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Surface Mail







# The Committee

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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**

Life can be tough. You go through some pretty sad events with your friends and family. I guess it's just part and parcel of getting older but it can get you down.

So.... I decided I needed to "stop and smell the roses".

"Reasons to be cheerful".... (apologies to Ian Dury and the Blockheads).

\* Driving a total of 7500 k's so we can race at Townsville. After three years and lots and lots of shed time we finally get the kneeler up and motoring. We dive under a Honda into turn one and hold him off to the finish. The roar from the Bushy Creek Boys, (the Norton's unofficial FNQ fan club) can be heard above the twin mega's!

\* Listening to any of Rissolle's speeches.....they're always grouse!

\*That motor you've been building, finally spinning over on the rollers and firing up as soon as you dump the clutch. The silly little grin as you push the bike back in the shed, crack a beer and feel pretty satisfied with yourself.

\*Sitting round the fire, Saturday night.....any HMRV event.....good mates, lots of laughs.....great times.

\*Launching your bike off the line at Tarrengower. Full noise, flat out into that big bumpy right hander, the Armco close by on the left and your heart in your mouth as you manage to hold the line.

\*Returning to the pits in the trailer of shame, covered in mud, holding broken pieces of a scooter in your hands and having the whole HMRV crew make you stand there so they can take dozens of photos and piss themselves laughing.

\*Reg taking his helmet off at the Come and Try day after completing half a dozen laps on Tim Loone's Honda kneeler....."That just cost me \$10,000" was his first comment.

\*Finding out that a mate is building a supercharged 50cc bike and thinking that it's cool.

\*Watching the Hand shifters race.....there's nothing that can compare.

\*The 2016 Sidecar Handicap at Winton. The unbelievable sight of 8 sidecars going through the sweeper at the same time.

\*Being told that you're going to be a grandfather.

Life is pretty good isn't it.

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**

The last couple of months have seen the weather being kind and not so kind to racers. The unfortunate flooding at Maryborough and surrounds saw the Maryborough sprints initially delayed and then cancelled. Whilst that was disappointing for those that entered it was clear from reports that the event would not have been workable with the amount of water around.

The water was still evident by the time we all headed up to Mt Tarrengower for the hillclimb—the usual HMRAV camping area was still flooded which forced people to improvise and take up camp wherever they could. But once settled in the usual great time was had by all. Congratulations to Mick Panayi who has gone back to back with another victory as ‘King of the Hill’.

The weekend ran well with some colourful commentary by John Clancy and thanks to Marg and Toddy for their help at the meeting. In addition to all of the race bikes and outfits, a crowd favourite was an old Indian side-car outfit in a demonstration run. The Indian outfit looked fantastic as it ‘bounced’ up the hill, definitely one of the more popular vehicles of the meet and a great reminder that Mt Tarrengower is as much about the machines as it is about the times.

We were fortunate in the rain holding off until the last bikes made it up the hill on Sunday afternoon, before everyone packed up in the wet and huddled undercover for the presentation. Our trusty photographers including Colin Rosewarne and Paul Stevenson have taken some great shots, please have a lookout for their work on Facebook and the web.

In this edition you will also see stories from Chrissie Clancy and Mick Alton about their trip to the Isle of Man TT. Apart from their overall great performance as fastest newcomers and two top 20 finishes, HMRAV is proud to count Chrissie as one of our own as the first Australian female to race at the TT.

The next event of course is the Southern Classic at Broadford on November 5 and 6 followed by our Come and Try Day on December 4 so we look forward to seeing you for these events.

All the best,

Reg #71

## Mt Tarrengower Hillclimb 2016



King of the Hill Mick Panayi again set a blistering pace on his Norton.



Stacey Heaney on the Yamaha flying up the hill.

Thanks to Colin Rosewarne and Paul Stevenson for the photos.

## Mt Tarrengower Hillclimb 2016



Geoff and Zane putting their very nicely presented Triumph outfit through its paces.



The 'crowd favourite' Indian sidecar outfit.

## Looking through the eyes of a TT passenger

After doing about 30 laps in a car of the IOM TT course, I was really ready to get on the sidecar platform. Riders and passengers would come up to you and say you'll love it just remember to relax. Look around and brace yourself for the bumps, (Oh the bumps.... they really warned me of the BUMPS).

The day before Newcomers Practice I had lots to do. I needed to sign in and pick up my Mountain Licence and upgrade my Australian insurance (because it just wasn't good enough!). It wasn't worth the paper it was written on!!!! Well at least the IOM insurance looked after me.....In more ways than one but I'll come to that later!

Got my leathers, helmet, boots all checked and signed in, (you don't have to use back protector at the TT but I did.) Two briefings were held, the main briefing was with all the sidecar riders and their passengers. Then a second briefing for all the newcomers, of which there were 7 teams. In that briefing they explained that we'd all follow 1 of the 3 top seeded teams in groups of 4 around the TT course. It was to be a controlled lap, so no passing.

Once all that was completed we just had to wait for practice day to come. I'd made friends with Debbie (Sidecar rider #50) and she was a source of great advice. She explained to me that I should eat heaps of pasta that night to keep up the energy.

The Newcomers Practice/Controlled lap was at 6pm, so at 4pm Mick and John pushed the sidecar up to the technical inspection bay where they took about ½ hour to go over the bike. They make sure all the brakes, throttle, kill switches work. Check all the lock wiring and look at the chassis for any cracks, (not that I knew much about that as I didn't go!). Once you get through that, the bike is then pushed in to dummy grid area where no work can be done on the bike. The sidecar then sits there until we're ready to go out.

About 5:15pm a buzzer goes off telling you its 45 minutes to practice time. Usually I did a quick run to the toilet and then I started to get changed. After that you get a ½ hour buzzer and that's when we started to walk to the dummy grid. I have to say that doing that walk for the first time was more nerve wracking than being on the start line. Lots of people were coming out, wishing us luck and taking photos.

Standing beside our bike, our friend Debbie came up to hand me a drink and have a chat. She told me "when you're going down Bray Hill have a look around and say Yee Haa!" Then she gave me the best advice, which I did every time I went out, "Relax, breath and when on the start line look straight head so you don't see all the people around you". Soon it was time to push the sidecar on to the start and line up behind John Holden and his passenger Andy Winkle.

Heading down from the start line towards Bray Hill I thought of Debbie and had the quick sneaky look and got ready to say "Yee Haa", but Yee Haa didn't come out of my mouth....only "HOLY SHIIIIITE". I promised myself never to look there again and I didn't.

It really paid off doing all the practice laps in the car. I relaxed pretty quickly and started to look for my markers, whilst also looking ahead at Andy when he moved.

There were 3 sections that I was terrified of. The first one was Handleys. A left, right with a rock wall on the right, so you can't stick your head out. The bottom of Barregarrow, which is a long straight with bumps that flows into a sharp left. On the corner is a massive bump, followed by more bumps.



## Looking through the eyes of a TT passenger continued

The last spot was just out of Kirk Michael. It's a quick right, then a left, then back into the middle, before we're up over a jump, then I have to set myself up for a very fast left.

After going through those corners all the nerves went and it wasn't that bad. What I didn't realise though was that the worst was yet to come. 5 miles of hell I called it. It was so rough I had trouble just staying on the platform. My eyes couldn't focus on anything, it was all just blurry. Once we got to the last hairpin I started to celebrate because we were now on the Mountain section, (I thought the relaxing smooth section). Wrong there as well! It was a section that you didn't have to move much but it's the fastest part, so when you do move the wind nearly takes your head off! The Mountain is all left handers, so for 5-8 minutes I felt like I nearly lost my head a few times! Finally we came to the last corner of the course and I started laughing and saying to myself I DID IT!!!!

So that was my very first time on the track.

One of the things I wasn't prepared for was how much the TT plays with your mind. Later in the week after 2 practice sessions, I was so low in spirit, John "forced" me to eat a block of chocolate and ordered bed rest for the day..... just to get energy and my head space right.

Race Day.... Saturday 4<sup>th</sup> June. I was calm and relaxed, all the prep had been done and the bike was sitting on the dummy grid waiting for us. 45 minute buzzer sounded and I applied lots of spray and tape to my body as it was pretty bruised and my neck was a little sore. I then asked the Manx fairies to wish us luck. When we arrived Mick and I were given fairies and they were placed at the entrance to the pit and we got them to wish us luck every time we went out on the track.

We did the walk again. Even on the start line I was calm. I asked Mick to take it like a practice and we'd concentrate on Friday's race. So for me, in my head, it was just another practice.

The start went fine and we settled down quickly. I was well into my moves within a mile of the course, (sometimes it took a mile just to settle down) so all was good. Then all the yellow flags came out. Mick slowed down enough for me to sit up and look around and we came around a corner to find the accident of Dwight and Binnsy. At that stage I didn't know any information, just that it was them. Still under yellow, we rode back to the start. I ran down to the Arai guys to get Mick and my helmets cleaned and they replaced a tear off. An hour later and we're racing again, (still not knowing any news of Dwight).

The 3 laps went very quickly. At the finish, when we pulled into the dummy grid area John, Paddy and Chris greeted us with massive smiles. Showing us the lap times, we had managed a 108mph lap with an average of 106mph. That put us in 13<sup>th</sup> with the fastest newcomer time.

We had won a Bronze replica. Also by completing that race, I became the first Australian woman to compete in the IOM TT.

With all our team around us we celebrated. Then we were told of Dwight's passing and our celebration turned to sorrow.

For Monday's practice all was a rush as there was a communications error. Teams thought they had 55 minutes however it was actually only 20 minutes to start. Lucky for me, I had the lovely girls from Scott's massage, tape my hands an hour before so I was ready.

Off we went but unfortunately we only got 5 miles into the course when Mick clipped a wall with the sidecar wheel. We were in a left hander and the impact, which not only hurt my hip, threw me towards the back wheel. I was actually meant to be over for a left, so I was a rag doll for a minute, (though it felt like 10). When we pulled over, people came from everywhere to help us. We were given water and I got a chair because after the impact, I couldn't walk. Once medical reached me they did some tests on my hip and told me that I was going for a little ride with the bird in the sky, (Helicopter). I stripped out of my leathers so the hospital wouldn't cut them and was then stretchered along the side of the track for about 200 meters. Now.... a solo race had started and the bikes were racing past around a metre from me..... so close you could feel the wind from the bikes! It was pretty scary! The medic's kept saying "don't stress we're walking under a waved yellow flag".

Once pain relief was given, (morphine) I was able to go for my ride. The hospital staff were fantastic. They asked me what happened and all I could say was "we hit the wall and I broke my BUTT"....I think the morphine was kicking in! I had x-rays and an M.R.I on my hip and they were surprised it wasn't broken. I still couldn't move my leg or put any weight on it but since nothing was broken I decided to discharge myself and wait for John to pick me up. But.... he didn't know I was in hospital....oops.

As soon as we pulled up into the pits, Debbie ran over and told me that she had booked me a spot in the Hyperbaric Chamber. She'd got me 1.5 hrs a day for the next 4 days. Plus Scott's Massage girls had arranged 4 hrs a day of massage (torture!!!!) just to get me fit again. I even had to pass a gruelling medical.... 4 star jumps..... HAHA. Some of the other passenger's had to climb 7 flights of stairs, then do push ups!

After those 4 days of torture, I was able to walk.... yes with some pain but I could walk. The bruising was nice and black. The girls padded around the bruising so I actually had a Beyoncé butt! (people pay a fortune for that!!!!)

## Looking through the eyes of a TT passenger continued

For race 2, once I was taped, sprayed, hands bandaged and leathered up..... I was ready go. Then... they delay the start due to bad weather. So you have take everything off again. Lucky it was delayed though as my knucklehead of a son decided to put his finger in a bike wheel while it was spinning to see what happens..... guess what happens..... your finger nearly gets cut off! So John takes him up to the medical tent and then they call an ambulance to take him to hospital. Meanwhile I've had my leathers on and off 3 times because of the weather delays. Paddy and John make it back just in time before we finally head out. I asked Mick to take it easy as I wasn't able to go out for any lefts through the rough sections, so Mick had to work a lot harder through there. Our fastest lap in race 2 was 105mph. Unfortunately though, another sidecar competitor, Ian Bell, lost his life in the race.

We missed out on another bronze replica by 200ths of a second but who cares..... we finished safe, all in one piece and yes very sore.

The bike was prepared by Mick Alton and Mick DeWith and it performed faultlessly,

We would also like to thank Yvonne Barker from Girl Rider, Oz MC Leathers, MNSW and Chivo's tyres for all their support.

Would I do it again? I don't know, it is very very scary but also very addictive.

You will just have to wait....

Chrissie Clancy,

1<sup>st</sup> Aussie woman to race at the TT .



Editors comment—Well done Chrissie, you did all your HMRAV friends proud!

# HMRAV dates for 2016

Mt Tarrengower Hillclimb– October 15 & 16  
Southern Classic – November 5 & 6  
HMRAV Come & Try day – December 4

## Attention all **Red Plate** members of HMRAV

The club has hundreds of members with Red Plate (or Historic Plate) registration 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 financial member of HMRAV. 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, our fantastic Red Plate coordinator, Mick, is only too happy to give out advice. Please call Mick on 0401 819 609 if you need some assistance with Red Plate issues.

The red plate scheme is one of the great things about belonging to a club like HMRAV, so please let's all ensure we are supporting the club by getting our renewal processes right the first time.

In addition to getting our renewal processes right we are looking at the possibility of organising some red plate ride days. If there are red plate members who might be interested in helping with organising an occasional ride day why not come to our next committee meeting or even consider getting a group together for a ride to the Southern Classic and watch your fellow HMRAV members blast around the track!

### **HMRAV 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!**

## **We're off to the TT'**

After last year's exploratory trip, we decided to have go at participating. The new LCR was sitting there and it would be what I considered the best option for new comers, less unexpected issues like cracked frames etc. Chrissie and I then got stuck into trying to learn as much as we could about the circuit, hours daily spent watching on board DVD's, passenger notes, and circuit maps. I gave up trying to use the Play Station game, probably to old learn how to use the controller! Chrissie and her son Paddy had a great time with it though. We both started trying to get into better physical condition and I relinquished alcohol, you do have you make sacrifices.

We had decided the best option was to ship a trailer over with bike and all the gear in it, John and Chrissie hired a camper with a tow bar to pick it up and take over to the Isle of Man. So John went about building a new trailer, and of course Paddy helped. David Miller, PCRA member and fellow rider assisted with the freight through Paccon. And MNSW assisted with the carnet, thanks Daniel

Entries where finally in, I think we ended up being the guinee pigs for a new entry system. FIM licence and insurance sent, and applications for the Mountain Licence posted. Air fares, ferry bookings, accommodation, Hire car, Tent and floor everything had to be done

We also had an email from October giving us dispensation with regard to the cut-off date to do the newcomer training, which after asking in late March what was happening about the mountain licence the ACU rejected. This caused major issues as we could not go in April as the mountain road was closed for road work and the training had to be done by 11 May. It all ended OK but we certainly didn't need the heartache.

Chris, Chrissie and I ended up going 3 weeks earlier than planned, to comply with the ACU. This actually worked to our advantage as we did laps, and more laps. We did over 3000 miles going around and around. We had great help from Karl Bennett, Lee Cain, Mike Aylott, Robbie Shorter, John Holden, Andy Winkle, Tony and Fiona Baker, Debbie Barron, Pete Alton, Keith Brotherton to name a few. Everyone was great, friendly and only too willing to help.

The newcomer lap was upon us, we ended up the 2<sup>nd</sup> bike behind John Holden, and unfortunately the chap in front kept dropping back so I was forced to stay on his tail to see John. This resulted in my new paint job getting sand blasted, I knew what I was doing so only had myself to blame.

The lap was scary, mainly as I had the bike set up way too nervous, it was darting everywhere and I just could not get the bike to stay on a line. After the lap John Holden gave so insight as to how he set his bike up. It was amazing how many of the other teams came up to us at the pit return and congratulated us on doing our first lap of the TT.

The first practice saw us setting off a bit nervously, the bike's steering was better, but the suspension was not. No amount of laps in a car could have prepared us for the bumps, they are downright diabolical! We came back ecstatic after doing a 99.8 mph lap. We had been warned that evening practice sessions include the sun hazards, but again nothing can explain how bad this can be. We got to a stage of wishing for cloud cover, it never came though.

The Mountain section I thought was my worse section, while everyone said it was the easiest to learn, I just didn't think I was getting right.

We went and found Richard from Maxton and had a long chat about the suspension set up and how to make the bike less likely to toss both Chrissie and I off on the bumps!

Second practice went better and we clocked a 101.47 lap, we had a wake call after brushing the wall through Ball Spur. This place can and will bite you!

We continued to improve our time up to a 102.99 and a Sulby speed trap of 138 mph. The Mick Dewitt tuned engine was doing exceptionally well. This time was saw us move up the starting order from our number 61 to 32<sup>nd</sup> of the grid. Happy little vegemite's.

The first race saw up get away well and pass the We got away well and caught the Irish pairing of Terry O'Reilly and Aidan Browne, reasonably quickly before the Glen Helen section but had to stay behind them till Cronk-Y-Voddy straight, things were going well till we got to Bishops Court then yellow flags came out for Dwight's unfortunate incident. Full course yellows, so we cruised all the way around the circuit acknowledging and waving to the Marshalls and the crowd.

A full restart was called, no one had been advised of Dwight's incident, and in fact I didn't even know it was him till we got back to the pits. Everyone was busy rushing around getting fuel and topping up tanks etc.

### **We're off to the TT—continued**

I knew I had to get a good start and catch the Irish team early, in fact they had generously offered to start behind us, which I declined. However we did catch them earlier this time, just after Union Mills! For us to be so much quicker than practice must have been due to the time of day we were racing at (no sunshine glaring in my eyes) as this was the first time we had been out during the day and not in the evening.

Off we continued, I thought we were doing reasonably well when I saw my distant cousin Pete Alton coming into Hillberry. I thought well I “just” have to overtake him! And we did, just before Ballagarey, then I then stuffed up Greeba Bridge and Pete passed us going into Ballacraine, we followed them through the Glen Helen, but I had to back off as I was watching them rather than my own lines. We picked up their tail coming out of Kates Cottage and used the power of the Dewith engine to pass them down Cronk-Y-Voddy straight.

Coming it to Kirk Michael I saw a flash of orange in the distance and thought that must be Roy Hanks, so we kept the pace up, caught up to Roy going into Quarry Bends and then passed him on Sulby Straight. As I have said I wasn't great over the mountain and I had Roy nipping at my heels the whole way. We did manage to pull away after Windy Corner.

Chrissie and I crossed the finish line with sheer delight, having managed to complete a TT race and having a race with a legend in Roy. Smiles and joy overwhelmed us when the team told us we had finished 13<sup>th</sup> and fastest newcomer, a lap of 108.088 mph and a bronze replica! I had hurt my wrist, which of course I didn't notice till later, caused by the steering damper blowing apart on the first lap.

All our celebrations all turned to dust later that evening with the terrible news of Dwight.

Monday saw us out for Practice again, Chrissie and I said we would just go around and see if I could get the Mountain section any better. We didn't even make Greeba before I hit a rock, destroying a wheel and worst of all hurting Chrissie! They air lifted Chrissie out to ensure nothing major was damaged, which thankfully it wasn't and they released her.

John and Paddy came out with a spare wheel and I rode the bike back though the traffic to the pits. I think Chrissie was more upset that she didn't get to do ride in the traffic than the actual incident. Debbie Barron suggested that we try the hyperbaric chamber that she works at. Between this and 2 to 3 hours of Physio a day for the rest of the week and Chrissie was feeling, while still very sore much better. Consequently we didn't do the other practice sessions to give her as much time as possible to heal.

After Wednesday practice we held an Aussie BBQ for Dwight and just about every sidecar team came down, it was quite a gathering. A lot of tall tales and true took place, I believe Noel and Robyn were taken back by the outpouring of support and affection.

Friday saw our 2nd race, before this John's handy work was called upon to repair the damage to the platform and we also added padding to it, and the Physio's had padded Chrissie as well. It was agreed that while I wouldn't be going slow I would take the edge of it a little and Chrissie would not “work” a lot of the bumpy lefts so as not to aggravate her injuries. Chrissie's determination to continue was amazing, I wouldn't have blamed her for pulling out.

We circulated in what I thought was a good considered pace, passing a few bikes in the process. We came away with a very respectable fastest lap over 105 mph and 20<sup>th</sup> place. Chrissie disputes that I'm slow over the mountain as we kept catching others up through it. The whole team was extremely happy with that result. Unfortunately another incident marred the race, this time Ian Bell. Again a dark cloud over what I considered was for us, anyway a very successfully first TT.

## **We're off to the TT—continued**

### **To summarise our TT achievements:**

Chrissie and I achieved a lap of 108.088 mph,  
2 top 20 finishes with a 13<sup>th</sup> and 20<sup>th</sup> placings,  
Awarded a Bronze replica  
Fastest newcomers.

Chrissie became the first female Australian to compete in the TT

Our objectives were to qualify and finish both races, I believe we far exceeded them. Prize giving was held in pit lane, shortly after the Senior race, Chrissie and I were delighted to go and get our awards. The organisers were not impressed when I tried to take the “Best Newcomers” silver cup home! You can but try!

Then came the hard task of packing and the sad farewells of many new and old friends. Will we go back? Yes! Next year? We don't know we have to do some number crunching.

Anyone who knows of anyone willing to help us, point them our way!





## ANNUAL GENERAL MEETING

**Date** 12/9/2016

**Time** 7.00 pm

**Venue** Mitcham angling club

**Present;** Doug Hicks, Mick Cheg, Phil Watson, Dave Philpots, Chrissie and John Clancy, Marg Todd, Colin Rosewarne, Reg Boeti, Keith Campbell, Bob Rosenthal, Tony Greenwood

**Apologies;** Brian & Leanne March, Dave & Bec Betteridge, Robert Todd, Pete Large.

Meeting opened at 7.05 pm

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

Email address to be updated for Flatchat.

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

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

Not tabled

Moved; John 2<sup>nd</sup> Chrissie

### **Item 3 Secretaries report**

No official correspondence in.

Need to complete MV affiliation paper work, need updated members list.

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

### **Item 4 Treasurer's report**

Emailed in by Pete read at meeting by Dave.

Moved Dave 2<sup>nd</sup> Phil

### **Item 5 Delegates report**

No meeting held since last club meeting.

It is possible to attend meeting via video link, don't need to travel out to Broadford.

Dave has sent information to MV regarding Southern Classic, will follow it up so it gets on the website.

Moved John 2<sup>nd</sup> Marg

### **Item 6 Race secretaries report**

#### **Maryborough sprints**

All going ahead as planned.

34 cars, 22 solos, 5 sidecars.

#### **Southern Classic**

SR's are out – 12 entries so far.

Getting email entries, Online entries are not up yet.

Moved Phil 2<sup>nd</sup> Keith

# AGM Minutes Continued

## Item 7 Promotions officers report.

Shannons want a full page add in program. Would also like to put out a large ground banner in the middle of the track.  
Centre fold for program full colour, Solo and Sidecar.  
Dave wanted to know the cost of printing full color

Moved Marg 2<sup>nd</sup> Keith

## Item 8 Merchandising officers report.

New SC shirt on grey.- need to change photos of bikes to club members.  
Ordered new Marque for merch from Extreme Marques.  
Need a high res club logo for printing on the Marque.

Moved: Chrissy 2<sup>nd</sup> Phil

## Item 9 Red Plate

Still have new members joining up to red plate.  
Could Reg put a reminder in the next Flatchat to remind people sending in red plate forms to include a photo copy of their membership card.

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

## Item 10 Flat Chat

Latest edition is out.  
Need more stuff to include -does anyone have any articles.  
Apologies to Chrissie for leaving out her article.  
Red Plate rides- ideas to encourage them to participate.

Moved Dave 2<sup>nd</sup> Phil

## Item 11 General Business.

Colin- Tabled an OH&S risk assessment form to use for the photographers at the track.  
We need to look at accreditation for photographers.  
Look at how South Aussie MSA do it.  
John- 2017 Nationals may clash with Southern Classic.  
Phil will check on dates.  
Marg- Had inquires about allowing P5 bikes at the sprints/hill climb  
Everyone agreed to keep it to P4.  
Dave- Address on web site needs changing and enquires email need to be redirected to Phil.  
Phil will contact Blue Gorilla.

Next Meeting will be a general meeting at 7.00 pm, Monday 10<sup>th</sup> October 2015.

Meeting closed 8.05 pm.

Mitcham Angling Club  
19 Brunswick Road, Mitcham

Minutes accepted by the committee

Date.....  
Signed  
President