.E.A.R.S hospitality with many new friends made. Packages for the comprehensive Tour start from \$6700, twin-share (race bike in van). For two people in one van with a bike, for three weeks, add \$4200.

All packages include Entry Fees and passes to all race events, souvenir shirts, and also a welcome dinner. Also included, all twin-share accommodations and return flights from Melbourne.

For the road bike participants, packages start at \$6400 twin-share, bring a pillion for \$3500 = \$9900. Tourist Registration and Warrant Of Fitness is included. Instead of a GST Bond, there will be a \$200 charge, per bike, for a GST Guarantee Fund. This will be immensely easier than all bikes needing a 15% GST deposit!

A limited amount of rentals, being BMW F650g/s, Honda VT750, Suzuki DL650 and Triumph Bonneville are available. \$7900 includes a bike with carrying capacity,



Burt Munro Challenge Tour

flights, twin-share accommodations and all the usual extras.

This will be a fabulous opportunity to visit E.Hayes and Sons Hardware Store with Burt Munro's original bikes among many others, the amazing Motorcycle Mecca 300+ motorcycle Museum and the Richardson family's incredible 300+ trucks and cars at Transport World. We also get to ride on the famous Oreti Beach and experience Southlands amazing friendliness and hospitality.

The Southland Motorcycle Club has allowed us all FREE ENTRIES!

At usually \$150 per event, this can be \$600-\$750 - each!! A huge saving for us all. Road riders are also welcome, with options of shipping your own motorcycle(s) or there will be a limited amount of rentals available.

Please note ALL motorcycles shipped will require a Vehicle Import Approval from Canberra. We will apply on your behalf, we require a written/typed 'letter of authority' as your motorcycle cannot be shipped without it.

Please also supply a copy of your passport, a receipt for the motorcycle, and a photo of the frame and/or engine number.

Our motorcycles will be shipped in Melbourne on Thursday January 2nd, 2018 at a depot TBA. H-D factory bases will be supplied, please bring two tiedowns for each bike.

Motorcycles will be picked up at the Depot (tba) in Christchurch on Monday, February the 2nd. We will have an overnight stop in Dunedin on Tuesday, arriving early afternoon at the Ascot Hotel Complex in Tay Street Invercargill. This is on your right as you arrive in the City Limits. I suggest a trip to Bluff (25km) to inspect the Bluff Hill where the Hill Climb is held the next morning.

The events are:

- Bluff Hill Climb Thursday morning
- Drag racing at Teretonga thursday from 6pm
- Beach Racing at Oreti Friday afternoon/evening
- Teretonga Road racing Saturday (practice available Friday)

• Speedway Saturday night- we hope to do a couple of laps with the hand-shifters before the main racing starts

street racing Sunday morning/afternoon at Bill Richardson Drive/ old Showgrounds area in Invercargill.

This is a busy program of back to back events, please ensure your bike is in great shape.

For those keen to join the Indian Rally, please advise when paying your deposit as rally fees are yet to be advised.

Please contact me directly for exact quotes for flying sooner or later, from Sydney or wherever. Also for Road bike + race bike freight rates etc. and any special requests.

A \$2000 deposit per person, will be required to confirm your placement on this very popular and limited Tour, by **July 30th, 2019**.

Balance will be payable by **October 30th, 2019**.

To book your spot on the tour, please contact Eddy Garner on 0416 046 901, or eddy@aussiebiketours.com.au

Again feel free to send me an e-mail with any questions.

This will be a very memorable Tour and a bunch of fun!!

**Yours in Motorcycling,
Eddy Garner, Aussie Bike Tours
Aussie number: 0416 046 901
NZ number: +64 416046901**

Meeting Minutes

ANNUAL GENERAL MEETING & August 2019 GENERAL MEETING

Date: 12th August 2019
Time: 7.00 pm
Venue: Mitcham Angling Club

Present: Brian March, Doug Hicks, Paddy Clancy, Chrissie Clancy, John Clancy, Ben James, Craig Anson, Tony Greenwood, Bob Rosenthal, Keith Campbell, Glen Dane, Mick Chegwidden, Phil Watson, Aneta Philpots, Marg Todd, Robert Todd, Leanne March, Garth Rhodes, Amelia Rhodes, Ian Rickard

Apologies: Dave Philpots, Pete Large, Chris Large, Mick Large, Dave Large

The meeting opened at: 7.05 p.m.

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

Last meeting's minutes read and approved.

Moved: Mick Cheg Seconded: Glen Dane

ITEM 2: PRESIDENTS REPORT

Elections resulted in the following positions being filled:

President:	Robert Todd
Vice President:	Dave Philpots
Secretary:	Brian March
Assistant Secretary:	Phil Watson
Treasurer:	Pete Large
Assistant Treasurer:	Doug Hicks
Flat Chat Editor:	Glen Dane
Race Secretary:	Ben James
Assistant Race Secretary:	
Volunteer Liaison:	Tony Greenwood
Promotions Officer:	Mick Large
Red Plate Officer:	Mick Chegwidden
Merchandising Officer:	Aneta Philpots
Merc Officer Assistant:	Michelle Loone
Membership:	Michelle Loone
MV Delegate:	Brian March
	Dave Philpots
	Keith Campbell

Ordinary Committee Members: Marg Todd
Tim Loone
Leanne March
Chrissie Clancy
Paddy Clancy

Come and Try Day for December – discussed whether to run. Toddy to speak with MV re cost. Eddington for 2020 – 28 March 2020
No firm date for Tarrengower. Armco will be replaced prior to meeting. Council want Bendigo Light Car Club to pay half - \$11,000. HMRV to make donation of \$5,500 to car club. This option was discussed as a good will gesture. Vote taken and carried.
Toddy to discuss with Council whether it can be acknowledged who has paid towards the Armco.
Toddy to become a signatory on red plate to assist in the eastern area.

Discussed sponsorship. Discussed holding pit sheds for sponsors who also race. TRex only sponsor who races. Discussion and agreed that as not racing, but sponsoring others, that no sheds to be held. Toddy to contact T Rex.

Moved: Phil Watson Seconded: Brian March

ITEM 3: SECRETARIES REPORT

Mt T and Southern Classic Supp regs/permits applied for. To be loaded onto website as soon as they're approved.

Still waiting on confirmation for some 2020 dates. Mick Large has not discussed program, flyer and ad for Old Bike with Sid Evans yet. Toddy and Marg to follow up.

Danny Ahearn's partner Kate is keen to assist at Southern Classic with Assistant Clerk of Course. Brian to speak to Vic and Tony to advise about offer of help.

Discussed phone call from Mary Iles re event to be run at Easter 2020. Appears to relate to a display of bikes/cars rather than racing.

Discussed Trade Marks – Southern Classic may be difficult to obtain. Hand Shift Battle is available. Difficult to navigate and costs may be excessive. Agreed to allocate some funds for Brian to obtain legal advice

Moved: Tim Loone Seconded: John Clancy

ITEM 4: DELEGATES REPORT:

Nothing to report.

Moved: Paddy Clancy Seconded: Tim Loone

ITEM 5: RACE SECRETARIES REPORT:

69 attendees for Come and Try Day.

Moved: Brian March Seconded: Marg Todd

Meeting Minutes

ITEM 6: TREASURERS REPORT

Refer to attachments from Treasurer. Discussion on costs and charges for Come and Try – specifically for medallion holders and rider levies. Toddy to follow up with MV.

Moved: Tim Loone
Seconded: Doug Hicks

ITEM 7: PROMOTIONS OFFICER REPORT

Nothing to report

Moved: Doug Hicks
Seconded: Mick Chegwidden

Item 8: MERCHANDISE OFFICERS REPORT

Nothing to report.

Moved: Mick Chegwidden
Seconded: Brian March

ITEM 9: Come and Try 28th of July

Chrissie.....all good, ran well.

Moved: Paddy Clancy
Seconded: John Clancy

Item 10: GENERAL BUSINESS

Thank you to Paddy for the signs.

Race Numbers outside tower at Broadford. They have disappeared. Robert Urquart advised that he will

make some. Race Marshalls advised that they will be able to hire out some that they have. MV has advised they will install electrical numbers. Toddy to follow up.

Toddy discussed promotion to get more people spectating at events. For 40th Southern Classic in 2 years, do we arrange a flyover and fireworks. Discuss at next meeting employing a publicist to get word out to people that we are unable to freely access. Brian to speak to Dave Philpots about who to speak to.

Moved: Aneta Philpots
Seconded: Marg Todd

Next meeting: 9 September 2019
Meeting closed: 8.15 pm.

Next meeting will be a general meeting at: 7:00pm at the Mitcham Angling Club 19 Brunswick Rd Mitcham on 9 September 2019.



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

Come along and join us!

Seagull Print and Design
www.seagullpress.com.au

Club Permits

Attention all Club Permit members.

The club has hundreds of members with Club Permits (Red Plate) which means there are hundreds of renewals to process by members of our volunteer committee.

To ensure that your renewal application is processed, you must include the following along with your renewal notice from Vic Roads:

- You must send a photocopy of your current membership card to show that you are a FULL financial member of HMRAV (Racing and Red Plate member only - Social membership does not entitle members to Red Plate privileges). This is essential and a Vic Roads requirement for red plate renewals. (In regards to family membership, It is important that each person who is part of that family membership, is known to the club and has been allocated a membership card)
- You must send a stamped, self-addressed envelope to ensure that your renewal gets back to you in a timely fashion and arrives at the right address.

Failure to adhere to these conditions will mean that we can't process your renewal and will lead to delays and frustration for all concerned.

If you have any questions please call our Club Permit coordinator Mick Chegvidden on 0401 819 609 who is only too happy to give you advice.

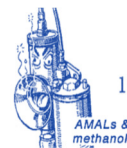
The Club Permit scheme is one of the great things about belonging to a club like HMRAV, so please ensure you are supporting the club by getting your renewal processes right the first time.

Please remember you need the following items for successful renewal:

- Renewal notice from Vic Roads;
- Photocopy of current HMRAV membership card;
- Stamped self-addressed envelope.
- Send all of the above to:

**Club Permits HMRAV
46-48 Powlett St,
Dalyston, 3992**

Any questions please call Mick or a committee member!



Amal Carburettor Parts
John Parker
12 Clarke Drv Ringwood 3134
03 9879 3817



Put these dates in your calendar now!

19th & 20th October - Mt Tarrengower Hillclimb

2nd & 3rd November - Southern Classic



THE HISTORIC MOTORCYCLE RACING ASSOCIATION OF VICTORIA

Presents the

Victorian State
Motorcycle Complex
Strath Creek Rd
Broadford

38th Annual

SHANNONS SOUTHERN CLASSIC

2nd & 3rd November

2019



Round 2 of the
2019 Classic Sidecar Challenge

Admission - Gold Coin Donation

Racing starts 9:00am both days

Bar and Cafe Facilities available

Families Welcome



www.hmrv.org



THE HEART OF HISTORIC MOTORCYCLE RACING

