

Flatchat

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

Nov - Dec 2019



Southern Classic
Indian Scout Race Test
Presentation Night



Behind the Bars

The Presidents Report

G'day all I trust everyone is keeping well and looking forward the festive season ahead.

Well the chequered flag has been waved for the last time this year, and what a year it has been for racing and great achievements for some members. Thanks to the committee for all their hard work over 2019, a job well done again.

Firstly Stacey Heaney was nominated for the 2019 FIM Women Award at the FIM Awards Annual Prize Giving Ceremony held in Monte Carlo on December 2nd 2019. Although Stacey didn't take it out she is to be congratulated on her nomination.

Tim Large (son of Mick Large) is also to be congratulated on his efforts. His lap times and race craft has meant that he jumps from C grade to A grade in 2020. Tim also ran 2nd outright in the 600cc Supersport in the Pirelli Motul Victorian road race championships for 2019.

Paddy Clancy is also to be congratulated on his remarkable efforts over 2019 breaking two lap records and taking out the Australian modern F2 sidecar championships. He is the youngest rider in 40 years to take out a title which was held by Barry Thompson.

We received an email from MV regarding the dB level of 95 at Broadford - see more on this in this issue of Flatchat.

The Presentation night held at the Manhattan hotel last Friday (6th) was

well attended with 80 members and their partners. We also had two of our sponsors attend, John and Amanda Hanley from Ferntree Gully Hydroblasting and Gerg Parish and family from DAM Classic Racing. Remember to support all our sponsors because without them it would be hard for us to continue.

This year we inducted into the hall of fame (life membership) Vice President Dave Philpots being the 14th Life Member of the Club. Dave works hard behind the scenes and is a valued member of the club and committee.



What is the collective noun for a group of Life Members? A Lout? Doghouse Dave Philpots after receiving his Life-Membership and fellow Life-Member Brian March. Apparently Doghouse said quite a bit for someone who was speechless!

Front Cover:

*Hard charging Indians in the Handshift Challenge
- Thanks to Sid Evans.*

The Committee

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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 Chegwiddden
Brian March, Dave Philpots

Behind the Bars

The Presidents Report



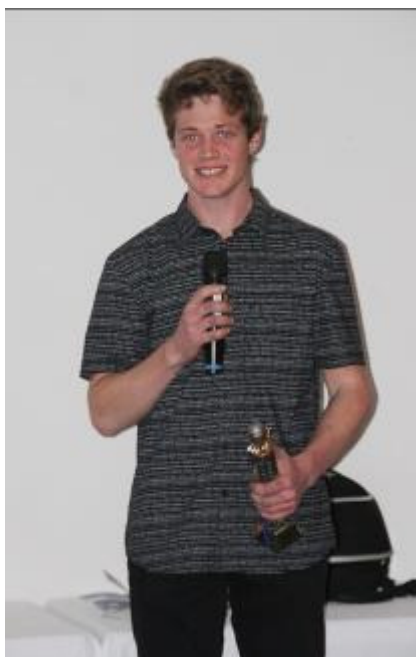
Awards for the night went to David Wain and Greg Ditchfield for sidecar club champion



The Dave Large encouragement award went to his grandson James Large who only stated racing this year on both solo and sidecars.



Michael Beaumont took out the solo club champion



President's Award was given to Paddy Clancy for his outstanding achievements throughout the year.

Well done to all for their great achievements. Those attending Mac Park at Christmas I wish you all the best and safe travels.

On behalf of myself and the committee we wish everyone a safe and happy Christmas. See you in the winner's circle. Toddy!

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In the Chair

From the Editor



On Wednesday night prior to the Southern Classic I was ready just to head up to the races for the weekend, help out in the pits, have a few beers on Friday and Saturday night and that was it. That all changed when Marchy rang and asked if I wanted to ride, there was a bike available.

A brief history of my riding and racing is probably in order here. I've been a road rider for most of my life, apart from a few years when station-wagons and car-seats were a priority, I've ridden to work on a daily basis. In the BC years I did a few track days at Phillip Island on road bikes that gradually got sportier with the final bike being a GSXR 600.

The first race meeting I ever entered was the 2006 Southern Classic on Suzuki T250 and having no idea about the bike, 2 strokes or anything else for that matter it wasn't what I'd hoped. I did 2 ½ laps total for the weekend and the Suzuki moved to another home.

I then raced a series of sidecars, mainly with Dave Betteridge in the chair. We learnt together and gradually got quicker. This was in the days when P3 sidecars were lucky to get 6 entries!

Once again financial constraints amongst other things put a temporary hold on my racing until I was offered a passengering gig with Doghouse.

So back to the phone call on Wednesday night. Marchy says there's an Indian Handshifter that I can use. Um what? I was having one of those out of body experiences, I couldn't understand or process what I was hearing.

"Glen...GLEN...are you there?" Marchy yells down the phone.

"Yeah mate, I'm here, just felt a little woozy for a sec."

My first question when the fog in my head cleared, is it a left hand throttle? No right hand throttle. The phone call continues as we sort the logistics of entering the event 2 days out. After mentally ticking all the boxes I can think of and getting my head around the idea I agreed.

WOW, I've admired the Handshifters from the fence for many years and as the class has grown and numbers have increased the racing in the class just keeps getting better and now I was going to be a part of it.

Chris and Patsy Beaumont are two of the sports most generous people and off the back of a recommendation from Brian had offered their bike to me. The Beaumonts are one of the driving forces in the class organising and coordinating the Handshift Battle points scoring, trophies, merchandise for the class, the list goes on. All this on top of Chris riding his bike, superfast son Michael riding in the class and offering a third bike, this time to me.



And I'm not the first to be given this opportunity. Brain rode the bike a few years back and subsequently bought one. Dave Philpots has also ridden this bike and has just finished building a Harley handshifter.

People often ask how than can increase the number of competitors in their class and the Beaumont Method is hard to fault. Running a point score for the season not only for the riders but for the Marques represented adds interest and something to aim for in addition to race results. Offering a spare bike to would-be competitors has also been directly responsible for at least 3 additional bikes joining the class.

It takes hard work and commitment but the results speak for themselves. The Beaumonts are not part of the committee but are an integral part of every HMRV race meeting and love flying the Indian flag.

Now back to my riding history, times racing a solo – effectively NIL. Times riding a Handshifter NIL. Well this IS going to be interesting.



Southern Classic



0409 427 428

This years Southern Classic will go down in history as the year of the changing weather. Friday's practice was held in sweltering heat for those chasing last minute tuning, trying new things or just getting up to race pace.

Saturday rained, and rained and rained some more. It just didn't let up all day. Leathers were saturated after the first practice and that's the way they stayed. Understandable race times were down but the racing was still hard fought.

Thankfully the rain stopped just as the last race finished and after everyone had changed into dry clothes it was up to the School House for a feed and some Ozzin' Blues. The Saturday night band and get together has become one of the highlights of the Southern Classic and more and more competitors and spectators are making the most of camping overnight at the track to enjoy the band and the banter.

Sunday was thankfully dry and mild. Leathers were hanging out in the sun from every hook, nail or whatever else could take the weight in a last ditch attempt to get them at least a bit less than completely water logged.

Sunday racing on a dry track was a welcome

relief for most, especially for the track officials, flaggies and other event staff.

It was certainly challenging but the 2019 Southern Classic will be one that is remembered for many years to come.

Don't forget to checkout the Facebook page for heaps more photos and comments.



Southern Classic

	1st	2nd	3rd
VINTAGE	Nick STONE	Stan MUCHA	Phillip PRICE
CLASS C	Peter HEHIR	Nicholas UMEK	
HARLEY v INDIAN HANDSHIFT	Jack PETITH	Michael BEAUMONT	David HOY
125cc CLASSIC	Jonathan HOUSTON		
250cc CLASSIC	Fred SCHAFER	Darrell BAILEY	Peter LARGE
350cc CLASSIC	Adam DONAVAN	Mark DAWSON	Doug CHURCHER
500cc CLASSIC	Bob ROSENTHAL	Garth FRANCIS	Keith CAMPBELL
UNLIMITED CLASSIC	Garth FRANCIS	Peter LARGE	Stan MUCHA
250cc POST-CLASSIC	Terry MORRIS	Roly ORR	Ben JAMES
350cc POST-CLASSIC	Keith CAMPBELL	Roly ORR	Mark DAWSON
500cc POST-CLASSIC	Chris PANAYI	Paul TAYLOR	Eric SALMON
UNLIMITED POST-CLASSIC	Eric GIGGINS	Simon COOK	Campbell TURPIE
125cc FORGOTTEN ERA	Roly ORR	Peter FORKES	Brenden DARCY
250cc FORGOTTEN ERA	Ben SHAW	Robbie HEATHER	Grant BOXHALL
350cc FORGOTTEN ERA	Tim LARGE	Ben SHAW	Bruce MARCHETTI
500cc FORGOTTEN ERA	Tim LARGE	Chris HAYWARD	Noel HEENAN
600cc FORGOTTEN ERA	Mark LITHGOW	Steve ELFORD	
UNLIMITED FORGOTTEN ERA	Brendan WILSON	Mick MOLONEY	Mark LITHGOW
CLASSIC SIDECARS - 650cc	P. LARGE / J. LARGE	N. FERNANDO / P. WATSON	Mick LARGE / Tim LARGE
CLASSIC SIDECARS - UNLIMITED	T. LOONE / J. SKEWES	G. FRANCIS / P. KENNY	L. ROCKCLIFFE / J. ROCKCLIFFE
POST-CLASSIC SIDECARS - 836cc	S. BARNETT / A. MCCARTHY	D. COOKE / M. GREAVES	T. NEWLAND / P. HOPEWELL
POST-CLASSIC SIDECARS - UNLIMITED	J. CLANCY / C. CLANCY		
SIDECARS - FORGOTTEN ERA	M. KNIGHT / D. RUMBLE	R. EARLY / R. FOSTER	A. VAN UTTERT / M. HOLLAWAY
SIDECARS - F2	P. CLANCY / S. BONNEY	M. SCOTT / D. SCOTT	B. THOMPSON / M. GREAVES
Ray Kelly Classic Sidecar Handicap	N. FERNANDO / P. WATSON	G. FRANCIS / P. KENNY	D. BETTERIDGE / A. BOARDMAN
Lindsay Urquhart P/Clas Sidecar Handicap	T. PETERS / M. MORGAN	D PHILPOTS / L. MARCH	J. CLANCY / C. CLANCY
Fastest 40 Classic	Garth FRANCIS	Peter LARGE	Stan MUCHA



Indian Scout Racer Test

The Indian and Harley Handshifters have really had a huge increase in numbers driven by a core of enthusiasts from each of the respective brands. The number of bikes is increasing every season and new riders, young and old, are joining the fun. And thanks to the generosity of Chris Beaumont I was going to join them.

The bikes are fairly rudimentary at first appearance, rigid rear frames and girder forks powered by a flathead v-twin originally designed to be rugged and reliable on the fields of the Second World War.

The Indian Scout 741s start life as either a 500 or 600cc that are bored out to 750 and usually run a Harley wla flywheel and rods. They run a hand change 3 speed gearbox (effectively 2 speed once you're going) and a clutch that you engage with your foot. And if you really want to make it challenging you can add a traditional Indian left-hand throttle. They are very different from modern machines and even the racing motorcycles of the 1940's.

My main concern about riding the Indian was using the clutch and gears. For safety they have a lock-out on the gearbox so once you've gone into second you can't go back to neutral or first without disengaging the lock-out. The process goes something like this, roll to a stop in second gear with your left foot engaging the clutch, right foot done. With your left hand reach around under your left leg and pull the lock-out back, reach over across your body with your right hand and push the gear-shifter forward into neutral. Release the lock-out lever and release the clutch and hopefully you're in neutral.

I arrived Friday arvo at the track and Chris went through his bike with me. This bike is currently running an Amal carb so I was familiar with

priming it prior to starting. As these bikes have a long inlet manifold you prime the cylinders by giving the bike a few gentle kicks with your hand over the carb to draw some fuel in. And with the expertise that can only be gained with lots of practice and understanding your bike Chris had it going on the second kick.

When it was time for practice the same technique worked a treat for me and with first gear engaged, I felt for the clutch take-up point with my foot, a bit more throttle and we were away. The clutch actuation was better than what I'd expected, one less thing to worry about.

Finding the gears though was a different matter. The long through of the handshift and no positive stop made it very difficult to find a gear and not a false neutral. Going up through the pits in first and up to the track, going up the gears, was fine but changing back down to second for the run up the first corner didn't go well. After three of four attempts I lost momentum and was stuck half way up the hill. I had the bike running so went through the lock-out process and back to first and finally completed the lap and that was the first wet practice session done.

The next session went a bit better; I was changing gears early to make sure I had plenty of time for a few missed changes and this worked a bit better. I was still far from happy with my lack of finesse but at least I got a couple of laps in. In spite of the pissing rain I just wanted to stay out riding, this is fun.

The motor was great. Chris has some pretty sporty cams in this bike and it loves to rev which is great when you know what you're doing. Learning a new bike and riding in the wet I was getting bogged down and not driving through the corners as much as I'd liked.



Indian Scout Racer Test



Marchy on his Indian #12 with the better line through the corner

The second race Sunday and I got a great start slotting into sixth position, right in the thick of the action. I was carrying a little more corner speed and not losing as much time coming off the corners and if this was a Disney movie I would have made my way to the front and claimed victory, but it wasn't to be.

The back straight was to claim it's second victim for the weekend. Ross Bolding on the Harley had a major mechanical crash there

After the practice sessions it was race time. I still wasn't happy with the gear changing and had a chat with Marchy and Chris and together we looked at what I was doing on the bike. We found a couple of problems too. The lock-out was a little loose meaning it would engage sometimes but not others. I had also managed to bend one of the shift linkages so I wasn't getting the full throw needed to engage the gears. Ten minutes later the mechanical problems were sorted, now it was up to the rider.

The first race was....wet! I thought sidecar racing was chaos but this was something else again. There were more lines than a kindergarten scribbling competition with riders and bikes going everywhere. Feet coming pegs, riders coming into corners from every part of the track, this is great. I managed to stay with the back of the field and felt confident at this pace in fairly average conditions which is a real compliment for the Indian.

Sunday morning and I was looking forward to some dry track time. In the warm-up session everything felt great. I was gaining confidence with the bike and ready to go.

The first race Sunday was a cracker and really highlighted the bikes capabilities and my short comings riding it. The bike gets off the start line really well but I was still having trouble keeping the revs up through the corners. Once up on the cams on the straights I picked a position or two only to lose them again through and out of the corners. My lines through the corners were all wrong and I kept dragging the pegs and running out of ground clearance. I finished a solid last but diced the whole the way. Excellent.

earlier in the weekend and it seems like the racing gods wanted to even the score by taking out an Indian. One moment racing along beautifully, next moment BANG! I pulled off to the side of the track to have a look at the damage, shit! Where's the front barrel?

Riding the trailer of shame back to the pits is never great, when it's someone else's bike it's the worst. But Chris was great, reassuring me that everything was fine and it's all just a part of racing.

So what's the summary of a weekend that held everything? These bikes are fun, fast and the people involved are great. Like every new experience you sit back and analyse things you'd like to try, different corner lines and riding style spring immediately to mind. But my overall impression is that these are a riders bike that reward care and thought about how you ride every time you go out.



Helping Chris with his road/racer Indian Scout. I can't thank the Beaumonts enough for such a great experience.

Footnote: I went to Chris's a few weeks later to pull the motor down and try and figure out what went wrong. Chris had had a similar blow-up on the rear barrel a few meetings before and we think a suspect nylon piston bushing maybe the problem.

Meeting Minutes

November 2019 GENERAL MEETING

Date: 11th November 2019
Time: 7.00 pm
Venue: Mitcham Angling Club

Present: Brian March, Leanne March, Toddy, Doug Hicks, Marg Todd, Peter Large, Glen Dane, Tony Greenwood, Chrissie Clancy, Patrick Clancy, Dave Philpots, Aneta Philpots, Uncle Mick, Greg Parrish

Guest : David White

Apologies: Mick Cheg, Phil Watson

The meeting opened at: 7.10 p.m.

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

Last meeting's minutes read and no matters arising.

Moved: Brian Seconded: Marg

ITEM 2: PRESIDENTS REPORT

Southern Classic and Xmas Party discussed.

Moved: Brian Seconded: Doug

ITEM 3: SECRETARIES REPORT

Forms sent from MV – log book application, form for overseas bike.
Discussed whether log book application should be loaded on the website. Agreed that a link to the MV webpage for both log books and MOMS should be available on HMRV website.
Discussed getting entries out earlier for Vic Titles so Brian can assist Ben with the entries prior to travelling overseas. All agreed.
All supplementary regs to be done early.
Brian has spoken with all officials so they can be locked in for the year.
Ben to be requested to get a PO Box. Brian to have a discussion with Ben on what needs to be done, so he is aware of what is required.
Refunds have been provided to racers from the Southern who did not get on track for any races.
Full refunds for people who did not make it to the

event.

Moved: Dave Seconded: Glen

ITEM 4: DELEGATES REPORT:

No meeting.

Moved: Aneta Seconded: Brian

ITEM 5: RACE SECRETARIES REPORT:

Southern Classic: Ran well.
Kudos to Frances – handled it well

Moved: Paddy Seconded: Pete

ITEM 6: TREASURERS REPORT

Pete discussed two signatures required on withdrawal so he can withdraw money for floats.
Moved: Glen Seconded: Doug

ITEM 7: PROMOTIONS OFFICER REPORT

Nothing to report from Promotions Officer.

Brian advised about Russ Murray contacting re report for Tarrengower. He has been referred to Dave Gittus.

Coldstream Brewery on board as a major sponsor.

Discussion about inability to advertise on Facebook due to club status. Options brainstormed, i.e., establishing HMRV as a promoter. Dave to follow up.

Moved: Chrissie Seconded: Doug

Item 8: MERCHANDISE OFFICERS REPORT

\$3,600. 5% increase.

Merchandise provided to Eddie Garner for sale in NZ.

Moved: Dave Seconded: Paddy

ITEM 9: MT TARRENGOWER

Race Secretaries report:

No accidents or incidents.

Meeting Minutes

Two refunds for bike issues.
Mt Tarrengower Armco came in cheaper than the quote.

Moved: Pete Seconded: Doug

Item 10: GENERAL BUSINESS

Presentation Dinner: Dress to impress.
Merchandise vouchers. \$250, \$100, \$50
Helmet bags – Dave to organise
Aneta to donate some headphones.

Peter Large : providing raffle books

Hand Shift battle name to be registered.

David White read details of his presence at Mt. Tarrengower.

An independent assessment of risks and running of the meeting.

Was impressed – great meeting.
Has had some negative feedback from others.

Noise testing – no licenced testers or equipment.
MV have the equipment. Discussion

Protection at beginning of armco.
Height of armco – solution - fill gap underneath with clay.

On right hand side posts protrude above the rail – Council to be approached.
David White to meet with CEO of Council in January 2020, on behalf of MV.
Track inspections to be completed 3 months from event as well as the morning of the event.
HMRV to contact the car club and confirm if they do the inspection early and send HMRV inspector along; provides an adequate time frame for any remedial work to be completed.

Any reports completed by David White confirmed that any report completed by David White and discussed with MV will be provided for information to HMRV.
David White confirmed he will advise HMRV on outcome of discussion with Rob Mestrom at MV.

Has made enquiries about using the main street at Harrow. Local community extremely supportive.

Chrissie – Southern Classic. Tony Bolin complained. Asked why we were not using Race

Marshalls Victoria?

Discussion on whether to use own radios. Radio # 14 – allocated to HMRV - is missing.

Kathy needs to be made aware of issues with the marshals so they can be addressed.
Tony raised option of Kathy having two more volunteers circulating to make sure that all volunteers are guided through the process.

Power at Broadford switched off to prevent overuse of power and increasing power bills.
Track re-surfacing to be completed in December.

Can we use Mail Chip to circulate the newsletter?

Men's toilets at Bay 13 were disgraceful – as were all toilets.

Lengthy discussion on condition of the track generally.

Gold coin donation not working at the gate.
Discussion on alternatives.
Invitation for Christmas dinner to be pinned on Facebook.

Toddy's report on Southern Classic :

Dropping the last leg on Sunday – complaints received.

Tony Bolin suggested : 5-minute warm up; 10-minute qualifying; 3 legs of racing.

Make 4 lap races.

Only include the 4 legs with amendment indicating that will be run with time permitting.
Discussion on issues with the track and MV responses.

Discussion on giving racers that have travelled long distances free entry on an ad hoc basis. All agreed.

Moved: Brian Seconded: Dave

Next meeting: 13 January 2020
Meeting closed: 8.45 pm.

Racing Life

Bec Betteridge

Its Sunday at the Southern Classic & I'm standing with my Uncle Brian at the fence, watching one of the races. While taking everything in around me, I make a comment that I've always loved seeing people, of all ages, especially the 'older and wiser ones', getting out there and givin it a go. It never fails to give me a little giggle, watching them limp or hobble off, as they continue on. This does not stop them from racing & I love that!!

You know, I love the fact that this club is for all ages, the older & wiser, to the young & inexperienced, as well as the next generation without a doubt, it's here & already happening.

Gender is no issue here what-so-ever. Plenty of females out there, in all classes, giving it a red hot go & to be honest, killing it too I might add. What wonderful role models for my growing girl & all women, whether you know

about bikes or not. It truly is inspiring seeing them learn, achieve & chase down there dreams.

Then there's the fitness fanatics, you know, the ones who even exercise at the track, when all us regular folk, who don't mind a bit of

happy hour with a beverage or two (or three), put us to shame. But, that does not matter here.

And how good is the friendly banter, 'I'm watching you', 'Ha! the only thing you'll see is the back of my bike'. The comradely of all members of the club.



And obviously it can't be done without all the officials & volunteers, as well as the racers, spectators & sponsors.

To those that have the money to build & buy, what we can only dream of, to the ones who scrape & save, trading trades & time, just to get to a meeting.

There's some of us who have plenty of prep time before meetings, to go over & tighten bolts, check & shine. But don't forget the time poor folk, who cram it all in before going to the track or even at the track, perhaps getting help from those who have the means & time.



And then there's this. This is what I really love, this is what I think defines our club. You can't go past those that are having issues at the track, needing a battery, a chain, a lever, something welded, extra hands, advice, support, or when it just all falls apart & then someone else offers you a ride!! Because they know just how much trouble you've gone to to get here without any success.

And most importantly knowing if you kamikaze, get thrown, drop your bike, whatever it is, Everyone has everyone's back. There's always someone there to pick you up & help you get on your feet, no matter what.

So I want to take this opportunity to let you all know just what a wonderful club we are apart of. I don't know of anything quite like it. I look around at what we do, how proud we all are, Classic Motorcycle Racing!!!

This club, we do not discriminate at all & we should be very proud of that. Cheers to that!! Bec

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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:

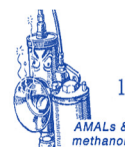
Club Permits HMRAV
46-48 Powlett St,
Dalyston, 3992

Any questions please call Mick or a committee member!

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!



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

