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The newsletter of the Historic Motorcycle Racing Association of Victoria

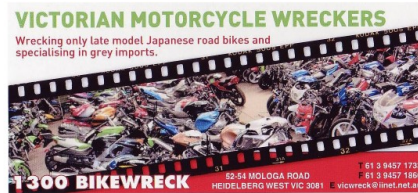
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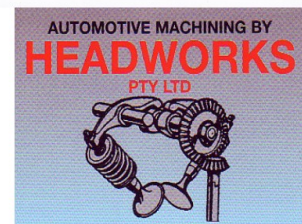
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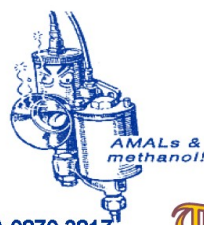
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# The Committee

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## **Presidents Report**

I'm writing this report a few days after a very successful Vic Titles. We had great weather, close racing, very few incidents and actually a pretty stress free meeting for your committee. But a week out from the meeting things were looking pretty dire.....

I and a few other members of your committee were up at Broadford for the Bonanza, looking forward to what is a very easy, fun event for us. On the Saturday morning we received a phone call from Club Secretary, Phil Watson, informing us that Race Marshals Victoria, (RMV) had sent an email saying that they may not be able to provide HMRV with flaggies for the Vics.

This was a very serious situation. Flaggies don't grow on trees and there really were no other options this close to the event. Phone calls were made and favours were called in. We managed to find three people available at short notice. We also asked RMV if we could come to their next club meeting, (scheduled for Tuesday 7/4) to discuss the situation.

So Phil Watson, Doghouse and I attended and had a good, open and well overdue discussion with the members of RMV. It was soon very apparent that the hard working Race Marshalls are struggling to keep up with the demands of a very full race calendar. Remember they volunteer at modern meetings as well.

They explained that they only had about 40 members and of that, only about 15 were actively involved. They had also worked every weekend in March and that some of their members needed a break. To put it plainly, they were simply being over worked.

To their credit, they were actually ringing people while the meeting was taking place and within an hour had assured us that they'd be able to support our event. This was great news considering we had only three days left until the Vics.

So after all that drama, we've decided that if we're not part of the solution...then we're part of the problem.....so HMRV are going to try and help RMV find some new members. This will not only help us but the greater racing community.

Our club has around 350 members all of which have a connection to bikes and racing. Some are active racers but many are simply enthusiasts who love old bikes and the thrill of watching a hard fought race.

Well how good would it be if you were actually at a place like crash corner and were close enough to see the whites of the racers eyes as they threw the bikes in?

By joining RMV and learning to flag marshal you'll have the absolute best seat in the house. You'll be actively involved in a race meeting, learn a lot of new skills and you'll have the satisfaction of knowing that you've helped our club and our sport. And we all know if we can build RMV's numbers it'll take the pressure off the current members and spread the work load out.

Reg will be including a feature on RMV in the upcoming months and we really hope that over the next year we can help build their numbers and ensure the continued relationship between HMRV and RMV.

So how about it? If you want to get involved contact Phil Watson, Doghouse or myself or check out their website at [www.rmv.org.au](http://www.rmv.org.au)

Cheers,  
Marchy.



### **HMRV 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 SHARP:



**Come along and join us!**



## **From the editor**

One of the great things about editing flatchat is to get feedback from our readers and members and I'm very pleased to have three contributions this edition. I got a call from Douglas who races a Classic P3 Honda 350 Twin and has been around the traps for a few years now. We discussed how the practice days are a really useful addition to the racing calendar and that we should try to support them when we can. Practice days are useful for a number of purposes; for those of us chasing elusive seconds off our lap times, for those of us wanting to work on technique or even to test out a bike before a race meet.

The historic practice days are usually on a Monday unless its preceding the Vic Titles or the Southern Classic where the historic practice day will be on the Friday before the event. This years practice days are on: Monday, May 11, 2015; Monday, July 13, 2015; Monday, September 7, 2015; Monday, October 5, 2015; Friday, November 6, 2015 (Prior to the Southern Classic) and Monday, December 7, 2015. Google 'Broadford Practice Days 2015' for all the info and costs. It is important to note that these days are run by MV, not HMRAV so specific queries or requests regarding Broadford practice days need to go to MV.

On page 9 of this edition you can also read a great letter from Steve Munro, his story is a good one and typical of how many of us get into the sport. It's also an example of how the sport is enjoyable from many aspects, not only as a rider or passenger, but also as a volunteer or official.

On pages 10 and 11 Tony Peters gives a very lively account on the Barry Sheene and his adventures on The Pink Pig. It definitely sounds like he will be back for more!

The last couple of months have seen some really good events, from the small HMRAV contingent flying down the straights at Eddington, to another very well run Vic Titles, the ever popular Barry Sheene Festival of Speed to the more relaxed Broadford Bonanza. All of these events have been well supported with a number of riders posting PBs whether they were on two or three wheels. No matter whether we are racing or getting a few laps of practice its good to see old bikes out of the shed.

Douglas thanks for the call, Steve for your recount on getting trackside and Tony for introducing us to The Pink Pig! As always if members want to see something in Flatchat don't hesitate to get in touch.

All the best,

Reg #71

*P.S. Your club website is currently undergoing a total revamp, lookout in the next edition of Flatchat for an overview of the changes and additional functionality we plan in the future.*

## 2015 Victorian Titles Broadford

This years Victorian Titles at Broadford was another very well supported event. With over 150 bikes on track the weekend was sure to see some good racing. We saw some unseasonal good weather for April which was a bonus for the weekend.

As usual we ran a number of feature races over the weekend. In the Harold Carter Memorial race for solo's, congratulations go to Garth Francis for 1st place. Moving to three wheels and the Richard Frank Memorial handicap, congratulations to rider William Hargraves and passenger Annette Tregar for being the 1st outfit over the line.

We also saw some significant achievements with lap records being set in a number of classes. With a clear victory by winning all four legs of the Forgotten Era 500cc Solos, Lachlan Hill set a lap record of 1.04.068! An absolutely cracking time! Moving to an equally impressive performance, Michael Dibb in the Unlimited Forgotten Era solos set a lap record that was soon broken—by himself! With a final time of 58.997 seconds..... the rest of us can only congratulate Michael on a fantastic performance!

On the subject of records, whilst we don't have any official info, we had members of the fairer sex not only competing, but placing in five of the seven sidecar events. What a great result! It was also fantastic to see female passengers being part of the first and third placegetters in the Richard Frank Sidecar handicap!

Well done to all competitors for contributing to a great weekend and a special mention to the ladies for not only taking part but also for taking home a fair share of the silverware.

Bring on Winton and the Southern!



Photo courtesy of SCE Photography— [www.scephoto.com.au](http://www.scephoto.com.au)

# 2015 VICTORIAN HISTORIC TITLES & BROADFORD ROAD RACE TRACK SIVER JUBILEE TROPHIES

<b>Vintage Solos</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Peter Birthisel	Guy Vickerman	Des Heaney
<b>Class C Solos</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Peter Hehir	Mike Chegvidden	Chris Beaumont
<b>Classic Solos 250cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Jonathan Houston	Lincoln Wilson-Tucker	John Imrie
<b>Classic Solos 350cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Keith Campbell	Greg Watkins	Paul McGahan
<b>Classic Solos 500cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Keith Campbell	Darren Trotter	Bob Rosenthal
<b>Classic Solos Unlimited</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Russell Craddock	Darren Trotter	Garth Francis
<b>Post Classic Solos 125cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Ron Matthews	Vic Vassella	
<b>Post Classic Solos 250cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Peter Heles	Darrell Bailey	John Imrie
<b>Post Classic Solos 350cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Keith Campbell	David Campbell	Bruce Meredith
<b>Post Classic Solos 500cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Peter O'Neill	Lincoln Wilson-Tucker	Christen Carlson
<b>Post Classic Solos Unlimited</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Simon Cook	Kelton Cheeseman	Eric Giggins
<b>Forgotten Era Solos 125cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Darren Tindale	Peter Forkes	Terry Morris
<b>Forgotten Era Solos 250cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Mick Moloney	Tony Sara	Wayne Fary
<b>Forgotten Era Solos 350cc</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Lachlan Hill	Kevin Youngson	Joe Valenzisi
<b>Forgotten Era Solos 500c</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Lachlan Hill	Colin Heather	Nick Van De Zand
<b>Forgotten Era Solos 600c</b>	<b>1st</b>	<b>2ND</b>	<b>3RD</b>
Overall Winner	Guy Brown	Mark Lithgow	Daniel Sandler
<b>Forgotten Era Solos Unlim-</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Overall Winner	Michael Dibb	Glenn Carroll	Bernie Leen

# 2015 VICTORIAN HISTORIC TITLES & BROADFORD ROAD RACE TRACK SIVER JUBILEE TROPHIES cont.

<b>Classic Sidecars up to 650cc</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	Geoff Dodds	Zane Dodds	David Wain	Greg Ditchfield	William Hargraves	Annette Tregger
<b>Classic Sidecars Unlimited</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	Garth Francis	Paul Kenny	Tim Loone	Lisa Hick- inbotham	Butch Da- vies	Wal Dodds
<b>Post Classic Side- cars up to 836cc</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	Ray Smith	Amanda Smith	Barry Thomp- son	John Leahy	Tim Loone	David Betteridge
<b>Post Classic Side- cars Unlimited</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	John Clancy	Chrissie Clancy	Max Hooper	Brad Gor- rie	Peter Cheeseman	Sean Cheeseman
<b>Forgotten Era Sidecars</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	Ian Gardner	Kevin Burns	Geoff Ir- win	Warren Grubb	Ray Early	Rod Foster
<b>Formula 2 Side- car Cup</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	Terry Goldie	Jamie Crass	Mick Al- ton	Noel Beare	Edward Poucher	Bronson Poucher
<b>Richard Frank Classic S/car Handicap</b>	<b>1st Rider</b>	<b>1st Pass.</b>	<b>2nd Rider</b>	<b>2nd Pass.</b>	<b>3rd Rider</b>	<b>3rd Pass.</b>
Overall Winner	William Hargraves	Annette Tregger	Craig Mitchell	Guy Brown	Ian Milton	Vicki Butler
<b>Harold Carter Fastest 30 Classic Trophy</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>			
	Garth Francis	Darren Trotter	Brendan O'Neill			



Reminiscing over the Vic Titles held at recently at Broadford, I felt the need to express my thoughts through FLATCHAT. I have never been a motorcycle racer, but ridden road bikes since I was 18 yrs old. Having now past the "Big 60", a fair few K's have been covered, earlier ones under a full head of hair, later ones under a lot less of it.

I had little interest in racing until about 5 or 6 years ago when I struck up a conversation with a work colleague by the name of Christine Clancy. I was soon introduced to her husband John, and a friendship developed. It didn't take long to realize this Clancy family was serious about the sport of Sidecar Racing.

Whilst at work with "Chrissie", I got frequent requests to "Come out the Track, you'll enjoy it." Not being a Race Fan, I didn't give it much priority.

Eventually I realized the only way I was going to stop Chrissie and Johns requests, was to go "out the Track" and have a look.

My first visit out to the Race Complex (or is that "out the Track"? ) was a bit of an eye opener. I was amazed that such a great Motorcycle Racing Complex existed and that I lived a few kilometers away and knew very little about it. I was introduced to people in the Sidecar racing pits, and found them welcoming to someone who was a complete stranger. I wandered around the Pit area and saw classic machines similar to that which I last saw at a Race Track back in the early 70's. These bikes were owned and worked on by people who were also friendly like those I'd met in the Sidecar pits earlier. I instantly felt that I might have to go "out the Track" again some time. Such was my first visit to Broadford. A few more visits, a couple of sessions on the track "Swinging" off the side of Brian March's Norton Sidecar, and a steer of the Clancy's Post Classic Honda sidecar, and I was sure I would find myself at Broadford more often.

All this was few years back now, and where work permitted, I have been able to attend and enjoy quite a number of events at Broadford over the time. As the racing and the nature of the people involved gave me a lot of pleasure, I wanted to give something back so I took on some volunteer work. Along with other Volunteers, I have had worked the Pit entry gate for the last few Easter Bonanza meetings coming into contact with so many nice people, racers and spectators alike. I've experienced the pleasure of people arriving and greeting me and remembering me from previous years on the gate. A recent highlight for me was working as an official on the "Dummy Grid" at this year's State Titles. I worked with people, some who I had not met previously, who were very helpful, friendly, and a pleasure to work with. Being in radio contact with Race Control, Recovery, Starter and Track Marshal's gave me a real insight into what makes a race meeting happen from the organizational perspective. Another eye opening experience in itself.

It is a great feeling to be with people saturating themselves in their chosen sport/hobby, and doing it with the required competitiveness while maintaining an attitude of friendliness and camaraderie. We really are lucky to have such a great venue available to us. And accepting Chrissie and John's invitation to come "out the Track" some four years ago, was definitely my gain. I've experienced the pleasure of motorcycle racing at Broadford, and hope to be a part of it in the future. I'm sure it will only get bigger and better.

Steve Munro (HMRA member)  
Kilmore East

## **Barry Sheene Festival of Speed 2015.**

A first time competitors recollection.

Having been invited to compete in New Zealand in October 2015, we, my brother Robert (Buck) and I, had to compete in the Barry Sheene FOS 2015 to qualify.

Being sidecar nuts, and never missing an opportunity to race (and have a ball) we entered the event early. Unfortunately, due to some unpredicted surgery, my brother was unable to attend, so a new passenger was hastily arranged. Yet again, due to injury, the new passenger fell by the way side, was this an omen of things to come? The time came around, preparations were completed, the trailer and bus stocked up with 3 sidecars, food, hydrating fluids, and all of our gear, and we were off. After a 9 hour drive from Kilmore in Victoria, we arrived at Sydney Motorsport Park around 6.00 pm on Thursday 19/03/15. Gear and bikes were unpacked, Gazebo's erected, food and fluids ingested, ahead of a restless night in anticipation.

It was my first ever experience at this track, and I was still to find out if I had a passenger for the weekend. After successfully passing scrutineering, Friday morning introduced me to my new passenger Damian, and his admission that he had never swung on a front exit P4 outfit before! Rather, he usually kept the balance on an F1 long bike, Oh Shite! However, after a short introduction to the outfit, the one and only "Pink Pig" Damian caught on fast and was developing a degree of comfort in what is required on a front exit outfit, mind you he hadn't been out on the track yet!

First time out in the practice was a shaky start for both of us. Never having seen this track before, let alone raced on it with a new passenger had me sweating (or was it the humidity? Sure Sydney weather is always better than Melbourne, ha!) and taking a bit of time to learn the circuit. It's a bit technical you know. Next the first qualifier, achieving the not so fast 2.26 in this session, called to an early halt due to a major off by an outfit immediately ahead of us on the main straight. It looked bad from our vantage point, and had the obvious effect on our nerves! Pleased to say that the guys are doing fine, with not so serious injuries after all. Our last event for the day was called off due to significant delays.

Saturday morning and what was to have been our second race, was reclassified as a qualifier. After a good night's sleep, Damian and I had gathered ourselves and put in a better time of 2.21. Still not fast by many standards, but not bad for two first timers on an "old" P4 outfit. Damian's main complaint, apart from me going too slow, was the muscle pain he was developing from all of the moving around that he had to do. Ha, young blokes (he's 27 and I'm 57) just can't take it like we could! Saturday afternoon, last event for the day and we are racing. We both had the circuit mapped out in our minds, and had another bike to chase, and pass, which did wonders for our confidence and times, as it turned out. Now down to 2.17!

Apart from a broken drive chain, and a quick change in drive sprocket, we were ready for the last days racing. Oh, and having an absolute ball on this magnificent circuit. Pffft Phillip Island, I now love Eastern Creek! Unfortunately for Damian, and Wes, the F1 driver, they had terminal engine failure and so were out of the meeting. Bad luck for them, but good for me as Damian now concentrated on the "Pig" for the rest of the races.



## Barry Sheene Festival of Speed 2015 cont.

First race on Sunday was an 8 lapper. I was a bit worried about fuel capacity as the outfit only carries about 12 litres, and suffers with fuel surge when down low on fuel. Not giving up now though. Same story again, brilliant start (if I do say so myself) gathering up the two rows ahead of me! Not for long though as F2's and P5's tend to be just a bit quicker than the Pig. Anyway, we had someone to dice with, and the eventual result was a further drop in time to 2.16. Oh, and we suffered what we thought was a lack of fuel, coasting across the line in lap 5, the embarrassment, the shame! I forgot to say that the race was shortened to 6 laps and we got lapped.

The exhilaration of the race was short lived, because news travels fast in the pits and I was subjected to much ribbing, shy acting, mirth and general targeting for the fuel failure. Having to agree that it was my shout for the slab. Gotta love these sidecar guys, they're just like family!

Last race, and last event for the meeting. Tried to start the bike, but no go! Shite! An observant pusher noticed that the fuel pump wasn't working. Checks carried out and it was discovered that we had a faulty kill switch, not a fuel issue after all. More shame and embarrassment! A quick jiggle of the kill switch plug, and away we went. Warm up lap complete, onto the grid, and off again with a perfect start, gathering up the three rows ahead this time. Oh No! Kill switch problems. One hand steering and one jiggling the switch kept her moving, to what was to be a great last race and another 2.17 to finish up.

To the PCRA, Sydney Motorsport Park, all of the officials and track Marshal's I say thank you for what was my most enjoyable race meeting ever! You should be justifiably proud and satisfied for what you have achieved! To my sidecar colleagues/family, thanks to all of you for your good humour, encouragement, and maintaining a unique sport for the enjoyment of so many enthusiasts. And Damian Hoare, what a passenger!! Without your help mate it would not have been half the fun, cause that's what it's about ultimately. Thanks mate! Oh, and Buck never mind little brother, there's New Zealand to come, and next year back at the Barry Sheen FOS!

Lastly, we were asked at our last Riders briefing to consider if what we were all doing "was really worth it", when considering our age, capability, and life in general? You bet your sweet bicky it bloody well is!!

Bring on 2016!

Tony Peters (Peen) P4 Sidecar #20, "The Pink Pig". HMRAV.



*The legendary Barry Sheene in action, July 1977*

## HAROLD CARTER MEMORIAL RACE

As usual at the recent Vic Titles we had the honour of running the Harold Carter Memorial race. Harold's brother John is a great supporter of the club and provides a very nice trophy to the winner of the race, (Garth Francis this year). We were also lucky enough to have Rob Burns bring up one of the HCS Tritons to display on the Sunday.

John Carter sent me some info relating to the bikes Harold and John built and we thought you might be interested.....



Rob's Triton is the first one we built in the mid 60's and was initially raced by Bern Prougten a good mate and a fair B grader who also rode the HCS and the REG for us. He was injured badly at Calder so the bike was then ridden by Hans Sachau, another friend. He was also injured at Mac Park on the REG so Jeff, (Curley) stepped in to ride the Triton. What a difference a rider can make.... he had a lot of success on it in the late 60s with a brilliant 2nd to Toombsy on the Henderson Matchless at the King of the Weir.

Jeff retired for a while and Dick Reid rode it for a few meets till a monumental blow up in Tasmania. Harold and I decided to have a rest and sold it. It eventually went to Pete Smith and then to Rob where it lay quietly for about 30 years!

I came to Qld to live for a while and helped John Warrian with modern stuff. Then in the 70's with the advent of classic racing Jeff approached Harold and asked him to build another Triton.



This one had a road frame and that is probably the bike most would have seen Jeff on at Winton. In those days it was more or less unbeatable except for the inevitable blowup's.

When Harold passed away I was not interested in working on it so I think Jeff and his brother Reg did the work for awhile.

It was then bought by Don Stafford who modified it to take a Norton crank. I did a bit of work on it and got it going with this crank.

Don sold it on to a John Munns where it had a big blow up so he put it back to a Triumph crank. He lives on the Gold Coast now and still runs it and I catch up with him a bit at Morgan Park and Carnell Raceway. He also rode it at Lakeside last September.



Hope this wasn't too boring!

Cheers, John.



## Eddington Sprints

The second running of The Eddington sprints with bikes took place on Saturday 28th September. The sprint for vintage cars and bikes takes place on a fantastic piece of Asphalt that heads out of town for 400 meters before it reverts back to a crappy, bumpy country side road about 60 metres after the finish line.

Camping is in the town centre, well its not really a town or a village, a hamlet maybe. It's just a place with a couple of houses a hall and an old abandoned church. Some of the HMRV crew arrived on Friday arvo, some enjoyed a run on our red plated bikes had a BBQ, met one of the locals whose greatest problem in life was buying out of date beer in Maryborough, indulged in some cool beers, talked bikes and went to bed. We also told Jason and Julie Skewes kids that there was Zombies in the old church and proceeded to shake the camper they were in make Zombie noises (whatever that is) and scare them! What great role models we are! By the way I don't approve of scaring kids just to let you all know.

The bikes get about four runs during the day and those with red plated bikes can come back via the highway. This suited me as I sprinted my Red plated Harley Sportster, came back on the highway then I got to ride Tim and Michelle Loone's extremely fast P4 Honda sidecar with my wife Aneta on board as my outfit was in bits. If your bike is unregistered you have to wait down the end until the bikes are finished then ride back on the track, easy! Thanks Tim and Michelle I haven't ridden a kneeler since 1989 and I would have beaten Tim on his own bike but .10 of a second solved that. Good work Tim on the Hickenbotham Norton P3 sidecar.

During the week preceding Eddington I received several SMS threats from my normal? passenger Jason Skewes saying that he was going to beat me in the red plate class, his 1961 T120 Bonneville was faster than my Ironhead Sportster etc. etc. I'm sure this behaviour isn't new to anyone and I may have been a pioneer of it so I deserve my own medicine. Well Jason check the results, your gearbox full of neutrals, parts falling off, LAMS approved Bonny needs a bit more work if you want to beat my Sportster and take home the chrome plated plastic. Nice try. Lucky the kids could ride down the track after the meet on their push bikes to pick up your parts or you'd be back on eBay buying more.

I also must mention a mysterious black leather clad sidecar passenger on Toddy's bike called the Stig. Some say he drinks boiling oil, others say he can jump a unicycle over 10 buses, but he was only seen on the bike and no where else during the day. He isn't a big bloke and that's the only way I can describe him. Who is this Stig person? Maybe he's a zombie and he hides in the old church and only comes out for the Eddington sprints every year.

The days results are below, and I can say that a great day was had by all solo, scooter, sidecar riders and passengers. So get that bike out of the shed and onto the track. The car club puts on a dinner after the event too. I'll be back for sure and I think most of the other competitors will as well. Thanks to all the officials as well as the Clancy's for the BBQ, shelter and power from their bus.

The HMRV sprint/Hillclimb series is great fun and is a low key low pressure day I recommend that all members come along and join in the fun but keep in mind as we have to piggy back onto the cars we have only limited entries available to club members only.

Cheers

Doghouse Dave 22

942	side	David Betteridge & Julie Skewes	P3 Norton Atlas 750cc	18.5	17.3	miss	17.1			17.1
89	Sidecar	Tim Loone & Lisa Hickenbotham	P3 Norton Atlas 750cc	17.3	17.3	16.8	16.7			16.7
28	Sidecar	Dave & Aneta Philpots 22	P3 Harley Davidson 900cc	18.7	17.5	17.2	16.8			16.8
42	Sidecar	Brian & Leanne March	P3 Norton 750cc	20.7	dnf	20.2	17.2			17.2
4	Sidecar	Robert Todd & The Stig	P3 Triumph Thunderbird 650cc	17.7	17.5	17.2	17.2			17.2
5	Sidecar	Doug Gorrie & Brad Gorrie	P3 BSA Golden Flash 650cc	19.3	18.8	23.9	20.9			18.8
79	Sidecar	Dave Large & Peter Large	P3 Triumph 500cc	21.9	20.4	20.3	19.7			19.7
87	Sidecar	Peter Large & TBA	P3 Triumph 750cc							
43	Sidecar	David Wain & Greg Ditchfield	P3 Triariel 650cc							
16	Solo	Mike Panayi	Norton Atlas - Granny 750cc	13.3	13.3	13.1	13.3			13.1
222	Solo	Mick Galley	Honda CB750 810cc	15.2	13.8	13.5	13.5			13.5
111	solo	Peter Mathves	Kawasaki 900cc	15.0	15.5	13.6	13.5			13.5
05	Solo	Doug Gorrie	BSA Rocket 3 750cc	15.2	14.9	14.6	14.8			14.6
9	Solo	Ken Maher	Norton Atlas 750cc	15.7	15.1	15.6				15.1
162	Solo	Ben James	Suzuki T250 250cc	16.6	16.1	dnf	16.8			16.1
22	Solo	Dave Philpots	Red Plate Harley Davidson Sportster 1000cc	16.4	dnf	17.2	16.4			16.4
546	Solo	Martin Gratton	Royal Enfield 605cc	17.6	16.5	16.8	16.7			16.5
672	Solo	Jason Skewes	Triumph 650cc	17.1	17.2	18.3	19.3			17.1
741	Solo	Chris Beaumont	Indian 750cc	17.8	18.4	17.1	18.0			17.1
11	solo	Robin Niatheson	Honda CB 350cc	18.0	17.2	17.3	17.2			17.2
54	Solo	Trevor Spiers	BSA B33 500cc	23.0		22.6	19.4			19.4
119	Solo	Chris Panayi	Honda SLCBS 125cc	19.9	20.1	19.7	20.0			19.7
541	Solo	Martin Gratton	Class C Royal Enfield 500cc	25.8	24.3	23.7	23.4			23.4
38	Solo	Laura Clancy	Scooter	29.1	29.9	30.0	29.6			29.1

## GENERAL MEETING—Minutes

**Date** 16/3/15

**Time** 7.00

**Venue** Mitcham Angling Club

**Present;** Doug Hicks, Mick Cheg, Phill Watson, Dave Philpots, Kelly Spargo, Brian March, Chrissie and John Clancy, Lisa & Jamie Hickenbotham, Keith Campbell, Marg Todd, Rebecca Betteridge,

**Apologies;** Leanne March, Dave Betteridge, Robert Todd, Rodger Gunn, Danny Sarrong, John Daley, Pete Large, Anita Philpots.

Meeting opened at 7.10

### **Item 1 Matters arising from last minutes.**

The club now has roller starters to be used at the Dummy Grid- we will need to have a person trained to use then there.

Moved Mick                      2<sup>nd</sup> Doug

### **Item 2 Presidents report.**

AGM ..... I know we're a few months out from the AGM but I'd like people to start thinking about committee positions. I reckon the committee is working really well and with quite a few new faces on board I believe its time for a bit of a succession plan to start taking place. People like Doug and Marg have already stated that they would like to start pulling back and I know Toddy has cut back as well. Plus I know the Betteridge's car and family situation is changing and they may not be in a position to bring the van and trailer along to the race meets. Doghouse and I have been at the helm for four years now and we both feel that we'd like a break. The roles of the committee are more clearly defined now than what they were a few years back and the workload is being spread more evenly. There is a lot of knowledge within this committee and everyone is pitching in and helping out. No one who takes over a major role will be left in the dark. Everyone will be mentored.

So ...Let's have a think about making a few changes in committee positions.

Let's get some new ideas, new approaches and new ways to keep the club moving forward.

Moved; Phill                      2<sup>nd</sup> Doug

### **Item3 Secretaries report**

Nothing to report for this month.

Moved Doug                      2<sup>nd</sup> Mick

### **Item 4 Delegates report**

Keith attended the MV meeting last month. He questioned what monies were spent on the running of Broadford and the road race section in particular No direct answer was given. Keith is happy to go to the meetings and represent HMRAV.

Moved Bec                      2<sup>nd</sup> Phill

## **GENERAL MEETING—Minutes**

### **Item 5 Race secretaries report**

Received a letter from team Africa requesting special allocation for pits. Pit allocations will be done as they come in.

Winton – Can we define classes for “Vintage” and ‘Class C’ in the Supplementary Regulations. Brian will send Kelly the SR’s

Moved Chrissie 2nd John C

### **Item 6 Treasurer’s report**

Savings	\$ 32,533.57
Q Saver	\$ 24,994.14
Term Deposit	\$ 66,183.57
NAB Eftpos	\$ 11,751.83
Total	\$ 135,463.11 at present.

Moved Kelly 2<sup>nd</sup> Brian

### **Item 7 Promotions officers report.**

Dave went to the Austin 7 meeting regards Winton.

They asked if we could help them get a cheaper rate for the air fence, We have no say in the matter. Safety issue with vehicles moving around the pit areas on Sunday afternoon to pack up bikes while racing is still on. We will include something in the SR’s about vehicle movements in the pits.

Moved, Keith 2<sup>nd</sup>, Doug

### **Item 8 Merchandising officers report.**

Bec and Dave will not be able to get the van to the Bonanza and the Vic tittles- Mick can help out with this.

Polo’s for volunteers at the Vic tittles- will need a list.

Beanie’s to be given to entrants at Winton.

Moved Chrissy 2<sup>nd</sup> Phill

### **Item 9 Eddington Sprints - Saturday 28/3/2015**

Officials	Vic O’Driscoll & Robert Todd
Scrutineers	John Clancy
Race Secretary	Marg Todd
Volunteers	Not needed
Permit	Brian has permit
License books	Books ordered and given to Marg.
Merchandise	not going up.
Entries so far	we have 17 solo’s and 7 sidecars

We have approval to camp at Eddington on the Friday night. Camping is available in the grassed area next to the church.

Bike pits will be on that side of the road this year.

Rollers (battery operated) or generator(to be provided by Chris) to be left at the finish of the sprint.

Moved: Dave 2<sup>nd</sup> Phill

## GENERAL MEETING—Minutes

### Item 10 Vic Titles April 11 & 12,

Officials C of C-John Painter/ Steward- Ross Martin

Permit Kelly has

Timing Kelly

Program and posters Doug

Scrutineers Morgans- Doug to arrange.

Volunteers Phill/Lisa Need to ensure there is a volunteer briefing both mornings of the event and that there is a person who is the volunteer contact for the whole event.

Badges Toddy

Medical Brian

Catering Phill

We will still take late entries, they will not get into the program. Need to introduce a late entry fee.  
Motion put forward to start charging a \$40 fee for late entries to start from the next event (Winton).  
Vote—Passed.

Moved, Doug 2<sup>nd</sup> Brian

### Item 11 General Business

Doug –requires an Assistant Treasurer to help out.

Bonanza –Doug to book 4 HMRAV pits

Dave Emailed the guy who filmed at the Sth Classic. So far there has been no response.

The Tyre guy will be at the Vic titles.

Mick - Red Plate rules- should we have a cutoff date for our red plate bikes? Seeing that we are a historic club should we only do older bikes. This is worthy of further discussions.

Moved, Dave 2<sup>nd</sup> ,Phill

Next Meeting will be a general meeting at 7.00 pm, Monday 20<sup>th</sup> April 2015.

Meeting closed 8.145 pm.

Mitcham Angling Club  
19 Brunswick Road, Mitchum

Minutes accepted by the committee

Date.....

Signed

President



**39<sup>TH</sup>**

PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV

# HISTORIC WINTON

**30<sup>TH</sup> & 31<sup>ST</sup> MAY 2015**

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**SATURDAY \$25.00**  
PRACTICE 9.00 AM.  
RACING 1.00PM

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RACING ALL DAY  
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