

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

Jul - Aug 2021

Flatchat

**MT TARRENGOWER
CANCELLED**



Behind the Bars

The Presidents Report

G'day everyone I hope you are all keeping well and safe in this very difficult time that we are all in. Just stay safe and look after one another.

The AGM went off reasonably well, but having a video meeting does have its disadvantages but in the situation we are in there is no other solution. A big thanks to Aneta Philpots for organising these meetings. Also a big thanks to the club members who have stuck with us over this time.

I would like to thank the committee of 2019 / 2020 for their efforts over the year even though we had no racing, they are still busy working in the back ground keeping the club going. The committee for 2021 / 2022 stands the same as last year and the years before (see the meeting minutes in this issue) but with two new committee members. They are Ken Redwood (Promotions) and David Hoy (Trophies). I would like to welcome them to their positions within the committee and thank them for putting their hand up to help.

The Mt Tarrengower sup regs (16th & 17th October) are now available on the web site but in saying that we are limited to the number of entries and this was filled within 24 hours of them being released. Any entries received from now will be put on a short list. There are only 8 weeks to the meeting and at this stage is still going ahead but with the situation of the increasing numbers of Covid cases it may be cancelled. We are in contact with the Bendigo Car Club and will know more as we get closer to the meeting.

The Hartwell Seniors meeting is planned for the 11th & 12th September and the sup res can be found on our Facebook page.

We are still planning for the Southern Classic to go ahead and are working on

these sup regs. Once again this meeting will go ahead Covid restrictions permitted.

As usual take care and one day hope to see you in the winner's circle!

Toddy

Postscript - So it is with the COVID situation that between sending in this report for Flatchat with high hopes and expectations and publishing less than a week later both Mt Tarrengower and the Hartwell seniors Meeting have been cancelled.

Special Update from Executive Meeting held 7th September 2021

The current situation with the Coronavirus outbreaks in both Victoria and NSW, combined with border closures in all of the remaining states, has had a severe impact on motorsport.

Every day it seems that events are being cancelled. It's becoming increasingly difficult to determine whether it is feasible to attempt to promote an event in Victoria and what the financial risk to a club would be if that event couldn't go on.

With all of this in mind the HMRV Committee have reached the decision to cancel the 2021 Southern Classic Race Meeting.

We have left this decision as late as we could but in the end there was just no choice.

The Club is however still committed to promoting historic race meetings and believe that with the vaccination programs in place and the respective governments working towards opening up the states, events will return to normal in 2022.

The Committee

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Trophies

Leanne March
Ladies Liaison

Committee:
Tim Loone
Chrissie Clancy

MV Delegates:
Dave Philpots
Brian March

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



Cover Image: Doghouse on the mighty Sporty at Mt Tarrengower

In the Chair

From the Editor



As Covid continues to throw a spanner in the works (that's one of my Dad's favourite sayings - Happy Fathers days Dad) I looked to our Social Media for inspiration and to try and generate something a bit interesting and different for Flatchat....



From Colin Magnay - Always liked this shot of a past Broadford event, not sure which one. Club members Dave David Dickson, myself, and David Wain, with David Morse in the mix. Not sure of the history of the other bikes but mine is Bill Luke's old bike. Bill was a member but passed a few years back, we used to run the Bill Luke memorial race at historic Winton, where his widow Shirley ran the show for many years.

Bonnie Large giving Dad Chris some helpful advice "Come on dad make it go fast! Or else!"



Brian March supplied Memories....what about the Bonanza Scooter Mafia. Club members such as Dane, Philpots, Loone, Campbell, Boeti, Watson, March and Clancy all took part in terrorising the Novice group out on track. I remember Vic O'Driscoll pulling me up on the dummy grid, just as I was heading out and telling me I wasn't a Novice. I told him my 80cc scooter had a top speed of 60kmh and what group did he want me to go out in! Fun times.



News from the North

Article Tim and Carla Hewitt

I remarked to Karla that this week - the last week of August - used to see us preparing for the imminent arrival of a contingent of HMRAV members (hereafter known as "The Mexicans ") to our home in Townsville . The reason for their 7000 kilometre round trip ? - two days of racing at Suncity, a go kart track 10 minutes from our place .

The pilgrimage North for assorted Mexicans became an annual, sometimes bi-annual event, always different machines, including hand shifters, until the demise of Suncity raceway in 2018. The loss of the circuit is the reason you may have noticed Karla and I at various HMRAV race meetings at Broadford, it was the only way we could race our sidecar, and catch up with our HMRAV family .

Fortunately, we had been working on a plan

In 2005 a meeting of local motorsport clubs and other interested parties in Townsville was called by a newly formed organisation then called DECAMAG, with the goal of establishing a Driver Training / Motorsport facility in the region. No money, but plenty enthusiasm and a vision of Phillip Island in the tropics!

Sixteen years later, the vision will become reality. Forty minutes from Townsville, the Drive-It complex will be ready for action in 2022. Not completed, by any measure, but the bit that is of interest to us - a brand spanking new 2.7 kilometre circuit, 12 metres wide, will be ready to go .

A peppercorn 40 year lease of 600 hectares was granted by the local council. 22 million dollars of State and Federal funding has been earmarked for the facility, of which 5 million has been drawn down to date. The nature of funding has meant that every bureaucrat capable of producing red tape has had to be accommodatedThe facility will include the aforesaid circuit, a standalone first class 1/4 mile drag strip, a speedway , and various other surfaces as required. A driver training / large vehicle manoeuvring area, (6 acres of bitumen if you don't mind !) was established toward the end of last year, and is returning a small but significant amount of

They first made their appearance in 2011, and amongst the variety of machines they brought with them , there were sidecars! We had never seen them up here. I was the Steward or CoC of the event , but Karla managed to organise a swing for herself on a sidecar.....over the next three years we ended up owning 3 and a half of the things!



News from the North



income already. Happily, some of that income has been from our own club, the Road Racing Association of Townsville, yes - we have set up a temporary course on the LVMA pad to get our racing fix.

16 years of lobbying . Mostly enthusiastic assistance from clubs . A significant amount of doubt and nay saying from many locals - indeed , many of them motorsport " enthusiasts " - you know the ones - "pass us another beer love , the racing's on the telly , and I need to be in my best form to produce my keyboard wisdom "

16 years, and finally we will have a permanent road racing facility in NQ, initially 2.7 kilometres, and future expansion to nearly 4 kilometres. It's been a hard slog, but it's now reality. We can't wait to once again host our fellow HMRV club members in NQ once the Covid situation settles, and of course, head down to some HMRV events ourselves .

Tim & Karla Hewitt ,
HMRV members in Townsville .



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Ferntree Gully Hydroblasting

1939 Old School Racer

Article & Pics Russ Murray

This story appeared in Live to Ride issue 410

"Win on Sunday, sell on Monday". Once upon a time that was so true which is why many, or perhaps most, manufacturers had race teams. Now days, well it may be true for those marques which produce sports bikes but not for tourer/cruiser market. It won't come as a surprise that two of the dominant manufacturers in the 'cruiser' market, Indian & HD, don't field race teams for road racing.

Well that's not quite true as, after an absence of two decades HD has returned to the racetrack with the 'Roaring Sporties' with the Harley-Davidson 1200cc V-Twins Sportsters as part of the 2021 OzBEARS rounds. For the uninformed, BEARS is an acronym for British European American Racing Series.

There is also classic racing scene where the Harley Davidson vs Indian hand shift battle has grown in strength since its inception in 2017 to the point that they have their own starts at race meets. These bikes are all pre 1953, 3 speed 750 cc side valve, hand shift production bikes with rigid rear ends. The choice of many is the Indian Scout first introduced in 1919, displacing 606cc in a side valve V-twin engine with the transmission bolted to the engine cases. The Scout went through a few incarnations over the years before the 750cc Sport Scout, 1934-1942, came about. The hand shift battle bikes race under Class C regulations which means the bikes are pretty much as they left the showroom floor and, as such, there is little that can be done to 'improve performance' either in handling or in horse power. The Sport Scout, the bike of choice of many Harley racers in the 1930s, had a single down tube frame, coil spring girder forks and rigid rear end replaced by a plunger type rear suspension in later models.

Amongst the Harley v Indian hand shift racers is Clint Chegwidan astride his 1939 Indian Sport Scout. Clint came into racing, or for that matter motorbikes, through his dad, Mick Chegwidan, who owns a few classic American bikes, even racing one of his Indians at the 2007 Daytona Speed Week. Clint started riding his dad's 1941 Scout up and down the driveway where he

became familiar with the foot clutch, hand shift, left hand throttle, 3 speed bike. Not something many of today's riders would even attempt let alone go for any sort of ride on.

At some stage he rode the Scout at a HMRAV come and try day at the Broadford road race circuit which in itself isn't all that surprising considering Mick is a Life



Member of the HMRAV. This led to Clint having a go at racing on his father's race bike, a 1941 Scout, along with a few other Indians kindly loaned to him. It was decided that perhaps it would be a good idea to get his own race bike so the hunt for a suitable bike was on, resulting in his current bike, a 1939 Indian Sport Scout. The bike was a partly completed project which Clint along with his father turned into the current red plated road/race bike. As with any race bike, part of the key to success is having as light a bike as possible so it comes as no surprise that a lightening process was part of the rebuild. As with many of the the Indians of the time there were two petrol tanks, one on either side of the spine with the left tank for petrol and the right tank with two filler caps, one for oil and the other for petrol. Clint had Nate Browne, Browne's Metalcraft, modify the tanks by narrowing each tank by 1" along with removing the petrol part of the right tank so now one tank is dedicated to petrol whilst the other is for the oil.

The frame is standard with a couple of struts attached to the bottom of the down tube to the engine to provide some additional bracing. The girder forks have an extra 1/2" added to the top links with stock bottom links in an effort to improve handling which, having watched Clint race, seems to have been successful. To these are attached some custom 18" rims made by fellow racer, Tim Loone from Classic Wheels and Spokes, with a front brake from an 841 Indian providing just a bit more stopping power than that of the Scout's. The standard Sport brake, albeit with new pads, is at the rear. The bike has two sets of handle bars, the original for road use whilst the race bike has a set of blue Renthal



1939 Old School Racer



fatbar motocross bars. Even though the bike is a dedicated race bike it only takes about an hour to convert to road trim, something which proved useful during covid when racing was a non event. On these is a quick action Domino throttle to replace the original which wasn't self returning, a requirement for racing. Apparently in the day there was the factory option of the throttle on either a left or right side of the handle bars.

Folklore has it that this option was for the police allowing the police officer a choice as to which hand was his favoured 'gun' hand thus allowing him the ability to withdraw his gun from his holster and shoot whoever he was pursuing with some degree of control of both the bike and the gun. In this case the bike has the left hand option which adds just another dynamic to riding especially considering Clint's 'modern' bike is a 25 year old Ducati Monster.

Much of the engine was sourced from Enfield Racing,

an American company specialising in classic Indian, HD & Royal Enfield engine components. Enfield Racing provided the cases, new barrels to suit oversized pistons and the 648 flywheel used in most Indian race bikes. The cams came from Jim Mosher, another one of the hot rod Indian go to guys in the States. Jim built a twin engine Scout with a displacement of 2020 cc for the Bonneville salt flats.

The Schebler carburettor has been replaced with a R300 932 Amal carburettor with a suitably modified manifold. In addition, 8mm fuel lines have been fitted to provide greater fuel flow. When parked, the carby trumpet sports a 'Moon Equiped' hacky sack courtesy of a trip to the Moon Eyes custom car show in Japan. Another of Clint's passions is his 1933 3 window coupe Ford hot rod painted in the same blue as the bike or perhaps the bike is painted the same colour as the hot rod. The right hand tank sports a 'Spades Rod & Custom Club' sticker to which Clint is a member. Whilst in Japan Clint popped into Little Wing Engineering run by Lwe Yoshi, the Tokyo classic Indian motorcycle specialist, hence the 'Little Wing' sticker. Naturally there is the 'Australian hand shift battle' sticker, a skeleton hand holding onto the hand shift gear lever can also be found on the bike.

The floor boards, heel and toe clutch along with the foot pegs were all replaced with more conventional items in the interest of racing. The exhaust is a couple of straight through custom pipes. These are the second version as the first pipes didn't have quite enough clearance when cranked over. The original seat, including the pillion hump on the rear fender, are still on the bike.

Clint's racing isn't confined to just road racing with his racing exploits extending to Sellicks Beach near Adelaide, Mt Tarrengeer Hillclimb (Maldon), The Big Chill in Queensland and The Burt Monroe Challenge on New Zealand's South Island, an event the hand shift boys are contemplating attending in 2022.



All Aussie Adventures

Article & Pics Chrissie & John Clancey

We started planning our trip to the UK and Europe to race our Classic Sidecar in 2015 to compete in the Camathais Cup in 2018.

A few things happened before that Chrissie ended up competing in the Isle of Mann TT in 2016 and 2017 so plans had to change to 2020.

2019 the Sidecar was totally stripped down to comply with UK requirements, engines also needed to be rebuilt to comply.

Before we could send the trailer and outfit, we were required to organized Carnet documents (Government Bond) so we can send our trailer and gear from Australia to UK. Then UK to Europe and return again, which is only valid for 12 months.

Once all approved, in November 2019 we loaded our trailer and all the gear and headed to the Sydney Docks, 8 hours way from home.

November 2019 Australia had bush fires, we were worried that roads would be close due to the fires on the major FWY from Melbourne to Sydney, our lucky day they closed after we waved our gear goodbye.

3 weeks into our looking around, well you all know what happened there, England went into Lockdown. We headed to Newbury, with the news that the French round has been cancelled.

Now that we'd been doing lockdown in Newbury for a few months we made the discission to return back to Australia, we'll leave the trailer and all gear there, hoping things would improve in 2021.

It took 2 months for us to get a flight home with a few trips to the airport to be told flights were cancelled. On the 3rd trip to the airport, we even got our feet onto the plane, only to be told Melbourne has shut the airport for all international arrivals, so that meant we couldn't fly into Victoria.

We were redirected to another airline company and flown back to Australia via Perth which is still 2000 miles from home.

Once landed in Perth we then had to do 14 Days Hotel Quarantine in a very small room with no opening windows, you can't leave the room, and the food is inedible. While in quarantine we then had to arrange flights back to Victoria.

By mid-July we finally land in Melbourne only to be put into another state wide lockdown for 3 months.

Having made the decision that we were going to try and return back to England in October we then had to reapply for new carnet documents which meant more paper work Our original Carnet documents which we left with the outfit had to be sent express post to Australia.

Once the Australian Government signed our new Carnets and seeing our original documents, they then had to be resent back to England for the English Government to approve and sign, but the post from Australia to England was lost, many phone calls again to the Australian post demanding them to find out where the parcel was, it took 2 months for the English government to receive them. That was very stressful, with the lost documents that meant we were unable to ship the trailer and gear home and receive our bond money back.

Finally, after 3 months the Carnet were approved with a new set of cash bonds to be paid, flights to be booked, and Carnet paid. Our next challenge was to get Government approval for us to leave the country. More forms to fill out, by mid-January we were granted permission to leave Australia.

With all the Covid problems in Europe not looking like it was improving we made the discission to compete in the CRMC series. Now that meant we had to obtain a ACU license because an FIM international license wasn't acceptable.



We met the trailer at South Hampton docks in late Feb 2020, Contacted Ian Johnson and organized a technical inspection to get our Eligibility card which was all fine to start competing in the Camathias Cup series.

For the Camathias Cup Competition we were racing under an International F.I.M Licence issued by Motorcycling Australia. We are all ready to race.

We left our trailer with friends at Newbury, which allowed as to do some sightseeing before we heading to France to start racing.

All Aussie Adventures

Applying for an ACU license we thought would have been easy.... Well, that was a night mare!
We sent all the required forms in to the ACU plus our history of racing and also a total of 5 years of race results. Only to be rejected, we needed to find our own medical insurance.

After a week or so of late-night phone calls to insurance brokers around the world we managed to find 2 policies but they were subsequently rejected again by the ACU.

So back to the phone calls, we finally found a broker in England which referred us to an agent in Sydney. After lengthy discussions with the broker he wrote a policy for us. This Policy was also rejected by the ACU, (we are now 1 week out before we fly, and still no race license). We notified the Broker of the rejection and asked him to deal with the ACU on our behalf because we weren't getting anywhere with them.

After a few phone calls and emails we were granted ACU race licenses. 2 days before we could leave we were off to get covid tests,

Landed in England late March and headed to Newbury to do 10 days self-quarantine. Bought 6 covid test which was the government requirement, only 5 turn up. Sent them in as government required and only received 1 test result emailed back.

John's ACU license turned up 3 days after we arrived in England. On day 6 my license still hadn't arrived, After contacting the ACU we were told it was posted out the same day as Johns and it should turn up soon.

By day 10 now out of self-quarantine and heading to Pembrey in a few days we were still without a license. I contacted the ACU again to get my license resent, and also asked for an email letter stating that I had an ACU license and was waiting for it to arrive. I got in contact with Anji and explained that my race licence hasn't turned up in the mail.

Anji called me back and said my license was sent to Australia. Well, that's why it wasn't coming in the post to Newbury.

Thursday mid-day we get to Pembrey only to find we have to sit in a queue for a few hours before they let us in and we were told to set up on the outside of the circuit, with the wind that could blow the dog off the chain.

Friday morning all keyed up ready to go racing, sign on and work out how to get onto the circuit, we had a few dramas, we slid off the circuit at the hair pin, over shot a corner, but over all went well for the first day at the circuit and first time on the outfit for 18 months.

Race Day: all new start procedures to learn, first grid up, then do a sighting lap grip up and start with the national flag, very different to Australia.

We stalled on the start line and managed to push start with the help of the starter to finish the race without a spin.

Race 2 as above on the start line but this time left the loving wife behind and made her run half the main straight to catch up, finished without any dramas only to find out that the throttle was stuck $\frac{3}{4}$ open.

Race 3 no major dramas

Race4 wet race, all we wanted to do is finish with out a spin or a stall because the clutch was still playing up.

While we were preparing the outfit for the next meeting (Cadwell) we found that our clutch plates had stuck together bar. all fixed



Presented with Bike of the Meeting at Pembury

The Brokers Comments were priceless about the ACU.

All Aussie Adventures



8pm and waiting to get in to Cadwell Park

Cadwell Park

Everybody told us that this is the best circuit in England and that we will love it. We arrived at midday Friday only to be greeted with a massive cue of vehicles in the holding paddock waiting to enter the circuit only to be allowed in at 8pm. That didn't give us much time to set up and walk the circuit.

Sign in, get outfit scrutineered, and noise tested and ready to go play.

And guess what? It started to rain, so practice and qualifying was in the rain. We qualified 19th. Lucky for us it didn't rain again until Sunday night. Finished all



Action from Cadwell Park

racers and slowly improved up the grid over the weekend.

In my wife's words: The first race was so scary, going down that hill from gooseneck to Mansfield is like a roller-coaster (I hate roller-coasters) I screamed all the way around the circuit. At least I know I was breathing. By the end of the weekend, we really enjoyed the circuit. With luck we will get back to Cadwell in a months' time.

Donington Park:

Every one said this is a fast track. We arrive at the circuit at midday, this time in the front of the queue, only to be greeted by this lovely English weather, more rain. Lucky there wasn't any rain for the weekend. We entered the massive hardstand paddock (No MUD), nothing like Australia.



Also, we were not used to the planes landing and taking off all hours of the day/night.

The usual 10 minute practice and qualify to learn the circuit and we were surprised that we were in the top 10. Yes, this circuit is very fast. Here at Donington we were 30 seconds a lap faster than at Phillip Island. one of Australia's fastest circuits. We continued to get fast over the weekend with very good results.

So far with the circuits we have been on they are wider, smoother and faster than we have experienced at home, chicane and hair pins we don't have them on any of our race circuits.

There'll be more from Chrissie and John next issue - and you can also check out more on Chrissie's Facebook page

Meeting Minutes

July 2021 GENERAL MEETING

Date: 12th of July 2021
Time: 7.00 pm
Venue: Zoom

Present: Toddy and Marg, Dave and Aneta, Tim and Michelle, Brian and Leanne, Tony Greenwood, Chrissie Clancy.

Apologies: Glen Dane, Pete Large

The meeting opened at: 7 p.m.

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

Manhattan Hotel booked for Club dinner.

Moved: Doghouse Seconded: Aneta

ITEM 2: PRESIDENT'S REPORT

Toddy has re-nominated for the Victorian Historic Road Race Commission. Commission now only has two members... Toddy and Vic O'Driscoll. There is still a position available if anyone wants to nominate.

Discussion took place regarding proposed changes to the Red Plate Scheme by VicRoads.

Toddy contacted some of our regular interstate competitors to thank them for their continued support.

MV Affiliation....should be racing members only. This needs to more identifiable with the online memberships.

Discussions re: Red Plate memberships.

Badge Replicas/Calvin Merlo....no longer a sponsor.

Moved: Brian Seconded: Leanne

ITEM 3: SECRETARIES REPORT

Tabled reply from Scott Laing - Computime
Discussion re: Timing at Winton. *Did/Does A7 have trouble with timing at Winton? Doghouse to contact A7 to discuss.

Moved: Tony Seconded: Michelle

ITEM 4: DELEGATES REPORT:

There is a MV meeting on but Doghouse can't attend.

Moved: Chrissie

Seconded: Leanne

ITEM 5: RACE SECRETARIES REPORT:

Nil.

Moved: Toddy

Seconded: Tim

ITEM 6: TREASURERS REPORT

Refer to attachment provided by Treasurer.

Moved: Brian

Seconded: Tony

ITEM 7: PROMOTIONS OFFICER REPORT

Nil

Moved: Marg

Seconded: Aneta

Item 8: MERCHANDISE OFFICERS REPORT

Nothing to report.

Discussions re: SC Merchandise.

Question asked whether Volunteers can receive some merch. Aneta replied that this happens at every meeting.

Moved: Toddy

Seconded: Brian

ITEM 9: Mount Tarrengower

16th and 17th of October.

Toddy and Vic....CoC and Steward.

Marg – Race Secretary.

Scrutineers – Brian, Mick and Tim?

Supp regs finished – Covid rules/restrictions added.

QR Codes....Bendigo Car club has one. Brian to investigate getting one for HMRAV.

Camping – Liaise with Bendigo Car Club.

Permits – Brian to apply.

Moved: Doghouse

Seconded: Tony

ITEM 10: Southern Classic

Supp Regs – Marg to complete.

Steward – Vic

CoC – Tony Bolin

Race Secretary, (On the day) – Francis Conroy

Race Secretary, (Entries) – Ben James

Scrutineer – Eric Saunders

Volunteers/Marshalls – Purple Dragons

Doghouse to book a band.

Meeting Minutes

Moved: Aneta

Seconded: Brian

ANNUAL GENERAL MEETING

Item 11: GENERAL BUSINESS

AGM – Mitcham Angling Club.

Marg – Posted out Flatchat,

Letter from DAM Racing.

Doghouse – Received a phone call from Roger Gunn. Interclub Race Series will fold if they don't get more entries. Liaison to take place with HMRAV.

Doug Hicks sent an email regarding issues with Stripe, (our Internet payment provider). There are issues and maybe we should investigate other options.

Tim Loone discussed possibly using OSKO. * No Cost, Instant Transfer, Sends notification of payment, Instant transfer instead of 3 day wait.

Nationals.....P3 Sidecars....Unlimited and 650's now separate classes.

AGM is next meeting, Brian to book Mitcham. Committee nominations to come to Brian. Nomination form in latest Flatchat on Website.

Moved: Marg

Seconded: Leanne

Next meeting: AGM 9th of August 2021

Meeting closed: 8:15 pm.

Date: 9th of August 2021

Time: 7.00 pm

Venue: Zoom Computer meeting

Present: March's, Todd's, Philpot's, Loone's, Phil Watson, Pete Large, Glen Dane, Ben James, Tony Greenwood, Ken Redwood, David Hoy,

The meeting opened at: 7.10 pm

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

Nil

Moved: Brian

Seconded: Leanne

ITEM 2: Presidents report/AGM

Radios....quote received.

Elections resulted in the following positions being filled:

HMRAV Committee 2021-2022

| | |
|-----------------------------|-----------------------------|
| President: | Robert Todd |
| Vice President: | Dave Philpots |
| Secretary: | Brian March |
| Assistant Secretary: | Phil Watson |
| Treasurer: | Peter Large |
| Assistant Treasurer: | Doug Hicks |
| Flat Chat Editor: | Glen Dane |
| Race Secretary: | Ben James |
| Assistant Race Secretary: | Marg Todd |
| Volunteer Liaison: | Tony Greenwood |
| Promotions Officer: | Ken Redwood |
| Red Plate Officer: | Mick Chegwidan |
| Merchandising Officer: | Aneta Philpots |
| Membership: | Michelle Loone |
| MV Delegate: | Dave Philpots & Brian March |
| Trophies: | David Hoy |
| Ladies Liaison: | Leanne March |
| Ordinary Committee Members: | Chrissie Clancy, Tim Loone |

HMRAV Club meetings are conducted at the

Mitcham Angling Club - 11 Brunswick Road, Mitcham
Meetings are (usually) held from 7pm
every 2nd Monday of every second month

Check Facebook to confirm dates - subject to change!
Come along and join us

Meeting Minutes

Toddy to email the list of all committee positions to committee members. Also, will ask Phil to have it placed on the website.
Brian to put the same on the facebook page.

Moved: Pete

Seconded: Aneta

ITEM 3: SECRETARIES REPORT

Still chasing Mt T and SC permits from MV
Some committee nominations received prior to meeting...which is good.

Moved: Toddy

Seconded: Marg

ITEM 4: TREASURERS REPORT

Refer to attachments from Treasurer. End of financial year statement from Pete to be forwarded to all committee members.

Moved: Tony

Seconded: Phil

ITEM 5: DELEGATES REPORT

N/A

Moved: Doghouse

Seconded: Phil

ITEM 6: RACE SECRETARIES REPORT

N/A

Moved: Brian

Seconded: Glen

ITEM 7: MERCHANDISE OFFICERS REPORT

N/A

Moved: Leanne Seconded: Michelle

ITEM 8: MOUNT TARRENGOWER

QR Codes organised
Entries: To be available asap. Phil to organise a mail out.
Restricted to 30ish entries.

Moved: Tim

Seconded: Pete

ITEM 9: SOUTHERN CLASSIC

Officials are booked
Supp regs almost ready
Watch and wait with current lockdowns

Moved: Brian

Seconded: Toddy

Item:10 GENERAL BUSINESS

Dates for next year? Brian to follow up with MV.

Ken Redwood asked what the committee is looking for regarding the Promotions Officer role. Discussion ensued. Agreed that he should concentrate on Sponsorship.

Moved: David

Seconded: Tony

Next meeting: 13/9/21 via Zoom
Meeting closed: _8:45 pm.



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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 Chegwidgen on 0401 819 609 who is only too happy to give you advice.

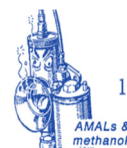
The Club Permit scheme is one of the great things about belonging to a club like HMRAV, so please ensure you are supporting the club by getting your renewal processes right the first time.

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



PROPOSED EVENTS SUBJECT TO NOTICE

TBA : Mt Tarrengower Hill Climb - **CANCELLED**
TBA : Southern Classic Broadford
TBA : December Presentation Dinner

