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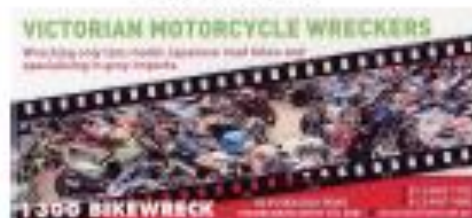
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The Committee

Position	Name	Address	Contact Details
President	Brian March		bmarch12@hotmail.com 0439 113 325
Vice President	Dave Philpots		doghousedave@bigpond.com 0419318138
Club Secretary / MV Delegate	Phil Watson		slimphil9@yahoo.com 0413 999 194
Assistant Secretary	Keith Campbell		cambie@bigpond.net.au 0418 304 045
Treasurer	Peter Large		
Assistant Treasurer	Doug Hicks Life Member	PO Box 670 Cockatoo Vic 3781	ossalad1@yahoo.com (03) 5968 9395
Race Secretary	Chrissie Clancy		racesecretaryhmrav@gmail.com
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Red Plate Co-Ordinator	Mike Chegidden		0401 819 609 milescheg@hotmail.com
Ladies Liaison	Leanne March		0427 601 405
Memberships	Tony Greenwood		
Merchandise	Aneta Philpots	Merchandise Assistant	Michelle Loone
Committee Members	Tim Loone Robert Todd	John Clancy Rebecca Betteridge Colin Rosewarne	Jo Mickelson Mick Large
Life Members	John Todd Mike Brudar Mick Large John Daley	Garth Rhodes Dave Large Graham Harder Doug Hicks	Shirley Luke Robert Todd Marg Todd

Presidents Report

Ahhh....the final Flatchat for the year....and what a year the club has had in 2016.

Once again your club has grown and prospered. Member numbers are up, race entries are up, bank balance is up, participation on the committee is up and our profile in all forms of media is up....can't do much better than that!

We've had some other big wins too. The Hand Shift Battle, (mentioned later on in Flatchat) has been a roaring success. These guys and girls just love their bikes and truly are the essence of the clubbie racer.

Winton....it's almost becoming too big! From dire straits 5 years ago we're faced with the prospect of possibly limiting entries as we're over grid limit for some classes. Winton and its success is something your committee has really fought hard for and we're all rapt that HMRV's participation in the meeting has not only been saved but is secure for years to come, (though I shouldn't say that as you never know with Winton!).

Tarrengower and the Sprints have grown in popularity. Sure Maryborough was washed out but that was beyond our control. The "vibe" at these meetings is unique and I encourage everyone to give them a go.

We also inducted Vic O'Driscoll and Dougie Dukes as Honorary members. The support these two gents provide the club cannot be overestimated and we simply wouldn't be able to put on the quality events we do without their help. And.....we had the absolute honour of bestowing Life Membership on Mick Cheg. I've known Mick for a long time and you could not find a better example of a true clubman. The applause he received at the presentation dinner was a pretty good indication of the regard he's held in.

Plans for 2017.....we're still looking to train up a full time Race Secretary. If you already have a family member racing or volunteering at our events, this could be a good way for you to get involved too and help the club. We can provide all the training, help and support you'll need and you definitely won't be thrown in the deep end. Yes, Chrissie and Marg have done an incredible job this year, but we'd really like to lighten their load.

As is usual, I leave you with a quote. It's not very Christmassy but as my racing obsession once again moves into high gear, with the decision to join the Hand Shifters with my own Indian....it seems appropriate. Have a great Christmas and a safe New Year.....(might see some of you at Mac Park)

Cheers.....Marchy.

**“MOTORCYCLE RACING MAKES HEROIN ADDICTION
LOOK LIKE A VAGUE WISH FOR SOMETHING SALTY”**



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

Well another year down of great racing and as Marchy has already said, the club is going great so 2017 promises to be another very positive year for HMRAV. Thanks to all of the riders, racers, members and volunteers who work together to further our sport. In this edition you will see an article on the growing hand-shift battle series that is so popular and thanks to Marg for putting together the results from the 2016 Southern Classic, there's also key dates for next year, put them on the calendar!

As I have talked about in previous columns, I have been doing some work on P4 2 strokes, Suzuki GT250 / T250 / T350—basically the same bikes with some minor differences here and there. There are a few of these bikes going around the tracks, our club Secretary, Phil Watson on his GT250 that recently sported a new paint job and Ben James on his GT250 that's always so well presented at race meets. I know that both of these guys have put in a heap of work on their bikes leading to not only better performance, but also (and arguably more importantly) on their bikes being reliable across a whole weekend of racing.

Getting bikes to a reliable state requires a fair bit of persistence from the racer and a whole lot of time in the shed to look at what is working well on your machine and what needs attention. At our place we have a 'spare' GT250 that is great for first time riders, my son Ben had his first go on the track at the last come and try day and had a ball. The GT has some way to go as far as getting it into proper racing specification. After many issues with difficult starting associated with points and timing problems we decided to go down the electronic ignition path and started looking.

Selecting a system

If you have the electronic/engineering skills or knowledge, electronic ignition systems from other bikes can be adapted, however this requires knowledge and understanding of those components and can get complicated, especially when we start looking at controlling spark advance etc. But it can be a cheap way to get an electronic ignition system onto your bike. We decided to go for a new purpose built system and started looking.

There are a number of options available for 2 stroke Suzukis, from total loss battery systems to self powered systems not requiring a battery, some also which produce a positive 12v supply. After some research we settled on a power dynamo system which was around \$550 delivered. This is about middle of the road in regards to pricing, some systems can be had for around half of the cost of the power dynamo, some go well over \$1000 which are more aimed at serious racers looking to save the most possible weight. We wanted to keep things simple on the spare bike so the criteria was to balance price, with quality and for the system to be an 'out of the box' fit without the need for a separate battery and that would also generate spark if the bike was being kick-started.

From the editor continued

Unboxing the system

We placed the order on the power dynamo website and within a week or so the system arrived. The system came with clear instructions, including how to wire the loom for operation with or without a battery. They have systems for many makes of older bikes, the website is a little dated but there is a fair bit of useful information on there if you have a look around. Included was a new stator, rotor, regulator, coil, leads and various fitting components. All of the components look to be high quality and the instructions were detailed to make fitment easy without guessing which wire you needed to connect to where!



Fitting the system

The stator was a perfect fit onto the engine case—there was a bit of work getting the old stator off but once removed the new part fitted perfectly. On these old Suzukis there are two types of cranks, the website provides info to make sure the system you order will fit the correct crank for your machine. The stator is slotted to provide for adjustment to your timing. The wiring supplied is long enough to allow placement of the regulator pretty much wherever you want to put it on your bike and has an additional layer of insulation to make it not only durable but also for a neat factory like finish to your installation.

To the right you can see the installed stator, with the wiring neatly using the original factory cutout for a neat, clean looking install.



From the editor continued

The supplied coil is fairly compact, the leads are long and can be cut to the required length to suit your specific bike. We mounted the coil in a similar location to the original however the size was slightly different, requiring it to be set at an angle to clear the frame, but this was not a problem.



Timing and starting

Power dynamo supplied good instructions with the kit, including how to set the static timing. They recommend setting the timing with the piston at 3.5mm btdc, however this was set in a fairly basic manner—I have ordered a timing gauge which screws into the spark plug hole to be able to set the timing more accurately, I will let you know how this goes.

So of course comes the moment when you put the final bits back on the bike, fuel tank on etc. We were very surprised (and very happy!) when the bike fired up after a few kicks and settled into a nice smooth idle. The difference that having electronic ignition has made to the bike has been dramatic and it is now a reliable machine that just seems to keep running.

So next for the spare bike at some stage will be expansion chambers and rearsets, so will keep you posted on how that goes. As always, if any members have a story or article they'd like to publish, please get in touch via email or give me a call.

So Merry Christmas and Happy New Year to all and see you at the track in 2017.

All the best,

Reg #71

HMRV Hand-Shift Battle

At Winton in 2015 we were approached by racers - Chris Beaumont and Mick Cheg.

They wanted to build their class and try and get more hand shift bikes on track.
So we decided to create the "Hand Shift Battle".

We started with R1 at last year's Southern. This year we turned it into a three round series.

The Hand shift racers took ownership of the "battle". They promoted it, they rang up fellow competitors and got them to drag their bikes out of their sheds, they tallied up the points from every round and they all proudly wore their "Hand Shift Battle" t-shirts over their leathers every time they were on track.

The results speak for themselves.

The numbers of hand shift bikes entered has grown almost 100%.

2015 - Vics: 4 Winton: 5 S'Classic: 8 (inaugural round)

2016 - Vics: 7 Winton: 16 S'Classic: 10

In 2015 HMRV received entries from 17 Hand Shift competitors, in 2016 we received 33.

Most of these bikes are around 75 years old and not cheap.....yet they're coming out of the woodwork to be part of the battle.

Over the page is the 2017 Hand Shift Battle flyer. In the bottom right corner you can see the skeleton hand on the gear lever artwork. This will be printed on the competitors t-shirts for 2017.

The Committee would like to congratulate all the Hand Shifters for their commitment, dedication, friendship and sportsmanship. We love the class and we think you guys and girls are doing a great job.

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Shannons Southern Classic 2016

Class	First	Second	Third
Vintage	Stan Mucha	Daniel Urquhart	Robert Urquhart
Class C Solos	Clive Harrop	Malcolm Brice	Ross Bolding
Classic Solos 250cc	Darrell Bailey	Lincoln Wilson-Tucker	Fred Schafer
Classic Solos 350cc	Greg Watkins	Jack Trease	Eric Salmon
Classic Solos 500cc	Keith Campbell	Greg Watkins	Danny Ahern
Classic Solos Unlimited	Keith Campbell	Garth Francis	Russell Craddock
Post Classic Solos 125cc	Des Heaney	Stuart Gorrie	Dave Gittus
Post Classic Solos 250cc	Peter Heles	Darrell Bailey	Ben James
Post Classic Solos 350cc	Fred Schafer	Bruce Meredith	Ben James
Post Classic Solos 500cc	Haydn Jones	Danny Ahern	Lincoln Wilson-Tucker
P/Classic Solos Unlimited	Eric Giggins	Michael Galley	Wayne Donehue
Forgotten Era Solos 125cc	Trevor Liversidge	John Sedy	James Pickard
Forgotten Era Solos 250cc	Andrew Pitman	Nathaniel Wilson	Ben Shaw
Forgotten Era Solos 350cc	Nathaniel Wilson	Ben Shaw	Andrew Pitman
Forgotten Era Solos 500cc	David Murray	Chris Hayward	Mick Van De Zand
Forgotten Era Solos 600cc	Daniel Sandler	Dean Jones	
F/Era Solos Unlimited	Chas Hern	Leigh Corbett	Robert Ruwoldt
Classic Sidecars 650cc	Geoff Dodds & Zane Dodds	Peter Large & Wayne Rowe	David Wain & Peter Heywood
Classic Sidecars Unlimited	Garth Francis & Paul Kenny	Barry Thompson & John Leahy	Dave Philpots & Jason Skewes
P/Classic Sidecars 836cc	Craig Longhurst & Nina Eikenberg	Tony Peters & Rob Peters	Bruce Flack & Warren Grubb
P/Classic Sidecars Unlim	Max Hooper & Brad Gorrie		
Forgotten Era Sidecars	Mark Knight & David Rumble	Geoff Irwin & Eric Morrison	Ray Early & Rod Foster
Formula 2 Sidecars	Bruce Collins & Peter De Angelis	Joey Nichols & David Betteridge	Simon Reynolds & Warren Grubb



Shannons Southern Classic 2016

Southern Classic All Powers Trophy for Classic Solos	Garth Francis	Keith Campbell	Craig Hems- worth
Ray Kelly Memorial Classic Sidecar Handicap Trophy	Geoff Allport & Toby Frisch	Luke Rockliffe & James Rockliffe	Garth Francis & Paul Kenny
Lindsay Urquhart Post-Classic Side- car Handicap	Zane Dodds & John Haynes	Brian March & Leanne March	Rick Chalmers & Alaina McCarthy
Rex Wolfenden Southern Classic Forgotten Era Trophy	Chas Hern		
Post Classic Unlimited Solo Trophy	Eric Giggins		
BSA Trophy Award <i>Rider of the Meeting</i>	Keith Campbell		

HMRAV'S 2017 DATES

Vic Historic Champs - 8/4 - 9/4
(The weekend before Bonanza/Easter)

Historic Winton- 27/5 & 28/5

Come and Try - 30/7

Southern Classic - 4/11 - 5/11

Come and Try - 3/12

SPRINT AND HILLCLIMB DATES WILL BE ADVERTISED
WHEN THEY BECOME AVAILABLE



GENERAL MEETING

Date: 14^h of November 2016

Time: __7.00__ pm

Venue: Mitcham Angling Club

Present: Brian March, Leanne March, Tony Greenwood, Phil Watson, Tim Loone, Colin Rosewarne, Mick Chegwiddden, Dave Philpots, Aneta Philpots, Pete Large, Paul Photographer, Jo Mickelson, Margaret Todd, John Clancy, Chrissie Clancy, Craig Longhurst, Fred

Apologies: Robert Todd, Keith Campbell, Mick Large, Reg Boeti
The meeting opened at: __7.10__ p.m.

ITEM 1: MATTERS ARISING FROM LAST MINUTES:

All looked at last minutes - no issues.

Moved: Phil Watson

Seconded: Tony Greenwood

ITEM 2: Presidents report

Refer attached notes.

Discussed issues with Computime and the Southern Classic. Brian spoke to Computime and they fixed it up immediately.

Moved: Mick Chegwiddden

Seconded: Dave Philpots

ITEM 3: SECRETARIES REPORT

Thanked everyone for their hard work throughout the year and at the Southern Classic.

Moved: Peter Large

Seconded: Jo Mickelson

ITEM 4: DELEGATES REPORT: Nothing to report.

Moved: Margaret Todd

Seconded: John Clancy

ITEM 5: RACE SECRETARIES REPORT:

Disappointed with number of changes to riders and bikes. Difficult to deal with at the meeting due to numbers changing. Discussion ensued. Suggested that all bikes are numbered so that no need to arrange a change of bike. Only need to swap transponders over and ensure all bikes are scrutineered. If it is riders to be changed, then this may incur a charge. Also difficulty of same numbers in the same race. This should not happen.

Moved: Leanne March

Seconded: Brian March

GM Minutes Continued

ITEM 6: TREASURERS REPORT

Account details provided by Treasurer.

Discussion on difficulty keeping track of who has paid and who has not. Currently getting all details of payments at end of meeting. Would be easier if this information is provided to Treasurer as the payments are being received. Discussed options to enable easier payments and particularly in relation to merchandise - portable EFTPOS machines with a SIM card in it. Pete Large to speak with the bank about swapping the EFTPOS machines to SIM cards.

Both merchandise and gate took fantastic \$ amounts at the SC - Merchandise approximately \$5,000; gate approximately \$4,000.

Pete has checked and we do not need a book keeper, just need to get audited every year.

Need to invoice sponsors and ensure that they have paid.

Create an invoice that thanks sponsors, asks them to confirm their sponsorship and advise of any changes that they wish to make.

Margie to send out invoices to sponsors.

Remove Heavy Duty magazine as no longer a sponsor.

Moved: Phil Watson

Seconded: Mick Chegidden

ITEM 7: PROMOTION OFFICERS REPORT

Need to invoice advertisers - as discussed above.

Shannon's are happy - still doing plenty of business out of meetings. They believe that they will remain involved for approximately next 1-2 years. They are locked in for next year.

Moved: Aneta Philpots

Seconded: Pete Large

Item 8: MERCHANDISE OFFICERS REPORT

Details on income as above from Treasurer's report.

\$8,000 spent on top up of regular merchandise. Working on a new Vic Titles T. Shirt. Also new hand shift battle T. Shirt - circulated for all to see. Small run of Vic Titles hoodies as well. Minimal clearance items at present.

New merchandise tent was sensational and really stood out.

Moved: Marg Todd

Seconded: John Clancy

Item 9: SOUTHERN CLASSIC

Report:

Get a new P.A. - Dave Philpots to investigate an alternative.

Best organised Southern Classic for volunteers - thanks to Tony Greenwood.

Volunteers to be given meals and free T Shirts - they attended in numbers.

Need new eskys for volunteers.

Moved: Chrissie Clancy

Seconded: Leanne March

GM Minutes Continued

Item 10: PRESENTATION DINNER

Margie - Need the club champions for trophies.

Moved: Brian March

Seconded: Tony Greenwood

Item 12: GENERAL BUSINESS:

Can HMRAV offer some sort of rally, or a track day for red platers.

John Clancy and Craig Longhurst to do scrutineering at C&T

Tony - why do we not have numbers on membership cards? Why do we need a number?

Colin - media happening. Old Bike Magazine running an article. Channel 31 will run a half hour show on Ken Lucas - before Christmas. Drip feeding photos of racing on AMCN.

2017 Hand shift posters given to Mick for circulating to riders.

Colin and John have put forward template for rules for photographers.

Clerk of Course to give briefing to all photographers to ensure safety and consistency.

Moved: Pete

Seconded: Marg

Next meeting: ...9 .. January 2017

Meeting closed: ...9.00..... pm.

Next meeting will be a general meeting at: 7:00pm at the Mitcham Angling Club 19 Brunswick Rd Mitcham

MINUTES ACCEPTED BY THE COMMITTEE

DATE.....

SignedPRESIDENT