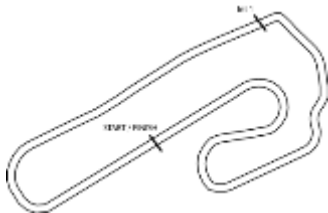
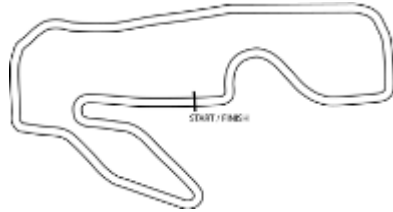

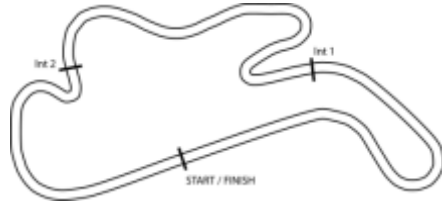


### DATES

Rounds 1 & 5	Round 2
<p><i>February 11 – 12 &amp; August 5 - 6, 2017</i>            Broadford State Motorcycling Complex, Broadford, VIC  <b>Length: 2.14Km Direction: Clockwise</b></p> 	<p><i>March 11 - 12, 2017</i>            Mac Park, Mt Gambier, SA  <b>Length: 2.40Km Direction: Clockwise</b></p> 
Round 3	Round 4
<p><i>April 8 - 9, 2017</i>            Winton Raceway - Short track, Winton VIC  <b>Length: 2.03Km Direction: Clockwise</b></p> 	<p><i>June 3 - 4, 2017</i>            Phillip Island Grand Prix Circuit, Phillip Island, VIC  <b>Length: 4.45Km Direction: Anti-Clockwise</b></p> 

### THE SERIES

Each round of the 2017 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 (3 at P/Island) 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 four 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. 8.30am start on Sunday at Mt Gambier.

### 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 & race 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 \$250 to \$350 per meeting, garage hire is extra. Enter by post, email or fax. There is no charge for cross entry but there is an extra charge if you have an extra bike, @ \$20 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: [info@hartwellmcc.org](mailto:info@hartwellmcc.org) or visit our website for updates and garage allocations (which are usually posted the Tuesday prior to the event), [www.hartwellmcc.org](http://www.hartwellmcc.org).

Payment of Hartwell memberships and entry fees can be made by credit card, cheque or direct debit.

**CROSS ENTRY**

Cross entries will be accepted for 2017 at no extra charge provided your bike is eligible for multiple classes, they will be allocated in order of preference

that 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 2017 Hartwell membership. All Hartwell memberships are due on January 1 each year. As a financial member you can compete at Club rounds with a Senior National licence or by purchasing a one meeting licence from the Club. You must present your race licence at sign in at race meetings, **a copy or picture will not be accepted.**

**CLUB GRADING**

Historic, Sidecar, Pre-modern, Thunderbike / SuperMoto RR / SuperMono and bucket 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 MyLaps (red) Tranx260 electronic transponders for all Practice, Qualifying & Race timing.

Transponders must be collected and fitted to your machine prior to scrutineering. 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. 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](http://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. Please Note GCR's Paragraph '10.17.1.10' "The only liquid coolant permitted is water and **non-glycol** coolants. Glycol and coolants manufactured with glycol are not allowed.

Note, Hartwell recognise and will adhere to rules formulated by Formula 400 riders (as attached). Also, note Hartwell recognise and adhere to rules formulated by bucket 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 or stated in the GCR's. 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 or according to latest the GCR regulations. The Clerk of Course will announce if the race is declared wet and if so, you may only then remove your bungs. 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.

**Steel valve caps are a requirement in 2017.**

**Helmets exceeding 10 years of age from date of manufacture will not be accepted at scrutineering.**

**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! Scrutineering 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.

### ON BOARD CAMERAS

All on-board cameras must be secured in a fashion approved by Scrutineer or Clerk of Course prior to entering the track. All footage must be surrendered, upon request of Clerk of Course. As per GCR 10.9.2.1 Helmet cameras are not permitted.

### 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 17A. Riders whose numbers are to be changed will be phoned during the week before the meeting. All number plates on all road race machines MUST comply with GCR's 10.11.1-4 alternatively SuperMoto Machines may comply with GCR's as the SuperMoto discipline.

### 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 2017 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

The Greg Bailey feature race qualifying also attracts 1 Pole position point to the fastest qualifier.

### TROPHIES

There will be trophies given for each race (1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> 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 by Race Marshals Vic.

### 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.

**RACE FORMAT\* - GUIDE ONLY**

Buckets, Historic Classes, Up to 300 Supersport, Premodern / P7, Formula 400, George Carrick (125GP, Moto3, 250GP), Thunderbike / SuperMoto (Rnds 1 & 5 only)/ 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), **1 x Championship Race** (Approx. 5 Laps), **1 x Championship race** (Approx. 6 Laps).

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

**Greg Bailey Feature Race** (Expert & Selected Non-Expert) **SAT or SUN: Qualifying** (Approx. 15Mins) **SUN: Race** (20 Minutes + 1 Lap). Qualifying is time permitting, should there fail to be time for qualifying, grids shall be determined based on combined qualifying times from Saturday Morning. (\*Subject to change – The amount of laps may vary depending on track.)

**The SuperMoto championship will only be held over the 2 Broadford rounds. We will incorporate the dirt section providing an approved licence has been granted & weather & track conditions are favourable. If weather & track conditions are not favourable we will use short bitumen track only.**

**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 Buckets will not be accepted for any other class.
- Historic classes (P3, P4, P5, P6 only) 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 logbook - No logbook = no points.

- 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\*
  - \* Includes models eligible for MA Supersport, (e.g. Triumph 675, Ducati 748.)
- George Carrick (125GP, Moto3 & 250GP) *Trophies awarded: Overall, 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>. 1<sup>st</sup> 125GP and 1<sup>st</sup> Moto3.*
- 300 Supersport (up to 390cc Road based machines – As per homologated models – roughly based on ASBK production models) *Trophies awarded: Overall: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>. 250 Production: 1<sup>st</sup>.*
- Formula 400
  - Novice
  - Non-Expert
  - Expert*See Formula 400 Class description guide attached.*
- Juniors 70
- Juniors 85
- Juniors 160
- Pre-Modern (2001 – 2007)
- P7 - (1991 to 2000) - compliance plate date used. Split in up to 500 and Over 500.
- 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 - 2 or 3 cylinder 4 stroke.
- SuperMoto (2 Broadford rounds only)
- SuperMono – *Single cylinder 4 stroke, 200cc and above.*
- Buckets - *See Bucket Class description guide attached.*
- Greg Bailey Feature (Experts & Selected NE) - *must be noted on entry form.*
- Sidecar

Machines not catered for in the above classes, may be allocated an appropriate class at the discretion of the club.

#### **PRESENTATION NIGHT**

End of year championship trophies will be awarded 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> per class as indicated in the *POINTS SCORING CLASSES* section listed above. The George Carrick Memorial Class will be divided into Overall, and providing enough entries, throughout the championship, will also award 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in 125GP, and 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in Moto3.