
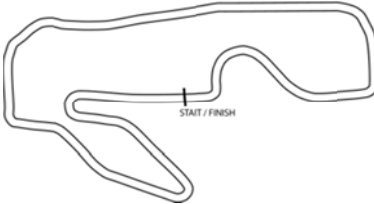
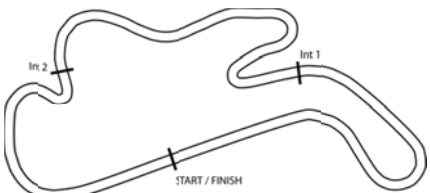
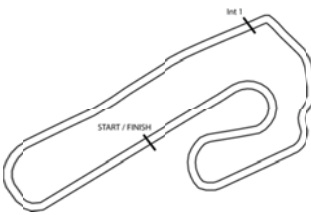


DATES

Round 1	Round 2
<p><i>February 11 - 12, 2012</i></p> <p>Winton Raceway - Short track, Winton VIC Length: 2.03Km Direction: Clockwise</p> 	<p><i>March 10 - 11, 2012</i></p> <p>Mac Park, Mt Gambier, SA Length: 2.40Km Direction: Clockwise</p> 
Round 3	Round 4
<p><i>June 2 - 3, 2012</i></p> <p>Phillip Island Grand Prix Circuit, Phillip Island, VIC Length: 4.45Km Direction: Anti-Clockwise</p> 	<p><i>August 4 - 5, 2012</i></p> <p>Broadford State Motorcycling Complex, Broadford, VIC Length: 2.14Km Direction: Clockwise</p> 

THE SERIES

Each round of the 2012 Hartwell Motorcycle Club Championship is a two day meeting, with practice, qualifying and racing on Saturday, where possible a warm-up on Sunday then racing. There will be 4 championship point scoring races for each class over the weekend, time permitting. See 'Race Format' below for more details.

The Mt Gambier round is an Interclub, so members of Hartwell MCC AND Mt Gambier can compete and be eligible for race trophies but only Hartwell members will be eligible for points trophies at the end of the weekend. The other three Club Rounds are for financial members of Hartwell ONLY.

Gates open at 7am at each round, Sign-on & scrutineering starts at 7.15am and practice/warm up starts 9am both days.

PRACTICE DAYS

Most tracks hold a practice day on the Friday before, check directly with the track involved for details and costs. It is up to the individual rider to make themselves aware of the level of first aid being offered at practice days, if you are not satisfied with this, it is your personal decision to ride or withdraw. We as a club take first aid seriously and provide what we feel is a very high standard of care for our riders during the race weekend.

ENTRIES

All current full financial members of Hartwell are eligible to compete; for Sidecars – only either the Rider or the Passenger have to be a full financial Hartwell member.

Entry forms are available from the website or available upon request from the office or at times may be available from the race meeting prior. NOT receiving an entry form is NOT an excuse for a late entry. Failure to enter by the closing date does not necessarily mean that you can turn up on the day and expect to enter and ride. As we have to pre-order timing transmitters, if we don't have one available for you, you will not be permitted to race.

The expected price range for entry fees (received by the nominated date - generally a week prior to the meeting) is approximately from \$150 to \$300 per meeting, garage hire is extra. Enter by post, phone or fax. There is no charge for cross entry but there is an extra charge if you have an extra bike, @ \$15 per bike to cover extra transmitter hire. It is much easier to work out the program when we know who and how many have entered. The nightmare is people who show up on the day, when everyone is already stressed, and want to join, enter, need a one meeting license and timing transmitter! NB: The Club Phone AND Fax no. is (03) 9729 7729 or email: hartwellmcc@optusnet.com.au or visit our website for updates and garage allocations (posted within the week leading up to an event), hartwellmcc.org.

Payment of Hartwell memberships and entry fees can be made by credit card by fax or by mail. This is secure – unlike the Internet, faxes can't be intercepted and the Club's policy is to keep all information confidential. DO NOT e-mail your credit card details.

CROSS ENTRY

Cross entries will be accepted for 2012 at no extra charge provided your bike is eligible for multiple classes, they will be allocated in order of preference you have indicated according to your entry form – You may not always be able to cross enter into multiple classes should that classes grid be full.

RACE LICENCES

Race licenses expire 12 months from the date of issue, make sure BEFORE you enter a meeting that your licence is current and you have paid your 2012 Hartwell membership. All Hartwell membership are due on January 1 each year. You can compete at Club rounds with a Club level licence or by purchasing a one meeting licence from the Club.

CLUB GRADING

Each competitor in the Hartwell championships is either a Novice, Non-Expert or Expert graded rider.

Historic, Sidecar, Pre-modern, Thunderbike / SuperMoto RR / SuperVono and Superlight riders do not need to put down a grade as they race in their own classes. Modern riders will be graded Novice, Non-Expert or Expert based on their experience. If you are a first timer you will most likely be a Novice. Novices are riders with limited or no competition experience, typically less than a year. Non-Experts are competitors of some experience, good placing's at Novice level or evident skill. Expert riders are experienced C plus A & B Grade riders.

TIMING

This series uses Computime Race Timing Systems in conjunction with AMB/MyLaps (red) Tranx260 electronic transponders for all Practice, Qualifying & Race timing.

Transponders must be collected and fitted to your machine prior to entering the circuit. Failure to have a transponder fitted will result in being black-

flagged from the session or no times being recorded. Transmitter mounting brackets are available to purchase for \$10.

A \$50 security deposit is required, per bike, when picking up your timing transmitter. This is refunded at the end of the meeting when you return your timing transmitter following your final race in a good un-damaged state. This deposit can be in the form of Cash, Cheque or Credit card Pre-Approval. Should you fail to return your Transmitter at the end of the meeting you forfeit your security deposit. Failure to return the timing transmitter (Via post or some other way) within the following business week, or the loss/damage of the transmitter will result in you being invoiced for the cost of a replacement transmitter (Approx. \$550).

*For copies of all results visit:
www.computime.com.au*

BIKE PREPARATION / SCRUTINEERING

Specific rules for each class can be found in the General Competition Rules, please familiarise yourself with these. If in any doubt about requirements for preparing your bike contact the Club. Some of the common rules are: All plugs or caps which can release fluid must be secured by lock wiring. Coolant, which uses ethyl-glycol, is extremely slippery on the track and therefore dangerous and must be drained and replaced with plain water, Please Note GCR's Paragraph '15.2.1.5' "The only liquid coolant permitted is water". So-called 'track-safe' coolant is not allowed for competition use.

Note, Hartwell recognise and will adhere to rules formulated by Formula 400 riders and are as run in the 2011 championships (as attached). Also, note Hartwell recognise and adhere to rules formulated by Superlight riders (these rules are also attached).

All road-based bikes must have lights, mirrors, stands, horns removed and no sharp edges must remain. Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer. All solo machines with a fairing (except machines competing solely in historic events) must incorporate a catch pan molded into the fairing or a separate catch pan capable of holding 2.5 litres (2 stroke machines) or 3 litres (4 stroke machines) in the event of a fluid spill. With no less than 2 holes, each of 25mm, this may only be opened in wet race conditions. Front brake caliper bolts to be lockwired in the tightened position. A chain guard made of a suitable material must be fitted in such a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. All lateral covers/engine cases containing oil and which could be in contact with the ground during crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

On presenting yourself for scrutineering, be prepared! Remove lower fairings, wear your race gear, carrying your helmet and gloves with you. If you turn up unprepared you will be turned away! Scutineering should be a quick process and if all riders do the correct thing the wait in the queue will be minimal.

Please familiarise yourself with all rules in the current GCR's, particularly noting any sections in bold print, which indicate a new rule for that particular year.

RACE NUMBERS

When you enter, put down your preferred racing number. If we change your number we try to keep the change simple, e.g. 17 to 117. Riders whose numbers are to be changed will be phoned during the week before the meeting. Refer to the GCR's for the correct font, colour and size required.

GRIDDING

Gridding will be from electronic timing. Your grid position will be based on your qualifying on Saturday morning. If you do not qualify you will be starting from the rear of the grid, however the Clerk of Course may allocate starting grid position. Your grid position will be final and will remain the same for the balance of the weekend. In the event of a timing failure the gridding will be at the Clerk of Courses discretion.

POINTS

Points for the 2012 Hartwell Motorcycle Club Championship series will be allocated from point scoring races in the order following:

Pos.	Points						
1	25	6	15	11	10	16	5
2	20	7	14	12	9	17	4
3	18	8	13	13	8	18	3
4	17	9	12	14	7	19	2
5	16	10	11	15	6	20	1

TROPHIES

There will be trophies given for each race (1st, 2nd & 3rd placing's). In events that races have multiple classes (e.g. over 600 Non-Expert/Expert); trophies & points will be allocated in the finishing order for each class (600 Non-Expert & 600 Expert). After each point scoring race, points are awarded in accordance with the 'points' heading above, and the top three point scorers for the round receive a round championship trophy at the end of the weekend.

A Best Presented (combination) Bike & Rider Trophy will be awarded at each round & an overall Trophy presented at the end of the year.

CHEAPER ENTRY FEES

Club Workers pay cheaper entry fees. You can help out by either working at a meeting if you're not riding by flagging, start-line duties etc. OR help beforehand by collating newsletters - If you can help let us know and you'll save \$20 on entry fees at each club round for the year.

OFFICIALS

Once again our crew of Officials (Start Line, Pit Office etc.) will be there, ably assisted in Victoria by Race Marshals Vic, and in SA by the Mac Park Monitors and Volunteers.

GARAGE BOOKINGS

Broadford, Phillip Island and Mac Park will be allocated in a first come first served basis, no pre-booking and an entry form must be completed to secure a garage, one garage per entry form. All consideration is given to requests of garage allocations but no guarantees. Winton garages must be booked directly with Winton circuit.

RACE FORMAT* - GUIDE ONLY

Superlight, Historic Classes, Formula 400, 125GP / 250cc, Thunderbike / SuperMoto RR / SuperMono & Juniors will receive: **SAT: Practice** (approx. 6 Min), **Qualifying** (Approx. 10 Min), **2 x Championship Races** (Approx. 4 Laps). **SUN: Warm-up** (Approx. 6 Min), **2 x Championship Races** (Approx. 5 Laps), **1 x Trophy only race** (Approx. 4 Laps).

600 & Over 600 Classes will receive: **SAT: Qualifying** (Approx. 16 Min), **2 x Championship Races** (Approx. 4 Laps). **SUN: Warm-up** (Approx. 6 Min), **1 x Championship Race** (Approx. 5 Laps), **1 x Extended Championship race** (Approx. 10 Laps).

SUNDAY: Greg Bailey Feature Race (*Expert & Selected Non-Expert*) (20 Minutes + 1 Lap Race).
 (*Subject to change – The amount of laps may vary depending on track.)

CLASSES

We are attempting to be fair to not only to those in the numerically smaller classes, but also those who make up the majority of entries.

- Machines eligible to compete as Superlights will not be accepted for any other class.
- All Historic classes will compete together in one series of races or will be combined with a compatible class. Usually there are insufficient entries to justify separate events for periods 3, 4, 5 & 6. All historic machines must have a valid log books including Period 6.
- Any class where there are low entries per round is likely to be combined into races with another; consistent with safety and the rules (i.e. we can't combine sidecars and solos), Points however are still awarded separately.

POINT SCORING CLASSES

- Over 600 Expert
- Over 600 Non-Expert
- Over 600 Novice
- Clint Farr Memorial (600 Expert)
- 600 Non-Expert
- 600 Novice
- 125GP - 125 Grand Prix Machines
- 250cc - Any 250cc Production or 250cc Grand Prix Machine including 250cc 4 strokes.

- George Carrick Memorial – Points awarded from 125GP & 250cc Class races finishing order.
- Formula 400
 - Modified
 - Stock
 See Formula 400 Class description guide attached.
- Pre-Modern - (1991 to 2000) - compliance plate date used.
- Historic P3 - (1946 to 1962), Classic, this class must have historic log books.
- Historic P4 - (1963 to 1972), Post Classic, this class must have historic log books.
- Historic P5 - (1973 to 1982), Forgotten Era, this class must have historic log books.
- Historic P6 - (1983 to 1990), New Era, this class must have historic log books.
- Thunderbike - Road based 2 or 3 cylinder 4 stroke.
- SuperMoto RR - See SuperMoto RR Class description guide attached.
- SuperMono - See SuperMono Class description guide attached.
- Superlight - See Superlight Class description guide attached.
- Greg Bailey Feature (Experts & Selected NE) - must be noted on entry form.
- Sidecar
 - Rider
 - Passenger.



SUPERMOTO RR CLASS DESCRIPTION GUIDE

The 'SuperMoto RR' class is a new class for Hartwell in 2012. It is based on the SuperMoto rules as per the GCR's with the addition of a minimum wheel size. This class makes provision for twin cylinder MX style machines, previously un-catered for in the previous 'SuperMono' class.

General

'SuperMoto RR' class machines must adhere to the GCR's for the All Disciplines & Road Race chapters.

Classes

SuperMoto RR.

- a) Up to 700cc MX model based machines (SuperMoto). Rims must be of at least 16".

2012 Hartwell Championship

This class of "SuperMoto RR" will score Hartwell Championship series points as one class – no capacity group splitting.



SUPERMONO

CLASS DESCRIPTION GUIDE

General

'SuperMono' class machines must adhere to the GCR's for the All Disciplines & Road Race chapters.

Class

SuperMono

- a) Over 250cc to 1000cc single cylinder 4 stroke machines.

2012 Hartwell Championship

This class of "SuperMono" will score Hartwell Championship series points as one class – no capacity group splitting.



THUNDERBIKE CLASS DESCRIPTION GUIDE

General

'Thunderbike' class machines must adhere to the GCR's for the All Disciplines & Road Race chapters.

Class

Thunderbike

- a) Road based machines of 2 or 3 cylinders of only 4 stroke engine type allowed.
- b) Cannot be cross entered into SuperMoto RR or SuperMono.

2012 Hartwell MCC Championship

This class of 'Thunderbike' will score Hartwell Championship series points as one class – no capacity group splitting.

General

'Superlight' class machines must adhere to the GCR's for the All Disciplines & Road Race chapters.

Class

Superlight

- a) Machines must be up to 100cc two strokes or 150cc four strokes. With a 5% tolerance on capacity.
- b) Road or trail based frames only (i.e. no CR, MTR, RS, IT, YZ, TZ, KX, KDZ, PE, RM etc.)
- c) The only modifications allowed are the fitment of engine, seat or other components, including bracing or geometry and removal of unnecessary brackets.
- d) Steering stops are required.
- e) Front forks must be no larger than 36mm. Must be conventional, no upside down forks allowed
- f) Road or trail based engines. No factory road race or motocross heads, cylinders or crankcases (i.e no CR, MTR, RS, IT, YZ, TZ, KDZ, KX, PE, RM etc.)
- g) Brake modifications are permitted, but components cannot be fitted from competition machines.
- h) No liquid cooling.
- i) No slicks/wets or competition tyres (tyres marked not for highway use are ok).
- j) All frames and engines must be from Australian domestic model only (i.e no grey imports)
- k) Fuel permitted shall only be pump super, unleaded or 100% octane avgas (no elf or powermist additives or octane boosters). Only oil for lubricating.
- l) No restrictions on carburetor size.
- m) No changing of rear suspension layout (i.e. mono shock frames must remain single shock, no rising rate linkage systems) Twin shock frames must remain twin shock. Mounting points may be changed and swing arms may be modified.

2012 Hartwell MCC Championship

This class of 'Superlight' will score Hartwell Championship series points as a single class.

General

'Formula 400' class machines must adhere to the GCR's for the All Disciplines & Road Race chapters.

Class

Formula 400

- a) The bike must be manufactured pre 2000
- b) No modification main frame
- c) Standard Wheel front and rear, no lightweight rims
- d) No Fuel Injection or Turbo charging
- e) No fuel additives beyond 100 RON
- f) No removal of starter system
- g) Engine bore and stroke within capacity limits – refer GCR 12.4.5 2008
- h) Minimum weight of 150kg with tank removed
- i) Allowable stock class items carry over to Super mod,
- j) Formula Specific Rules:
 Any modification not stated as allowable is deemed as not allowed.
 All modifications for the Modified class are as an addition to what is specified in the Stock Class.

	Formula 400 Stock Class	Formula 400 Modified Class
	Allowable Modifications	Allowable Modifications
Engine	Slicks, road, or wets	Flowed head
Tyres	Replacement from 525 to 520	Balanced Engine
Chain	Chain guards and plastics removal	Balanced or lightened crank Adjustable Cam Shafts, Regrind Profile Modified Clutch Assembly
Carburettors	Rejetted Standard CV's Quick action throttle Air box optional for v 4's only After market air filter or filter removed	Velocity Stacks jet kits Flat Slide carbs Ram Air System
Exhaust	Aftermarket Exhaust system	

Electrical	Lap Timer Rev Delimiter Removal of Speedo Aftermarket temp gage and taco	Modified Wiring Loom Lightened Charge System or Total Loss Modified or aftermarket CDI Aftermarket Ignition Coil
Frame	Steering Damper, any brand Rework or replacement of sub frame Turning Stops Footrests, Handlebars, after market hand grips, levers & clips. Rear stand locators on swing arm Crash Protectors – Ozy Knobs	Modified Cooling System
Suspension	Ride height adjuster Standard Forks and Shock external Replacement of springs, re gassed and re-valved, remote reservoir fitted	Non Standard Fork Internals Aftermarket Rear Shock
Brakes	Replacement of Brake reservoirs Any brand Brake Pads Aftermarket Brake Lines & Aftermarket Rotors to the same diameter	Aftermarket Master Cylinders
Bodywork Wheels	Aftermarket fairings and screen 17" Rear of same make, Equivalent weight,	

2012 Hartwell MCC Championship

This class of 'Formula 400' will score Hartwell Championship series points as two classes – Formula 400 Stock & Formula 400 Modified.