



FULL THROTTLE

Hartwell Motorcycle Club Newsletter

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January 2011

Welcome to 2011, Please read the guide to the Club Championships. As with previous years a lot is done by a few to enable us to race, please adhere to the guide so the racing can run as smoothly as possible as well as not put too much pressure on our Volunteers.

Reminder to all Members Your membership must be up to date before you race, Hartwell MCC Memberships are due on 1 January 2011.

ATTENTION: All riders, you must enter all rounds by the cut off date, as no late entries will be accepted.

GUIDE TO THE 2011 CLUB CHAMPIONSHIPS

DATES

•Rd 1: February 5 & 6, Winton (short track)	•Rd 2: March 12 & 13, Mac Park
•Rd 3: June 5 & 6, Phillip Island	•Rd 4: August 20 & 21, Broadford
•Rd 5: October 29 & 30 Mac Park	

EACH ROUND is a two day meeting, with scrutineering, practice, qualifying and racing on Saturday. Where possible a practice on Sunday then racing. There will be 4 championship point scoring races for each class over the weekend, time permitting. Gates open at 7am, scrutineering starts at 7.15am and practice/warm up starts 9am both 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.

TO ENTER All current full financial members of Hartwell are eligible to compete. For Sidecars - only one member of the team needs to be a Hartwell member. **All Club members are eligible to receive points in the Club Championships** and all competitors are eligible for trophies on the day (not including points trophies.)

The Mt Gambier round is an Interclub, so members of Hartwell 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. **No late entries will be accepted**

ENTRY FORMS for Club Rounds are available from the website or available upon request from the office or at times may be available from the race meeting prior. For any meeting that you wish to enter it is the **rider's responsibility to get an entry form** - contact the Promoter for an Entry Form for meetings you want to enter. Be aware that Open meetings have earlier closing dates for entries than Club meetings - usually 2 to 4 weeks before the meeting. **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 a ride. As we have to pre-order transmitters, if we don't have one available for you, you will not be able to race.

ENTRY FEES FOR CLUB ROUNDS for entries received by the nominated date (generally a week prior to the meeting) the expected range (approximately from \$150 to \$300 per meeting, garage hire is extra. Enter by post, phone or fax. E-mail entry via the club website is also possible. **Late entries will not be accepted.** 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 and need a one meeting licence and 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 hartwellmcc.org.

Payment of subs 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.

RACE LICENCES 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 2011 Hartwell membership. All Hartwell membership become 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. You need an Open level licence for open meetings such as the Vic Titles, etc. or if you are entering an Interclub, make sure you are a member of one of the listed clubs prior to entering. Contact the Club if you are unsure of what level licence is required for which meeting.

CLUB GRADING At the beginning of each year riders who have previously competed may be regraded. Put down what you think you will be. Historic, Sidecar, Pre-modern, Thunderbike/Supermono 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 placings at Novice level or evident skill. Expert riders are experienced C plus A & B Grade riders. (At Open level all solo riders are C Grade and Sidecar riders are B Grade until upgraded and notified by MV).

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 Buckets/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 less than twelve entries per round is likely to be combined with another, consistent with safety and the rules (i.e. we can't combine sidecars and solos)

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. Apart from that it's in the GCR's.

Note, Hartwell recognise and will adhere to rules formulated by Formula 400 riders and as run in the 2010 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 moulded 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, which may only be opened in wet race conditions. Front brake calliper 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. Numbers are allocated by the Club, with priority going to A & B Graders and riders who have won the right to a number by placing in the top ten in last year's Australian Superbike Champs, then riders who have used particular numbers the longest. If we change your number we try to keep the change simple, eg 17 to 117. Riders whose numbers are changed will be phoned during the week before the meeting. Refer to the GCR's for the correct font, colour and size required.

GRIDDING This year we will be using electronic timing. Your grid position will be based on qualifying on Saturday morning. If you do not qualify it will be back of 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.

TROPHIES There will be trophies given for each race (usually 1st, 2nd & 3rd placings), After each race, points are awarded and the top three point earners receive a championship trophy at the end of the week end.

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, startline duties etc. OR help beforehand by collating newsletters, race programs and other thankless but necessary tasks. 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 MacPark Monitors, St John Ambulance and Volunteers.

Garage Bookings: (Broadford, Phillip Island and Mac Park) First in 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.

Note: Worksafe all Electrical leads must have safety Tags

2011 CHAMPIONSHIP CLASSES

125GP & 250 cc (now known as the George Carrick Mem) & **Formula 400* Modified & standard** - (combined)

Pre-Modern – for machines 1991 to 2000 (compliance plate date used)

600cc – This race will be broken up into two events: an event for Novice and an event for Non Exp. & Expert

Over 600 – This event also broken up into – Novice, Non Expert and Expert (Novice to run separately)

Historic classes combined: P3, P4,P5, P6 (1983 to 1990) these classes must have log books

Thunderbikes/supermonos (Thunderbike = 1, 2 or 3 cylinder 4 stroke machine and the Supermono = single cylinder) will be combined with the Historic classes

Superlight **

Greg Bailey (Experts & Selected NE) – must be noted on entry form

Sidecar – Rider & Passenger

Only one class per bike, no cross entry – if your bike is eligible for two classes, the choice is yours (see entry form)

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

ANY QUERIES / SUGGESTIONS ??? Contact the Club: PH/FAX: (03) 9729 7729 or email:
Hartwellmcc@optusnet.com.au

**** Superlight Rules**

1. Machines must be up to 100 two stroke or 150cc four stroke.
2. Road or trail based frames only (i.e. no CR, MTR, RS, IT, YZ, TZ, KX, KDZ, PE, RM etc)
The only modifications allowed are the fitment of engine, seat or other components, including bracing or geometry and removal of unnecessary brackets.
3. Front forks must be no larger than 36mm.
4. Road or trail based engines with a 5% tolerance on capacity. No factory road race or motocross heads, cylinders or crankcases (i.e no CR, MTR, RS, IT, YZ, TZ, KDZ, KX, PE, RM etc.)
5. Brake modifications are permitted, but components cannot be fitted from competition machines. No rear disc brake.
6. No liquid cooling.
7. No slicks or competition tyres (tyres marked not for highway use are ok).
8. All frames and engines must be from Australian domestic model only (i.e no grey imports)
9. Fuel permitted shall only be pump super, unleaded or 100% octain avgas (no elf or powermist additives or octane boosters). Only oil for lubricating.
10. No restrictions on carburettor size.
11. 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 swingarms may be modified.

***Rules for Formula 400cc Racing**

V1.4

General Rules:

The bike must be manufactured pre 2000

No modification main frame

Standard Wheel front and rear, no lightweight rims

No Fuel Injection or Turbo charging

No fuel additives beyond 100 RON

No removal of starter system

Engine bore and stroke within capacity limits – refer GCR 12.4.5 2008

Minimum weight of 150kg with tank removed

Allowable stock class items carry over to Super mod,

Formula Specific Rules:

Any modification not stated as allowable is deemed as not allowed.

	Stock 400 Class	Super Mod 400 Class
	Allowable Modifications	Allowable Modifications
Engine Tyres Chain	Slicks, road, or wets Replacement from 525 to 520 Chain guards and plastics removal	Flowed head Balanced Engine 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 tacho	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,	

Track Talk

Hartwell Motorcycle Club held their annual Presentation Night on the 4th of December . The MC for the evening was Terry Fox . Terry was ably assisted by Barb Fox who was the trophy girl for the night. Our thanks go to Terry and Barb and to all those who helped setup and cleanup the clubrooms before and after the event . Thank you to Karen for the fantastic desserts she made and the ladies who helped serving the food.

Congratulations to all competitors who won trophies in their respected classes in 2010. A number of special awards are given out each year and the recipients are as follows

Life Membership - David Andersen

Honary Life Membership - Alistair Kinsella

Clubman award -David and Julie Nicholson

David Camilleri (Best Presented) Glenn “Herbie” Carroll

Wes Brown Award (Sidecar) Dwight and Noel Beare

Ken Kavanagh Award (Club member racing in the World Championships) – Adam Treasure

Sportsman Award – Nathan and Tyson Jones (Nathan was the eventual winner as his name was drawn out of the hat)

Best “C” Grader – Ryan Dobbie

The overall Winners of the Feature races foe 2010 were:

Greg Bailey (Over 600 Experts)- Tony Urwin

Clint Farr (600 Experts) - Ryan Dobbie

George Carrick (GP Machines)– Lachlan Hill

Bob Martin (Sidecars) – Chris Grubb & Janina Gorski

Col Sampson Most Improved - Chris Rostrom

Congratulations to all



L to R: Karen receives her “basket of goodies. Our “Hosties” with the “mosties” Terry & Barb Fox. Glenn “Herbie” Carroll, Dave



L to R : New Life member Dave Andersen Alistair Kinsella. Adam Treasure is congratulated by Heinz.

2010 Master of Mac Park

On sunny the weekend of 2nd & 3rd of October about 14 Hartwell members headed over to South Australia's MacNamara Park (Mac Park) for the 2010 Master of Mac Park.



Stephen Tozer, Peter Berry, Nathan Mawson, (Graham Snaith local)

& Tony Urwin.

The racing was of a high quality all weekend, with the odd mishap here and there, well done to Darren Trotter for getting back on each time and still standing at the end of the weekend.

The 125s & 250s there was a wonderful Battle between Tim Inkster, Levi Day and Lachlan Hil.

The 600's there was a competitive battle all weekend between David & Darren Trotter & Ben Nicolson.

The over 600's was a Hartwell battle almost all weekend with Tony Urwin & Stephen Tozer swapping the first two podium positions for each of the 3 races and Nathan Mawson right behind them. Stephen Tozer had a spectacular win first race on Sunday blitzing the field and earning himself a new lap record of 1.11.713 – a full second shaved off the previous lap record.

The Master of Mac Park Consolation race results were: 1st Ross Gurd 2nd Jon Shea & 3rd Liam Wilkinson.

The Master of Mac Park was raced in rather warm conditions and was a battle similar to what we had seen all weekend. With a moments lack of concentration Tony Urwin took the lead with 2 ½ laps remaining from Stephen Tozer who had been leading for the previous 12 ½ laps. Tony Urwin won the race with Stephen Tozer right behind him and Nathan Mawson coming in 3rd.

Well done to all that attended and hopefully next year we can get some more Victorian Support.



For all race results go to http://www.sportingpulse.com/assoc_page.cgi?c=1-6797-0-0-0&sID=187989

Race Calendar 2011

MANY EVENTS YET TO BE CONFIRMED

Date	Title	Venue	Class(ASBK)
21-23 Jan	Island Classic	Phillip Island	
5-6 Feb	Hartwell MCC C/Ship Rd 1	Winton	
25/27 Feb	ASBK (World SBK)	Phillip Island Vic	SBK/PST, SSP, SST
4/6 Mar	ASBK	Symmons Plains TAS	SBK, PST, SSP, SST, LIT
12/13 Mar	Hartwell MCC C/Ship Rd 2	Mac Park	
19-20 Mar	Victorian State Championship Rd 1	Broadford	
26-27 Mar	Vic Historic Championship	Broadford	
1-4 Apr	Barry Sheene Memorial	Eastern Creek	
2 Apr	Interclub Series - Round 1	Phillip Island Vic	
14/17 Apr	ASBK	Hidden Valley NT	SBK, PST, SSP, SST, LIT
16/17 Apr	Victorian State Championship Rd 2	Winton	
23-24 Apr	Broadford Bike Bonanza	Broadford	
1 May	Interclub Series - Round 2	Broadford Vic	
6/8 May	ASBK (2 + 4)	Barbagallo Raceway WA	SBK/PST
14-15 May	Victorian State Championship Rd 3	Phillip Island	
3/5 Jun	ASBK	Queensland Raceway QLD	SBK, PST, SSP, SST, LIT
4/5 Jun	Hartwell MCC C/Ship Rd 3	Phillip Island	
17 Jul	Interclub Series - Round 3	Winton Vic	
20-21 Aug	Hartwell MCC C/Ship Rd 4	Broadford	
19/21 Aug	ASBK (2 + 4)	Queensland Raceway QLD	SBK/PST
11 Sep	Interclub Series - Round 4	Broadford Vic	
17-18 Sep	Seniors Meeting	Broadford	
9 Oct	Col Sampson Observed Trial	TBC	
23 Oct	Interclub Series - Round 5	Broadford Vic	
29-30 Oct	Southern Classic	Broadford Vic	
29-30 Oct	Hartwell MCC C/Ship Rd 5	Mac Park	
11/13 Nov	ASBK (2 + 4)	Symmons Plains TAS	SBK/PST
18/20 Nov	ASBK	Phillip Island Vic	SBK, PST, SSP, SST, LIT
26-27 Nov	Hughie Hoare Memorial	Broadford	
2-4 Dec	6 Hour	Phillip Island	
3 Dec	HMCC Presentation Night	Bayswater	

SBK = Superbike, PST = Prostock (Superstock 1000), SSP = Supersport, SST = Superstock 600, SCR = Superside (Sidecars)
LIT = Lites or 125GP/250mono, SMO = Supermoto, HMR = Historic Masters, AUC = Aussie Racing Cars

Rounds for Sidecar, Supermoto and Aussie Racing Cars will be confirmed shortly.

Contact details and useful Phone Numbers

Hartwell Motor Cycle Club, PO Box 2023, Bayswater Vic 3153.

(2/57 Power Rd, Bayswater) Ph/Fax/Ans: (03) 9729 7729

Club website is at: www.hartwellmcc.org e-mail hartwellmcc@optusnet.com.au

Newsletter editor: Chris Grubb

General meetings - 2nd Tuesday of month at 8pm.

MV: (03) 9673 0600	Interclub: (03) 9598 4671	PI Ops: (03) 5952 2710
HMRV: (03) 9888 4387	MA: (03) 9684 0500	PMCC: 0413 622 079
BAC: (03) 5766 4235	MCS: (07) 3262 6677	Broadford Avail. (03) 5784 4163
SCRCV: (03) 9578 8971	Mt Gambier MCLCC: (08) 8725 4470	StGMCC: (02) 9521 3715

Classifieds

For Sale:

Parts to suit R1

Ohlins TTX Rear Shocker to suit '07-'08 R1 \$1000 Ph 0417508639

Front and rear wheel with disks \$1000 Ph 0417508639

Honda GP 125 and 250 cylinders, to suit models from 1990 to 2008. Heads also available.

Brand new, made in Australia by Dirty Bertie. Contact Donny Biddle on 0409 082 351

R1 2008 Formula Extreme bike, over rear sets, ohlins TTX shock and ohlins fork internals \$16,500,

Road fairings \$2000 PH: 0409 565 436

600 rims with discs 03-05 model \$1000 PH: 0409 565 436

Formula 400 stock class, VFR400 in race trim, runs well. \$2800 ph 0409 232 537

Bucket / Superlight project. Honda CB125n chassis and front end, fitted with brand new 150cc Loncin upright engine. \$350 Contact Daryl on 03 97301545

Wanted: Honda RS125 '89 Std Fork inner/leg or pair Ph Alistair Kinsella 0419884469

BridgestoneSelect Kilsyth

Michael Halliday

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03 97288144 0397288179

www.bridgestoneselect.com.au

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Hartwell MCC Full Throttle Newsletter

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