

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

Sep - Oct 2021

Flatchat



Behind the Bars

The Presidents Report

G'day all I hope everyone is keeping safe and well and enjoying their long awaited sort of freedom.

As most of you would now know that we are able to run the end of year dinner on the 3rd of December (see invitation in this issue). Keep in mind that it is a Government and Manhattan Hotel requirement that if you are attending the dinner you must be doubled vaccinated and have proof of this to gain access to the venue. It will be great to catch up with everyone and also hear of the escapades of Chrissie and John Clancy's experience over seas.

I'm happy to announce that our dates for next year have been confirmed by MV. Dates are as follows so get in training so you fit back into your leathers.

Vic Historic Titles
April 9th & 10th, 2022

Southern Classic
November 5th & 6th, 2022

Dates for Eddington sprints, Historic Winton and Mt Tarrengower I don't have at this stage but will notify you all when date are available.

The club now has its own communication (radios) so we don't have to rely on others to supply them. The reason we went this way is because communication at race meetings has always been a major issue. Thanks to Dave Philpots for his work in canvassing the government grants that were available so that we could purchase our own radios.

I would like to thank everyone on the committee and members alike, also our valued sponsors for their continued support a Merry Christmas and a lot better New Year in 2022.

See you at the bar

Toddy



Cover Image: We're all just waiting for the racing to start - Thanks to Russ Murray again

The Committee

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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

In the Chair

From the Editor



No it's not Australia's Most Wanted or a Mensa Meeting. It's usually a pretty clunky affair with lots of "turn your f#@% mic on" or "where'd everyone go" but our monthly zoom meetings have been one of the highlights of the last 2 years.

I have it on good authority that Aneta

Philpots is in line for an Australia Day Award recognising her services to the technologically challenged as our host and trouble shooter for these events.

Thank goodness we can all catch-up in person for the Christmas Dinner.



The Historic Motorcycle Racing Association of Victoria

Merry Christmas

is hosting a

CHRISTMAS DINNER



HMRAV Club members, their family and our valued sponsors are invited to celebrate a return (FINALLY!) to social gatherings!

Due to current Government COVID laws, all attendees must be double vaccinated against COVID-19 and will be required to show proof on entry or they will not be permitted to enter the venue.

Friday, December 3rd 2021
from 6:30pm

THE MANHATTAN HOTEL
cnr Canterbury Rd &
Heatherdale Rd, Ringwood

non-HMRAV members are welcome at own cost

PLEASE RSVP BEFORE 22ND NOVEMBER TO
TODDY: 0400 596 724 or MARG: 0417 310 938

Mt Tarrengower News Release

Article Ken Redwood

Newly appointed Promotions Officer Ken Redwood submitted this article to the Tarnegower Times as a way of keeping interest in the event and the clubs that run it for next year.

2021 Mt Tarrengower Historic Hill-climb cancelled due to COVID

2019 saw the celebration the 90th anniversary of the Mt Tarrengower hill-climb. However, just like lots of other planned activities, there was no hill-climb event held in 2020 due to COVID19. And again in 2021, with COVID active in our communities, the Committee of the Historic Motorcycle Racing Association of Victoria (HMRV) in conjunction with the Bendigo Car Club, has determined that the correct course of action is to again postpone next weekend's event until 2022. It is with significant regret that the HMRV Committee takes this opportunity to let our hosts, the community of Maldon, know we will not be enjoying their warm welcome this year.

number has since increased until a cap of 30 solos & outfits entries was introduced in 2018. The event was so popular in 2019 that capacity was reached within a week of entries being opened. While motorcycles have not originally been involved in the hill-climb, the motorcycle component is now one of the "must do" events on the HMRV calendar.

The original time-trial was held on a dirt road which is now a fire track and which can be seen from the present day carpark. Today the bitumen road to the Mt Tarrengower lookout is the course. It is 1.5 kms long from the start line located at the base of Mt. Tarrengower and finishes just short of the lookout where the vehicles wait at a designated event 'carpark' before being escorted back to the pit area. Recent years have seen the introduction of a chicane on the long sweeping right hand corner to control speed on the course. In the year after the introduction of the chicane, the chicane was further tightened and then finally replaced in 2019 by the installation of an Armco barrier.



A regular competitor and past winner of the event, Mike Panayi, fondly recalls riding his bright yellow 1961 750cc Norton Manxman 'Elly May'. In 2019, Mike was again named King of the Mountain with a time of 44.9 seconds. The fastest outfit in 2019 was powered by a 1972 750cc Norton and ridden by husband and wife team of Brian & Leanne March who completed the course in a time of 58.9 seconds.



HMRV members preparing, 2019 Tarrengower hill climb

Source: Foot in Bowl Photography

There are not very many combined car and motorcycle events in the Australian historic events calendar. This combination contributes to making the Mt Tarrengower hill-climb a unique event and one of the oldest such events in Australia. Except for a previous short break, motorcycles have been doing time-trials on Mt Tarrengower since 1982 when just 6 bikes and 3 motorcycle sidecars were entered. The

Not every competitor is as fast as Mike Panayi, however Dave Reidie attracted huge attention riding a 1929 1200cc FDH Harley Davidson in 2019. Dave is a regular at this event and in 2018 rode a very rare and collectable American Crocker motorcycle he had restored himself. Another regular, Wayne Donahue, regularly rides his stock 1971 Norton Commando. Wayne has been known to ride to the event, strip the bike of lights and indicators, add a race number, compete and then put it all back



Mt Tarrengower News Release

for the ride home. Wayne has been quoted as saying that this is just "how it was done in the old days!". The age cut off for motorcycles is 1972, resulting in the majority of participants riding British or American machines, with a very few early Japanese bikes in the mix. An example was Ben James recording a 2019 time of 55.4 seconds on his 1970 250cc Suzuki.



www.coldstreambrewery.com.au



Ben James, 1970 250 Suzuki at Mt Tarrengower (2019)

Source: *Foot in Bowl Photography*

Originally, crews attending the event camped in the area adjacent to the dirt road leading to the start line. The ever increasing popularity of the hill-climb meant that a camping ground was required and this was organised in recent years, providing space for motorcycles on one side of the lookout road and separate space for the cars on the other. While the time-trial is the catalyst that brings the participants together, many make this a long weekend get-together and an opportunity to enjoy the historic Maldon area. The historic racing community is something special with everyone helping out, being it fixing broken machines, sourcing and 'lending' parts for repair or simply getting together for a "yarn". The members of the HMRAV and the Bendigo Car Club, their families and friends enjoy and appreciate the warm support and welcome they receive from the community of Maldon and look forward to sharing that long missed yarn in 2022.

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All Aussie Adventures

Article & Pics Chrissie & John Clancey

Festival of Sidecar

The festival of sidecar event was high on our priority list and it didn't disappoint us, with sidecars from the early days (60-70's) to our Class right through to Modern (F600) long bike with a 600-cc engine.

We arrived at the circuit Thursday morning to be let straight in (no waiting) only to be beaten by Mick Alton in the Paddock setting up. By the way the paddock is 20 acres all nicely mowed, like a caravan park, but NO PITSHEDS.

Power is supplied by large generators for this meeting only. By Thursday night the paddock was totally filled up by competitors at no extra cost, they even supplied hot showers.

As far as our class (P3 Classic) we had 28 on the grid.

Practice and qualify were dry and we had a fantastic qualifying time. We qualified 4th which is more than I can say for the races. They were wet and very wet, but we finished both races in 5th. The circuit became very slippery,



Practice Day:

Friday morning every outfit that goes onto the circuit must go through a static noise test, max noise 105db, we passed easily we were 95db at 5000rpm.

All set for the day with 6 practice session, hoping for a wet practice, coz the weekend wasn't looking like it was going to be dry.

Unfortunately we only made it to 5 practices. We headed down to the 1st practice and while we were sitting in the holding area and the outfit just stopped. All the pushing attempts at pushing starting wouldn't start it. Luckily we were towed up the hill to our pits only to find our battery had died. Put a new battery in all ready to go.

Completed all the remaining practices without any problems and in the dry.

Race Day:

The circuit and the starting procedure are very different to what we are used to.

The class is called up and you go into the holding area which you are told your grid position, you then enter the circuit and line up in your grid position. The green flag is dropped and all bike's do a practice start and a sighting lap at 90 % race speed, then grid up again for the red lights to go out. Start race....

This is the same for each class, the F1 and F2 there sighting laps is at race pace,

Our races were very wet and we finished 5th in both races. Our grid positions are determined on our lap time not our finish time. (So, you could come 8th in the race but have a faster time than the bike that finished 3rd so in the next race your farther up the grid)

We had heaps of time watching other sidecar classes race.

All Aussie Adventures

The interesting class was the Bears Class they are BMW mid 1980'S with a removeable platform, very similar to our Period 3 class but they all rear exit and the passenger stands, but they do corner like a P3.

There was a large static sidecar display of all era,
P3 Norton
TZ long and short sidecar
ADM long bike
Morgan 3-wheeler
Original Vincent
Some home made sidecar

All in all, there would have been over 200 sidecars.

After a fantastic weekend the joys of packing up in the rain, luck you can stay Sunday night to relax



Scrambles in the 50s

Courtesy of Cycle Torque online

I WAS doing some research on the history of Australian motocross the other day and found out the very first Australian Scrambles Championship was held way back in 1953, making this season the 60th anniversary of the Australian Motocross Championships.

I thought it as good a time as any to take a look at those early days. On November 14, 1953, at a place called Korweinguboorra just north of Melbourne, the Ballarat Motorcycle Club hosted the first ever Australian Scrambles Championship on a track that crossed two shallow creeks and thanks to rain leading up to the event the track was tough going with quagmires of mud coupled with choking dust greeting the riders.

Ken Rumble dominated the day by winning the 125cc and 250cc championships on his BSA then switched to his Matchless to take the Unlimited Solo championship before scoring a close second to AJS mounted John Burrows in the 350cc class.

Rumble turned up to Sheidow Park in South Australia on August the 8th in 1954 keen as mustard to win all four classes armed with a 125cc BSA and the mighty 250cc BSA Bantam but the competition had stepped up in speed so the Victorian star had to settle for the 125cc and 350cc championships while Ray Wall won the 250cc class from Terry Medlow and Rumble. Charlie May took his AJS to a hard fourth win in the unlimited class ahead of George Lipp and Chris Lowater.

On July the 3rd, 1955, the Australian Scramble Championships were held in Western Australia at a place called Mosman Park where the 2.5 mile track was marked out through a limestone quarry with each class contesting a 10 lap race in the morning and a 14 lap race in the afternoon.

That is a 25 mile race followed by a 35 mile race and if you were running more than one class you would be jumping off one bike and straight to the starting line for the next. And considering how tough the course was and the fact that most of these bikes had very little suspension these guys must have been unbelievably fit.

In front of 20,000 spectators (you read right) John Rock won the 250cc class from John Shaw while Peter Nicol fought hard to take the 350cc class from Les Jesser. Ron Edwards won the 500cc class from Bill Watson and Eric Kosonen then backed it up (literally) with a second to Peter Nicol in the Unlimited class. History was made in 1956 when the championship made it's way to the Moorebank Army Camp near Sydney on the 27th of May when channel nine did their very first outside broadcast for a sporting event.

In front of a huge crowd and the TV audience Victorian rider George Bailey managed to win the 125cc class from Mal Williams and Ian Heggart then backed it up with a win in the 250cc class ahead of Blair Harley and Williams. Bailey was actually winning the 350cc final until his 'Matchy' failed handing the win to Peter Nicol who just beat home Damien Christie and Don Russel then in the 500cc class Bailey bounced back to win the championship ahead of the super-fast Charlie West and Charlie Scaysbrook.

In the unlimited race there was a titanic battle between the in-form riders of the day with Peter Nicol, Charlie West, Don Russell and George Bailey all battling hard for the win but poor old Charlie hit a wall (physically) half way

through the last race so West went on to take the win from Nicol and Russell. July 14th, 1957 marked the first time the Aussie titles came to Queensland and the super-fast Holt Park circuit out near Amberly (west of Ipswich) hosted the event with riders reaching 70 miles per hour down the main straight.

Ken Richards drove up from Victoria and made the most of his little BSA's speed to take the 125cc championship ahead of Ray Dole and 'local gun' Chris Berendes while in the 350cc class another local Clarrie Stewart put his Matchless to good use to win the title from Kevin Cox and Western Australian Peter Nicol who drove all the way across the Nullabor for the event.

George Bailey defended his 250cc title ahead of Blair Hartley and John Astley on one of the first Puch 250s in Australia then Bailey managed to win one of the titles he didn't win the year in the Unlimited class on his Triumph ahead of Nicol and Stewart. OK, so far the Australian Scramble Championship has been to Victoria, South Australia, Western Australia and Queensland so the obvious choice for 1958 was Tasmania.

It was the Evansdale Club at Launceston that hosted the event on May the 18th and the locals were rapt when Alan Lee won the 125cc class from Ken Richards and George Rowling (all on BSA), then another local Alan Atkins took his Puch to the 250cc title ahead of Alan Lee and Peter Groucott. Charlie West and Alan Nicol committed to the trip from Western Australia and they took out first and second in the 350cc class from South Aussie Jim Silvy (again all on BSA) then Silvy jumped on his Matchless to win the 500cc title from Queenslander Clarrie Stewart and Bobby Haythorpe after Charlie West and Alan Nicol took each other out in the final moto.

Charlie West bounced back to win the unlimited class from John Burrows and Jim Silvy now back on the BSA. You notice that almost everyone is riding at least two, three or four classes, these guys were animals.

The last Australian Scramble Championship held in the 50s returned to Adelaide and the face of scrambles changed with a Maico and a Greeves entering the list of machinery but still it was the BSA riders who won the 125cc class with Stan Jones beating the more fancied and local favourite Jim Silvy for the title.

Maico rider Alan Nicol won the 250cc title from Ron Shand on the Greeves with Harry Miller getting the final podium position on his Triumph then future stars Roy East and Ray Fisher battled hard for the 350cc title with East getting the nod over Fisher and Ken Almond.

Fisher bounced back to win the 500cc title from John Mitchell and Les Fisher (no relation) before a titanic battle ensued in the unlimited class with multi champion Charlie West narrowly beating Fisher and East for the championship.

So there it is, our heritage, the early days of our sport. Can you imagine the long drive in cars that are now collector's items across endless dirt roads to race motorcycles that would had been far from desirable in comparison to what we are riding today?

Imagine the stories that could be told.

These men were pioneers and without them motocross wouldn't be what it is today.

Meeting Minutes

HMRAV SEPTEMBER MEETING MINUTES

Moved: Toddy

Seconded: David

Date: 13 September, 2021

Time : 7.00 pm

Venue : Online TEAMS meeting – with thanks to Aneta for setting this up

Present : Toddy, Marg Todd, Dave Philpots, Aneta Philpots, Pete Large, Glen Dane, Michelle Loone, Tony Greenwood, Ken Redwood, David Hoy

Apologies : Brian & Leanne March

The meeting opened at: 7.05 pm.

ITEM 1: MATTERS ARISING FROM LAST MINUTES

Due to current COVID restrictions, both the Mt Tarrengower hill climb and the Southern Classic have now been cancelled.

Moved : Dave

Seconded : Michelle

ITEM 2: PRESIDENT'S REPORT

John Feakes passed away on 25th August 2021, aged 85, at the Kilmore Hospital. Toddy was informed by a telephone call from Doug Dukes this week. He had campaigned the 125cc 4-stroke class with a trophy prize which he had donated.

The executive committee had a meeting last week to decide on the Southern Classic cancellation, which was then put up on the HMRAV Facebook page & webpage.

Toddy has received a quote from Radio Industries with costings for radios, chargers and headsets. It was decided to have our own frequency, rather than use the MV frequency. A breakdown of items included in the quote is available upon request.

Moved: Glen

Seconded : Pete

ITEM 3: SECRETARY'S REPORT

No report available.

ITEM 4: TREASURER'S REPORT

The Mt Tarrengower permit was not paid to MV due to the cancellation. Most entrants' refunds have been set up and approved by Toddy. Full financial report available upon request.

Moved: Michelle

Seconded: Ken

ITEM 5: DELEGATE'S REPORT

No report.

Moved: Dave

Seconded: Marg

ITEM 6: RACE SECRETARY'S REPORT

Most of the refunds for the cancelled Mt Tarrengower hill climb have been approved and are in process. Still waiting on banking details from a couple of competitors. All have been either rung or emailed.

Moved: Ken

Seconded: Aneta

ITEM 7: MERCHANDISING OFFICER'S REPORT

There is no charge for the (cancelled) Southern Classic artwork, which will be held over for the (eventual) running of the 39th Southern Classic. The Print Shop to be advertised for free.

Moved: Marg

Seconded: Toddy

ITEM 8: GENERAL BUSINESS

Ken requested hook-ups with any regular HMRAV photographers for photos and articles to be sent to local newspapers to promote/encourage publicity for our Club during COVID time. A current story of HMRAV, during COVID and being seen to doing the right thing during restriction times, was suggested. Glen suggested Russell from Foot in Bowl and Sid

Meeting Minutes

Evans SCE Photography – Glen to pass on contact details of these photographers to Ken.

Doghouse and committee confirmed that the HMRAV Christmas dinner (Friday, 3rd Dec) is still on at this stage, COVID restrictions permitting!

Toddy to contact Emergency Response Services to notify them of the S/C cancellation. Tony to contact Purple Dragon.

Toddy also enquired whether HMRAV is happy to advertise an item from a non-member. This to be approved by our FB admin team – Toddy, Brian, Doghouse and Phill. Would this be setting a precedent?

Glen has completed the July/August FLATCHAT – on the HMRAV website.

Tim has received notification of approval from MV, via email, of his appointment on the Historic Management Committee. It was noted that all members of the HMC are HMRAV Club members!

David Hoy brought up an item from the July minutes regarding the Interclub race events, which may no longer proceed if there is not enough interest. No information on this situation at this time - HMRAV is not included in these meetings (Preston, Sandringham, Sidecar Club, Harley & Gippsland Clubs only).

Marg thanked Shelly for the latest members mailing list for FLATCHAT, which will hopefully be posted out at the end of this week.

Meeting closed at 7.45 pm

Next meeting Monday 11 October, 2021

Online TEAMS meeting

October 2021 GENERAL MEETING

Date: 11th of October 2021

Time: 7.00 pm

Venue: Zoom

Present: Aneta and Doghouse, Toddy and Marg, Tim and Michelle Loone, Glen Dane, Ken Redwood, Pete Large, Brian and Leanne, Mick Cheg.

Apologies: Doug Hicks, The Clancy's, Tony Greenwood, David Hoy, Phil Watson

The meeting opened at: 7:05 p.m.

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

Ken wrote a letter to the Tarrengower Times detailing the cancellation of the hillclimb.

Moved: Leanne

Seconded: Marg

ITEM 2: PRESIDENT'S REPORT

Dave Philpots thanked for his work in organising all the Govt. grants.

Radio Industries: Received payment, sent off request for frequency, radios will be dispatched 2-3 weeks after frequency issued.

MV have been asked to finalise our 2022 dates.

Manhattan Hotel/Club Dinner: No correspondence as yet, still booked for Friday December 3rd.

Moved: Glen
Redwood

Seconded: Ken

ITEM 3: SECRETARIES REPORT

Brian is involved in the emails regarding racing in

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

FNQ. Keeping everyone in the loop re: updates.

Moved: Toddy

Seconded: Glen

ITEM 4: DELEGATES REPORT:

N/A

Moved:

Seconded:

ITEM 5: RACE SECRETARIES REPORT:

N/A

Moved:

Seconded:

ITEM 6: TREASURERS REPORT

Refer to attachment provided by Treasurer.

Moved: Mick Cheg

Seconded: Aneta

ITEM 7: PROMOTIONS OFFICER REPORT

Ken has contacted Russ Murray and Sid Evans....both still happy to be involved as photographers at our events.

Discussion relating to the club's facebook page.

Moved: Shell

Seconded: Leanne

Item 8: MERCHANDISE OFFICERS REPORT

N/A

Moved:

Seconded:

ITEM 9: Club Dinner

Will go ahead Covid willing.

Moved: Mick Cheg

Seconded: Shell

ITEM 10: General Business

Glen....need more articles for Flatchat

Pete....Computime and Winton? Still waiting to hear back from A7.

Toddy....needs some printing supplies

Discussion regarding going back to mailing out Flatchat's....need to look at costs.

The Tri-fold needs updating...Ken will look into it. Marg offered to help.

Glen.... to possibly look at You Tube interviews with members and sponsors.

Doghouse....Sidecar Club may be folding due to lack of interest and funds. Ruth Soutar is trying to get the club going again. They are having a meeting 27/10.

Ken...wants dates for next year. Will forward them/publicise when approved by MV.

No November or December meeting. Next Committee meeting...January 2022.

Moved: Brian Seconded: Leanne

Next meeting: January 2022



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.

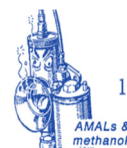
The Club Permit scheme is one of the great things about belonging to a club like HMRAV, so please ensure you are supporting the club by getting your renewal processes right the first time.

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

Friday 3rd December 2021 Presentation Dinner

