

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

# Flatchat

Mar - COVID 2020



# Behind the Bars

## The Presidents Report

G'day I hope that everyone is ducking for cover and keeping well, this Bat eating head virus is certainly taking its toll.

We understand that many members are getting itchy feet and wanting to get back out on their bikes. We have been getting a lot of calls about when racing will be back on the calendar, Mt Tarrengower and the Southern Classic. Until we get definite approval from MV/ MA on what guide lines the Government has in place we can't move forward with any competition. There was some discussion between the committee that we pull the pin on 2020 but have decided to wait until we hold the AGM in August and see if restrictions are lifted and to what extent.

I have seen information getting around that Broadford is holding none competition days (and very restricted) so contact them directly to see what they have in place. Hopefully we can all soon be back out there giving it some stick.

It has been bought to me attention that some of our members (one in particular) have taken this social distancing a bit far or they are going around the bend. I wonder who this is???



### Front Cover:

*The many stages of a competition bike build. While Life member Doghouse Dave Philpots has been fulfilling his many club roles including being Vice President, MV delegate, Facebook admin and the man with his finger on the Historic Racing pulse he has managed to finally complete his Harley WLA racer after about 4 years. It's a true credit to him and the many club members who made an idea into reality.*

As the end of the financial year is approaching club memberships are due for renewal and our on-line renewals are up and running.

We have also added Brian March, Dave Philpots and myself as signatories for Club Permit renewals only. All initial application are still to be approved by Mick Cheg.

I have some good news amongst all this we have the possibility of a new sidecar team (brother and sister). Yep the Dodds have been at it again. Zane and Kate Dodds welcome the arrival of Oliver Ross little brother to Winnie on the 22<sup>nd</sup> of May. Grandpa Geoff just maybe working on a new outfit.

Our congratulation to the family. Well that's about all I have keep safe and hopefully I'll see you all in the winner's circle soon Toddy!



## The Committee

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Mick Large, John Daley  
Garth Rhodes, Dave Large  
Graham Harder, Doug Hicks  
Shirley Luke, Robert Todd  
Marg Todd, Mick Chegwiddden  
Brian March, Dave Philpots

# In the Chair

From the Editor

From time to time you hear stories of being in the right place at the time or chance encounters that lead to treasures that goes beyond whatever dollar value an item may have. Some appear to be based on truth others so ridiculously wild the bullshit-o-meter goes into melt down. But even rarer are the actual people to whom these events have occurred or the sighting of these miraculous treasures.

I was at the petrol station the other day on my way home from what the government deem is essential work. The roads virtually empty, the petrol station likewise almost empty. I took my helmet and gloves off and started filling my bike and a lady walks straight up to me and asks if I know anybody who'd be interested in buying an old BMW motorbike.

Do!! I stopped the petrol pump so I could concentrate on what I was hearing. "I noticed you are riding a BMW, my husband would have loved your bike." She said. Within an instant I was picturing myself telling this amazing story of how I'd come to own a treasure from a deceased estate. But there was no time to reflect, the lady was continuing her story with no input from me.

"My late husband had cancer for three years and passed away 12 months ago. He really loved his bike and took amazing care of it."

I offered my condolences on her loss, but this lady had a story to tell.

"I got the bike serviced a little while ago because it had been sitting in the garage and hadn't been used." She continued.

I was trying really hard to focus on what she was saying but I admit I was picturing a 70's era, possibly 60's or earlier, lovingly maintained, garaged with a nice amount of patina from the use of a caring owner.

"They had to replace the, what do you call that thing that stops them running after not being used?"

"The battery?" I offered.

"No, to do with the fuel. The fuel pump. That's it, the fuel pump, it cost me \$800 dollars too."

It was like a record scratching half way across a track. The beautiful song I'd been listening to cut abruptly short. Fuel pump! Old BMW's don't have fuel pumps.

"Yes, fuel pumps are expensive." I said. My dream was fading very quickly

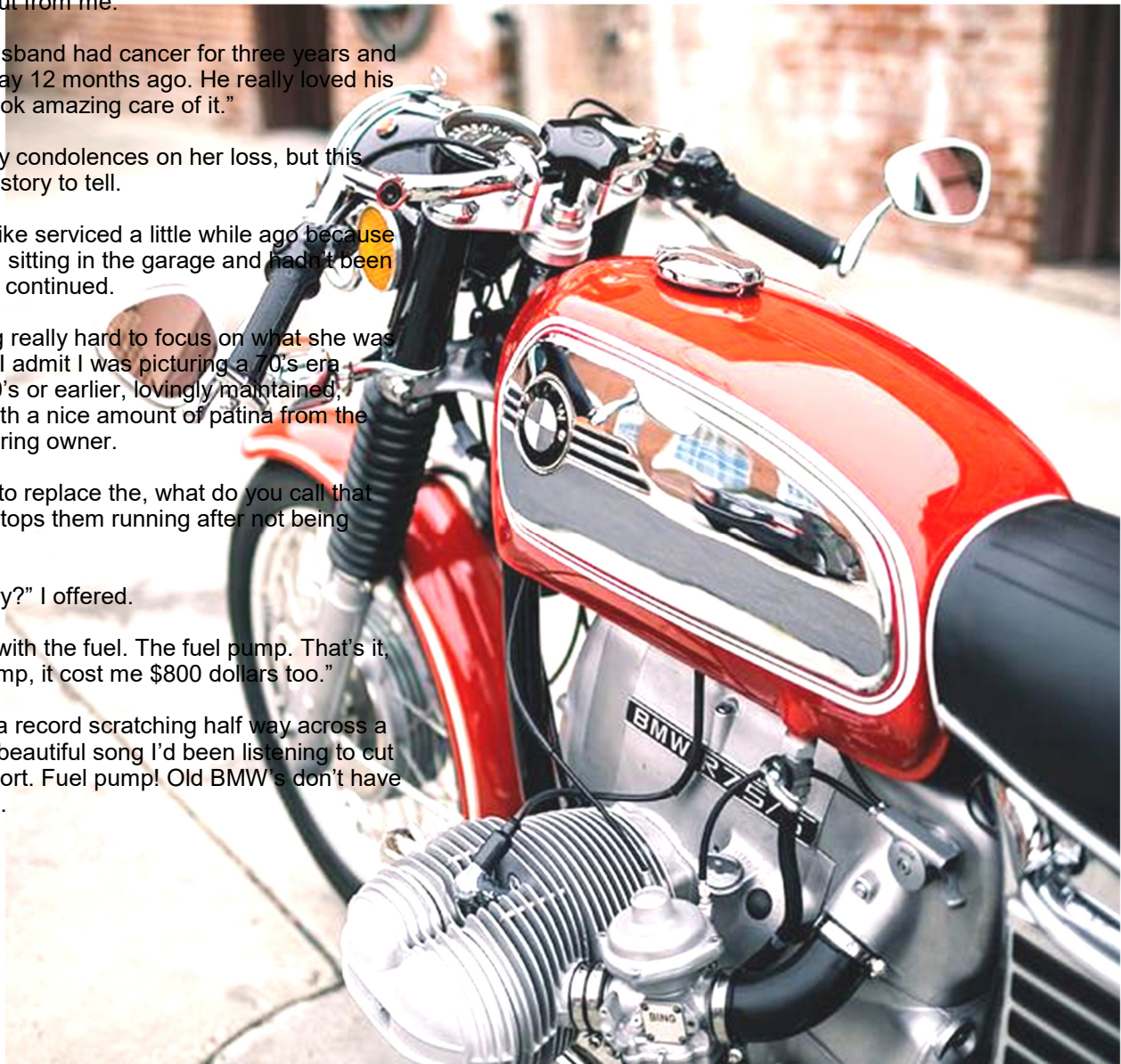
"It's an R1100 something, 1998, touring bike like your one."

"It sounds like a very nice bike and it sounds like your husband really loved it but I can't really think of anyone who'd be after a bike like that. Did your husband have friends who rode who might be able to help you?" I asked.

"Well my brother-in-law used to ride with him, maybe I should ask him."

I suggested that that would be a great idea and off she went.

"PUMP NUMBER 3, you need to put the nozzle back, it's timed out." Came the petrol station attendant's voice over the announcement system. I realised I was standing there and still had the nozzle in my hand staring vacantly as the lady drove off, thinking of what could have been.



# NZ 2020 Tour

Words Brian March, Pics Doc Robinson

The Aussie Bike Tours NZ2020 trip has come and gone and once again it was an outstanding success.

This time Eddy Garner had arranged a tour for 20 people with 15 race bikes. As always Eddy's planning and organisation was first class with all the bikes loaded into the container on the 6th of January and ready, (all formalities done), to be picked up by us on the 3rd of February.

2018 Handshifters who fronted again were myself and Leanne, Mick Cheg and Sue Bull, Ross Bolding....this time with partner Dee, Chris Beaumont, and Ralf Feely with partner Mel. Joining in on this trip were Clint Cheg, Pete and Toni Birthisel, John and Kathy Wormald, and Charlie Palmer and partner Barb.

Non Handshifters but still racing were Des and Stacy Heaney and Neale Weddall and partner Bea.

Plus, we had Ross Ferguson joining in again to ride a roadbike on the tour as well as Eddy, of course, racing his WLA. Eddy was joined in NZ by good mate "Thommo" who has known and ridden with Ed for years and assisted our crew on our big adventure.

Arriving in Christchurch we were greeted by Aussie like conditions....35 degrees and a very brown and dry countryside. Nothing like the green and rich land we usually find.

The following day normal routines kicked in.....collect our hire vans, drive to the freight depot, unpack our bikes and load them up, then head on down the highway!

First night's accommodation was in Omaru. A great coastal town with a lot of history. Everyone took the opportunity to stretch the legs and explore the old wharf area. A few drinks in the bar that night amongst our crew plus we chatted to quite a few other aussies that had made the trip over for the Burt.

Next day was the run down to Invercargill. The rain started early and just kept on coming. Everyone took the scenic drive options and you could tell as the day wore on that there was a lot of water in the rivers and creeks. By the time Leanne and I had made it to Invercargill, we'd driven through lots of water over roads and actually felt quite lucky to have made it. And lucky we were....about two hours after we arrived....all roads leading to Invercargill had been closed!

The news reports were bad....towns evacuated, roads closed, competitors hiring helicopters to get to the Burt....it was full on! We had friends coming to join us at our hotel but they couldn't get through. One of our crew, Ross Ferguson had called in to see a mate at Dunedin and was stuck...roads closed. And the weather in Invercargill? Arctic is probably the best way to describe it. Cold, wet and blowing a gale. What a difference to 2018 where we all got sunburnt! But we'd made it and spirits were high.

Wednesday dawned fine but cold and windy. Ed had arranged for our race bikes to be displayed in front of the E Hayes and Sons Hardware shop, (the famous shop where Burt's bikes are displayed).

Being in Invercargill, the home of the World's Fastest Indian and the site of one of the biggest



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# NZ 2020 Tour

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racing events in NZ....we decided to ride our racebikes into town as part of an impromptu parade. It kind of just happened and everyone fired up their bikes, straight through pipes roaring, and took off into the traffic.

I have to say it was a blast. Sitting at a set of lights, a dozen racebikes filling the lanes, people coming out of buildings to find out what the noise was, people hanging out of car windows taking photos....it was brilliant! We even had a police car pass us going the other way....not a problem. We were all buzzing when we pulled up outside the Hardware shop, all talking at the tops of our voices....what a laugh. A good day of sightseeing followed but we decided not to risk it on the way home and loaded the bikes into our vans.

The Bluff hillclimb is the first event of the week. Cold, wet and windy weather greeted us on arrival but it was great to be competing. First sighting run opened the eyes wide for the new comers. It's a tough, tight and very bumpy piece of road. Chris Beaumont's bike was running a bit off song so he took advantage of the generosity of a local lady, who opened up her garage and welcomed Chris in. He was now out of the weather and able to work on his bike in peace. That's just how things roll in the Southland....

Everyone was loving the hill....yes it's hard work and a real test....but there's a lot of satisfaction in making it to the top and completing all the runs. Clint Cheg scorched up the hill and won the class, which was a fair effort since it was his first visit to Bluff.

As soon as the hillclimb was over, we all packed up and headed straight to the drag strip. We were entered in the demonstration class. Sign on and scrutineering was completed in typical South Island style and we were very quickly sorted and lining up for our first runs. It pretty much runs as a "grudge match" type of thing for the demonstration class. Just line up against your mate....head to head....lights go out and off you go. I made two runs, both against Chegwiddens. I got smashed by Clint but managed to just pip Mick...but only because his maggie was dying a slow death.

Ross Bolding and Mick Cheg once again lined up together. This was to be a re-match of a battle that started back in 2018. It's just the type of thing that makes these trips so good. Battles within battles, mates having a go. It's part of what makes classic racing so good... and honest.

Pete Birthisel was having a ball and John Wormald was getting out at every opportunity. John had a great race against Dave Reidie, (who has a house in Christchurch) and had come over for the event.

Next day was the beach racing. It's a spectacular event that draws a huge crowd. But our run of bad weather was continuing....howling wind, cold temperatures and a tide that seemed determined to cut through across the circuit. Most of our crew got out but it was a wild and woolly ride! Charlie Palmer was ripping it up on his metho fuelled Knucklehead but most were happy to circulate and get back in one piece. As part of Eddy's A1 organisation, we once again had the services of the local Yamaha dealers wash down bays. All bikes were cleaned up in



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Indian club members that we'd met two years earlier.

Last day of competition and we're all down to the Invercargill industrial area for the street racing. Weather report.....well if we thought it'd been cold wet and windy up to this point....Invercargill had one more shocker to throw at us. It was absolutely freezing! By this stage our numbers were depleting...Ed, Clint and I were out....but there were still more dramas to come. Mick Cheg's rear wheel locked up on track and investigation in the pits showed he'd spun a brake shoe.

Neale Weddall's immaculate XT 500 spat out an exhaust stud. Luckily for

double quick time and the crew retired to the local Lonestar Café, (one of our sponsors) for a good feed and plenty of laughs.

Saturday and we were all off to the circuit racing at Teretonga raceway. Unfortunately, this was the start of some of our bikes deciding they needed a wee rest. I crunched a cam and oil pump in first practice. Clint then rolled in with a holed piston and Ed cracked the rear cylinder head on his WLA.....dramas everywhere! Mick Cheg had already changed magneto's after the drags and Chris Beaumont's 741 was still NQR. Then Charlie threw the chain on the big Knucklehead.... seemed like everyone was on the tools. But Pete Birthisel and John Wormald were still circulating and you couldn't wipe the smiles off their faces.

Neale he was able to carry out some repairs and continue on his way. Lastly, Charlie cracked an oil pipe....but again....repairs made from the back of his van had him back out and in the winner's circle.

Special mention to Chris Beaumont who had battled on all week with a bike that had been rebuilt after a massive blow-up at last year's Southern Classic. Chris had only decided to come on the trip after the HMRAV presentation dinner, (early December) and had completely rebuilt the engine and had the bike ready and loaded by early January. With no time to sort the bike he did an outstanding job to keep all the wheels turning and compete at every event at the Burt.

Sunday night we all headed to a function room for great feed, (put on by the Southland

Teretonga is a very fast sweeping circuit and draws a big crowd to this event. Once again John Munro, (Burt's son) popped in to say hello. It was also clear from all the comments that the crowd were very appreciative of the big effort all the Aussies had made. We also caught up with a few of the NZ



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MCC) and trophy presentation. It was a huge week, unlike any you'd find in Oz and it had really tested us all. The aussies featured quite heavily in the results and there were some really heart felt speeches made by members of our team. It's a truly humbling experience to be in another country, racing your vintage motorcycle as part of an Australian team and be welcomed so warmly by your hosts and fellow competitors.

Lots of photos, handshakes and tall stories ensured and everyone agreed it was an incredible event to be part of.

Part two of our tour could now begin. This is where we all become tourists for a couple of weeks. Would you believe half an hour from Invercargill the wind dropped, the sun came out and the temperature seemed to rise about ten degrees....incredible!

We all made our way to Te Anu....beautiful mountainous country with lakes a colour blue that's hard to describe.



cam in, Clint's oil pump on, magneto back in, some timing and give her a kick. Fired up on the second or third kick....Glorious!

A celebratory beer and all was good with the world.

The next day we were off to Queenstown. What a great spot this is. Our crew took it all in....jet boating, gondolas to the scenic lookout, luge racing....well we were all racing, para gliding, river cruises and magnificent restaurants....we had a ball. We also caught up with a few more of Ed's mates who were also riding around the beautiful Southland.

After Queenstown we all caught up at the brilliant Highlands Motorsport park. We had a tour of the museum and a nice lunch. It was here that we split up as some of the crew were heading off back to Christchurch to make their way home. It was a bit sad to say goodbye but a few of the crew had to get back so as to join in on the Tassie International Indian rally.

Those of us staying on for the Sounds of Thunder meeting then followed the west coast via Wanaka, the Fox and Franz Joseph Glaciers, Greymouth, Queen Charlotte Sound, Nelson and Blenheim. We then cut through the centre via Hanmer Springs and on into Christchurch.

Highlights....some walked out to view Franz Joseph Glacier but John and Kathy Wormald and Thommo took a helicopter ride out and "onto" the glacier. All reports were that it was spectacular. The drive along the Queen Charlotte sound...one of the twistiest roads

Most went for walks around town or along the water's edge....I decided to rip into my Indian's motor. Having already completed some exploratory surgery in the carpark at our Invercargill Motel....I pretty much knew what I had to do. With Clint's bike out and him not competing at The Sounds of Thunder, I "borrowed" his oil pump. Pete Birthisel then had a spare front cylinder cam, with the same profile as the ones I was using. So magneto, oil pump, and cams out of mine. Then Pete's



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I've ever been on. Over an hour and a half to do 45k's but it was well worth it.

Catching up with Dave Humphries at his workshop in Nelson. This year we took Ross Bolding and John Wormald out for the tour. Dave is an ultra-enthusiastic Indian man and gave a warm welcome to everyone.

The Omaka Air Heritage museum at Blenheim. Absolutely the best WW1 and WW2 Air museum I've ever been to.

All I can say is after two tours through New Zealand's South Island, you won't find more spectacular scenery anywhere in the world. And there simply aren't any straight roads! Add to that quaint little towns and super friendly locals, and you've got one of the best holiday destinations available.

Part three of the trip....Christchurch and The Sound of Thunder Race meeting.

We returned to the Racecourse Motel, our accommodation on the first night of our trip. It's close proximity to the Ruapuna circuit and ample parking make it a perfect base for a bunch of racers.

My memories of this track had it rated very highly. It has something for everyone, a super- fast outfield and a tight and technical infield.

We all headed out to the track for Friday's practice and formalities. The Bears club put on a great meeting and they always manage to make us Aussies feel quite special. We get to sign on first, get scrutineered first and they put us in the pit closest to Pit entry. It's either that they think we're special...or such a pain in the backside....that they seem to give us preferential treatment. Either way, it's very much appreciated.

We also caught up again with Paddy Snowden and some of the others in the Kiwi Indian team.

Paddy's a great supporter of Indian racing in NZ as well as the "Trans-Tasman Challenge".

Saturday and the meet was on in earnest. The next "highlight" of the trip probably ranks as one of the funniest/scariest things I've ever done on track.

Firstly, in our defence, in Australia the schedule of practice/qualifying/racing almost always follows the same order. If your class is second in the sequence in practice, you're pretty much assured that you'll be second out for the whole weekend....simples! Not it seems at the Sound of Thunder.

Friday's practice had its schedule. Saturday's Pracs and Quals had a different schedule, Saturday's races –different and Sunday's... different again. Unfortunately we didn't realise this. So....as all racers do, we paid attention to what class was out before us on Saturday morning practice....then waited 'til they went out for their qualifying session....then duly suited up and sat ready and waiting on the dummy grid. It was at this point we realised that there were nearly 70, (I'm not exaggerating) Super Motard crazies gridding up as well.

Lots of sideways looks between us greybeards on 80 year old hand shifters but before we knew it the green flag was being waved and the officials were motioning us out onto the track. Oh well I thought....deep breath....let's go.

Can you imagine what it's like to have 70 modern Super Motards, passing you.... sideways of course...either side as you wobble round a circuit at perhaps a third of their speed? Most of us lasted about two laps before we brought this circus to a close. The club's President quickly made his way to our pit....we were all still shaking our heads....but instead of barrelling us about not following the schedule, just calmly showed us the error of our ways and politely offered to give us another session to make up for the disaster of our own doing. Absolute gentleman and a great representative of his club.

Newcomers to the circuit, Ross, Charlie and John were having a ball. It was great too that we had a big contingent of Kiwi hand shifters to do battle with. Unfortunately they weren't spared in the mechanical mayhem department either with Lee Munro striking trouble in one race and one of Paddy's guest riders taking a tumble. It was also great to have Ed back out there



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feed, (I could get used to this!). The visiting Aussie team featured quite well again, picking up a number of placings and ribbons.

It then came time to announce the winners of the Australia vs New Zealand Hand shift Battle. Eddy stepped up and announced that once again the trophy was coming back to Australia. We were all really stoked and proud to be a part of a team that had worked so hard on and off track to get out there and race. It's not an easy thing to compete in so many varied events, travel all over a country and only have minimal spares and tools. We all helped each other and did whatever it took to keep scoring points for the squad.

doing battle after calling in a few favours and getting his cylinder head repaired.

Ross Bolding and Ralf Feely were having some ripper dices and really showing the crowd how hard and quick our hand shift racebikes can run. Ross deserves high praise for not only preparing two outstanding bikes for competition but also for allowing mate, neighbour and former A grader Ralf to go out there and thrash them.

My run of bad luck continued with a magneto mount cracking and shifting the timing and then my brand new fuel tanks splitting. I thought I was out, beaten by a huge split in in the oil tank compartment, when Paddy Snowden appeared and offered me the use of a set of spare tanks he had back in his shed at home. Absolutely awesome! Leanne and I packed up quick smart and made our way out to Paddy's. The next morning, tanks fitted up, lines all adjusted and we were back and ready to do battle. We only had one race on the Sunday due to a storm that hit the circuit Saturday arvo. I managed to get out and score some points for the Aussie team. I'm not too sure how close the score was between the Aussie and Kiwi teams but I do know that without the generosity shown to me by Paddy, I'd have been out and the score would've been different. But that's just how it is in the Historic Racing world....you always help your mates. Cheers Paddy.

Presentation took place at the track clubhouse, once again after a hearty

As Team Captain I was incredibly honoured to be a part of such a great group of people, both Aussies and Kiwi's, and was really impressed by the spirit shown by both camps.

Will there be a next time? Well, this all happened prior to the Corona Virus. Our plan was to go back in 2022....hopefully everything will be back to normal by then. I know I'll be doing everything in my power to head back and defend our title.

I can thoroughly recommend the Aussie Bike Tours New Zealand trips organised by Eddy Garner. You don't have to be a racer to join in, there's stunning roads and scenery on offer for the tourer as well. We've had all sorts of bikes join in, classic and modern, and you can even rent a car and just enjoy the tour and the great company.

Cheers,  
Brian March.



# Meeting Minutes

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March 2020 GENERAL MEETING

Date: 16th March 2020

Time: 7.00 pm

Venue: Mitcham Angling Club

Present: Brian March, Leanne March, Aneta Philpots, Mick Chegwidgen, Keith Campbell, Tony Greenwood, Glen Dane, Doug Hicks, Dave Philpots, Toddy, Mick Large. Grant and Mick from Race Marshalls Victoria.

Apologies:

The meeting opened at: .....7.00..p.m.

## **ITEM 1: MATTERS ARISING FROM LAST MINUTES:**

Discussion on MV conversation with Brian today in relation to cancellation of club's upcoming race meetings.

Concerned about the demographic of the Club's membership and implications for insurances should the meeting continue.

Eddington and Vic Titles to be cancelled.

Grant and Mick spoke to the group. History on Race Marshalls involvement with HMRAV which has been problematic over the years. Want to start afresh and move forward.

5-8 personnel accommodation  
radios for all – (medics have own radio) – Race Marshall prefer all on same channel which provision of sufficient radios will achieve.  
boards  
black flags at flag point 9 and start and finish  
\$300 per day.  
Lunches and drinks provided on the day is expected to be provided by HMRAV to the volunteers.

Confident that they can provide personnel to support meeting.  
Will be diarised.  
Toddy to send an email to remind of dates.

Requested Tony Boland be Clerk of Course. Better chance of having people attend.

Keith requested what contingency plan will be in place to ensure that due to full calendar in October/ November what assurance can be given to HMRAV that personnel will be available for the Southern Classic.

Discussion on issues with encouraging volunteers to work at race meetings.

Race Marshalls to be booked in for the Southern Classic.  
With a request for at least one month's notice if Race Marshalls Victoria are unable to be present due to conflicting race meetings.

Moved: Brian    Seconded: Dave

## **ITEM 2: PRESIDENT'S REPORT**

Spoke to Brian and Dave about Island Classic not continuing. Question asked whether we should we run something in it's place. Agreed that we already run two historic race meetings plus Winton.

Broadford Track is all done  
Jenny Knox has been let go from MV.

Side car club will be running a Come and Try day in December. John Clancy suggested that HMRAV contribute half of the cost for running the event. Discussion took place. Agreed to not share the Sidecar club event.

Moved: Dave    Seconded: Keith

## **ITEM 3: SECRETARIES REPORT**

Mitcham Anglers offering a corner to display HMRAV memorabilia

Torquay Rotary Motor Show sent details of upcoming event.

Journalist for Bike Review requested a report on the SC. We asked for some free/discounted advertising or a plug for the club in return. Journalist declined and said they'd do it themselves. Photographer "Knackers" has now done a report.

Danny Ahearn – Historic Club and Ducati Owners Club. Track Day at the Bend. \$200 plus Subway lunch – to be plugged on the HMRAV website.

Eric from Adelaide – involved in Historic Cars. Advised historic Wakefield will not be run this year due to noise. Would members be interested if run at Tailem Bend – first weekend in September.

Moved: Mick    Seconded: Toddy

# Meeting Minutes

## ITEM 4: DELEGATES REPORT:

Nothing to report

Moved: Mick    Seconded:    Brian

## ITEM 5: RACE SECRETARIES REPORT:

Eddington – 24 solos and 4 outfits.  
Toddy to advise Bendigo Car Club that HMRAV will not be attending.

Need to make decision on limiting road and up to 1972 red plate bikes to 1300 capacity. Follows same rules as GCR's.

Moved: Glen    Seconded: Aneta

## ITEM 6: TREASURERS REPORT

Refer to attachment provided by Treasurer.

Moved: Mick Large    Seconded: Mick Cheg

## ITEM 7: PROMOTIONS OFFICER REPORT

Ad for Vics in Old Bike.

Moved: Aneta    Seconded: Tony

## ITEM 8: MERCHANDISE OFFICERS REPORT

Flags and pennants now available.  
Will be put up on EBAY.  
Merch : \$4,000

Moved: Mick    Seconded: Keith

## ITEM 9: EDDINGTON AND VIC TITLES

To be cancelled.

Moved: Toddy    Seconded: Dave

## Item 10: GENERAL BUSINESS

Ben James doing amazing job as Race Secretary.  
can refund payments for cancelled events.  
advised that can be reversed, if paid on line, reasonably easy.  
Needs to speak to Pete.

Dave to make statement for Facebook with delete commenting activated.  
Facebook event post reached 9,500 people. Dave to update an ad campaign for the Southern Classic.

Glen requested information for Flatchat.

Discussion on a road run over weekend of Vic Titles.

Dave to contact Shannons to let them know about the cancellation of the Vic Titles.

Brian discussed telephoning all entrants to the Vic Titles to explain cancellation.

Moved: Tony    Seconded: Mick



**HMRAV Meetings are conducted at the**  
Mitcham Angling Club, 1250 Newick Road, Mitcham  
Meetings are (usually) held on the 1st day of the month from 7pm  
Come along

**TEMPORARILY POSPONED**

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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.

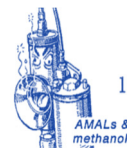
The Club Permit scheme is one of the great things about belonging to a club like HMRAV, so please ensure you are supporting the club by getting your renewal processes right the first time.

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!



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



**dates in your calendar now!**

April 4th - Winton Sprint  
April 4th - Broadford  
May 30th - Winton  
October 17th & 18th - Hill Climb  
October 31st & November 1st - Broadford  
December Present

**TEMPORARILY POSPONED**

