

HAMILTON MOTORCYCLE CLUB INC

ENTRY FORM

2018 KAWASAKI SERIES ~ ROUND 1	TAUPO –	May 13 th 2018	Permit No 17347
2018 KAWASAKI SERIES ~ ROUND 2	HAMPTON DOWNS –	Aug 19 th 2018	Permit No 17348
2018 KAWASAKI SERIES ~ ROUND 3	TAUPO–	Sept 23 rd 2018	Permit No 17349

Entry Form V3

ORGANISER:

The Hamilton Motorcycle Club Inc. will conduct a Motorcycle Race meeting for each round of the Hamilton Motorcycle Club Winter Championships at Taupo Motorsport Park and Hampton Downs on the above dates.

The meeting will be run under M.N.Z Permit # Pending

RULES:

The meeting will be conducted under Motorcycling New Zealand Inc. Manual of Motorcycle Sport and the following Supplementary Regulations.

- 1, The engines of competitors' machines must not be started until clearance is given by the Clerk of the Course on race day.
 - 2, Lap timing will be done by MX Timing using transponders.
 - 3, **Classes will include** – Senior Race (590 & Over 3 or 4 cyl, 751 & over twins and singles, 251 and over 2 strokes), Intermediate Race (391-590 4 cyl, 391-600 triples, 391-750cc twins and singles, up to 400 Production 2 strokes), Junior Race (incorporating Supersport 300, 250 Production, Hyosung GT250-R Cup, Street Stock 150's & F4 Buckets), Supermoto, Post Classic Junior & Senior (Including Pre 89) & Classics, Clubman, and LAMS Production
 - 4, The "Clubmans" class is for novice riders and for riders who do not normally compete in National Championship level.
Clubman riders may not cross enter other classes.
 - 4a. LAMS Production is a new class for unmodified, LAMS legal machines (See Appendix C for Supplementary Regulations) and will run with Clubmans
 - 5, Entry fees: \$150.00 for HMCC members, \$170.00 for non-HMCC members, \$40.00 per additional class entered. **Entries close 7 days before each round.**
- *** COMPETITORS WISHING TO ENTER AFTER THE CLOSE OF ENTRIES WILL ATTRACT AN ADDITIONAL \$50.00 "LATE" FEE PER CLASS ENTERED *****
- 6, Starting grids will be determined by the practice times. The starting grids will be posted at the conclusion of the practice sessions.
 - 7, The format for the starting grids is 4 x 4 x 4. Where two or more classes are racing together, classes will be arranged in one grid according to the times obtained during practice.
 - 8, All competitors are to be on the dummy grid prior to the completion of the previous race. If a competitor misses the start of the warm-up lap(s) that / those competitor(s) will start the race from the pit lane / dummy grid after the rest of the field has passed the pit lane exit.
Pit exit will be open for 30 seconds only. A 5 minute and 2 minute hooter will sound before pit exit opens.
Once pit exit is closed, you will be starting from pit lane.
 - 9, Flags / Start Signals: Green: All races will be started with the standard Track Start Light sequence, counts up from 1 to 4 then the race is started when the 4 lights go out. In the event of a malfunction, a stationary held then dropped green flag will be used.
Chequered: All races will be completed by a waved chequered flag at the Starters Tower.

Flags / Stop Signals: Red: In the event of a race stoppage, flashing red lights will be displayed at the start / finish line, red flags will be displayed at all marshalling points around the circuit. Competitors are then required to reduce speed and return to pit lane / dummy grid in an orderly manner to await further instruction from the H.M.C.C officials.
 - 10, Machine examination: This will be conducted by the H.M.C.C appointed Machine Examiners who will examine all machines prior to Riders' Briefing. All machines that crash during practice & / or subsequent races will be delivered to the Machine Examiners for re-examination prior to re-entering the circuit. If circumstances do not permit full inspection then machine examination will occur randomly during the race event.
 - 10 A) Machines are to be set up to the standard for their relevant Classes as specified in MNZ Manual of Motorsport (Road), Chapters 14-17, and Appendix A to I.
Hyosung GT250-R Cup machines must comply with Hyosung Cup rules (Supp Regs Appendix B at end of this form) .
LAMS Production machines must comply with Supp Regs Appendix C at end of this form) .
Machines set up for the former Streetstock Class, please see Supplementary Regulations Appendix A at the end of this form.
Machines that are found to be in breach of any MNZ rules, or are deemed to be unsafe will be instantly excluded from the meeting.
 - 10 B) All competing machines must have a clearly visible Race Number(s) in accordance with the requirements of your specific class as outlined in the Motorcycling New Zealand Inc. Manual of Motorcycle Sport – please refer to 10 A) above.

10 C) Any machine fitted with an internal "Cartridge" type oil filter is to have its oil filter cover / housing secured with nylock type locking nuts, where bolts are employed to secure this cover they are to be mechanically retained with a suitably approved locking wire

11, Riding gear: Examination will be conducted by the Motorcycling New Zealand steward(s). Helmets will be checked prior to Riders' Briefing and riding gear will be checked while waiting on the Dummy Grid.

11a, For full safety gear requirements, refer Chapter 8 Manual of Motorsport, [https://www.mnz.co.nz/regulations/MoMS/manual-of-motorcycle-sport-\(road\)](https://www.mnz.co.nz/regulations/MoMS/manual-of-motorcycle-sport-(road))

12, Noise emission: Rule 10.6.d (MNZ Manual of Motorsport, Road) will be enforced.

13, Entry to and from the Pits: Entry: Move to the right hand side of the circuit. Clearly indicate your intention to leave the circuit by raising either the left arm or foot.
As riders proceed through the first section of the pit lane run off area, they will reduce speed to a maximum of 40 kph and proceed to their pit area in an orderly fashion.

Exiting: Exiting the pits will be via the DUMMY GRID only. All riders exiting from the pits are under the control of H.M.C.C officials & must at all times follow their direction(s).

An H.M.C.C official will indicate to the rider when it is safe to proceed down the track entry "Slip Road", when safe to do so accelerate hard, staying to the outside of the circuits "blend line". DO NOT HEAD ON TO THE RACING LINE until up to racing speed - this allows you, the rider to exit safely at high speed.

14, Pit lane & Parc Ferme: There is to be NO riding the wrong way up or down pit lane. Any competitors found to be doing so will be immediately excluded from the meeting. There are to be no animals brought into the Pit or Parc Ferme areas by any competitors, pit crews or members of the public at any time during the course of this meeting. Anybody found to have done so will be immediately asked to leave the venue

Track crossing: No Pedestrian access to the infield is available.

15, Licence / Logbooks: All competitors must produce their licence/log book at sign on or be excluded from the race meeting.

*** Don't forget to collect them again at the end of the meeting... ***

If you don't have a Log Book, and are using a One Event Licence, present that instead

16, Pit lane entry line: Any competitor crossing the pit lane entry line and Not entering pit lane will be immediately excluded from the race.

17, MNZ One Event licences will be available to competitors on the day

18, Sign on, machine inspection and gear check will commence at 7.30 a.m

19, Rubbish: Please ensure that you leave your pit area tidy by collecting all rubbish and disposing of it in the bins provided.

20, REFUND POLICY - No refunds for withdrawals on Saturday or Sunday of race weekend.

\$50 fee to transfer anytime to next round (not available for Round 3).

If you have any problems or questions, please ask an H.M.C.C official during the meeting at the Documentation Room.

The Hamilton Motorcycle Club is here to help you get the most from your days racing...

*** Please pay your Entry Fee's online using the following information... ***

Payee: *Hamiton Motorcycle Club Inc*

Bank: *Westpac*

Branch: *Hamilton*

Account #: *03 1555 0063886 00*

***PLEASE ENTER YOUR NAME, & ROUND YOU ARE ENTERING & YOUR CLUB MEMBERSHIP # *
AS REFERENCES WHEN MAKING PAYMENT***

(* for non HMCC members please insert N-HMCC in place of membership #)

If you are not able to pay on-line, post Entry form and cheque to HMCC, POBox 416, Hamilton

*** Please note if entering on the day the following pages must accompany you to Riders Sign On ***

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Entry Form V3

PLEASE PRINT CLEARLY

Name: _____ MNZ Licence no. _____
 Address: _____ Suburb/City _____
 Competitors E-mail _____
 Phone: (0) _____ Mobile _____

**Renewed
for R2
and R3?**

Bike #	Make	Model & CC rating	Year	Sponsors

Please note there must be a minimum of 8 entries for the class to proceed or consolidation of classes will occur at the CotC's discretion
However, the less classes run, the faster the day will go – remember short winter days!

Tick which of the following classes you want to enter:

	SENIOR RACE 590cc & over three and four cylinder/751cc & over twins and singles/250cc & over GP two strokes
	INTERMEDIATE RACE 391-590cc four cylinder (610 if pre-89) / 391-600cc triples / 391-750cc twins and singles (also up to 400 Production 2 strokes eg NSR, RGV250)
	JUNIOR RACE Supersport 300 (per MNZ rulebook) & Streetstock 150's / 250 Production (incl Hyosung Cup bikes) / F4 Buckets
	POST CLASSIC/CLASSIC All years
	SUPERMOTO
	LAMS PRODUCTION <i>See Supplementary Regs for rules</i> Note LAMS production and Clubman are run together CLUBMAN Note Clubman Riders cannot cross enter another class

Pre-race Entry fees per round:	Fee per round	Round 1 13/5/18	Round 2 19/8/18	Round 3 23/09/18	Total
HMCC Member - Membership #	\$150.00				
Non - HMCC Member	\$170.00				
Transponder Hire (Mylaps or X2 car/bike)	\$30.00	30.00	30.00	30.00	
Extra class(es) – list here	\$40.00				
I wish to become a Member or HMCC, or Renew my Membership	\$40.00				
<i>Less Junior Discount any rider under 20 years of age</i>	- \$50.00				
Entry on Day or Entry Fee not banked Wednesday before Round					ADD \$50.00
TOTAL FEE PAID <input type="checkbox"/> Cheque attached <input type="checkbox"/> Internet on (date paid)					\$

Postal entries must be received by the Race Secretary no later than Monday before Race Day

**Post entries to Race Secretary,
Hamilton Motorcycle Club Inc,
PO Box 416, WMC, Hamilton 3240;**

or, email info@hamiltonmcc.org.nz

READ THE FOLLOWING DECLARATIONS AND SIGN AT THE BOTTOM

*** If for any reason a meeting should be cancelled, Force Majeure will apply ***

DISCLAIMER OF LIABILITY: To Hamilton Motorcycle Club, and Motorcycling New Zealand Inc.

1. I have read the Supplementary Regulations for this Competition (overleaf) and agree to be bound by them and the Manual of Motorcycle Sport, the MNZ Constitution, and the MNZ Code of Conduct.
2. I am aware that the sport of Motorcycle Competition might a) cause me injury; serious or otherwise b) damage my property.
3. I wish to take part in the HMCC Winter Series despite the above risks.
4. Neither I, or anyone associated or connected with me will make any claim against you or your officers, employees or agents in respect of: a) any injury suffered by me; or b) any damage to any of my property regardless of how the injury or damage occurs.
5. I will indemnify you against all claims, damages or losses (including costs) which you incur as the direct or indirect result of any injury to me or damage to my property.
6. I am physically fit and there is no health or other reason why I should not participate in the sport of Motorcycle Competition.
7. I am aware that this disclaimer will not affect any legal obligations you have to me which you cannot contract out of under NZ Law.
8. I agree that in this disclaimer "my property" includes any property owned by me or in my possession or under my control.
9. I agree that this disclaimer will be binding on my family, my heirs, my legal assigns and my administrators and executors.
10. I accept that stripping and re-assembly for Technical Checks are at my cost.
11. I consent to the details contained in this form being held by the Hamilton Motorcycle Club for the purpose of the promotion and the benefit of the race meeting concerned, and Motorcycling in general. I acknowledge my right to access and correction of this information. The consent is given in accordance with the Privacy Act 1993.
12. MNZ supports the FIM/IOC Charter on drugs in Sport. MNZ uses the services of Drug Free Sport NZ and other agencies to professionally carry out the testing. I acknowledge by signing this form I maybe subjected to a drug/alcohol test at any time. I agree to such testing. I further agree that my name can be published by MNZ as having taken part in a drug/alcohol test together with the results of that testing.
13. I confirm that my machine complies with any technical rule(s) set out in the Manual of Motorcycle Sport and/or the Supplementary Regulations and that, to the best of my knowledge and belief, it is in safe working order and fit for competition.

Signature of rider: _____

Where a rider is under 16 years of age, a parent or legal guardian must countersign this entry and be present on race day.

Name: _____

Relationship to Rider: _____

Signature: _____

DATED: / / 2018

APPENDIX A: STREETSTOCK SUPPLEMENTARY REGULATIONS

- SS1 Streetstock shall be a restricted class of road racing, under the following conditions:
The maximum size is 150cc; re boring to Maximum over size of 0.50mm is allowed. The motorcycles are mass produced road/sports models and are not 125GP bikes
- SS2 Streetstock is open to any street type road registerable mass production machine up to 150cc of any make available or sold or on sale in New Zealand, in standard specification, except for carburetor jetting and external gearing. 2 strokes stock standard, 4 strokes some modifications are permitted "Original camshaft may be ground, proprietary carburetor kit may be fitted" and exhaust pipe upgrade (see Chapter 10 for noise emission).
This class will exist for production-based machines to be raced in a competitive environment, with some freedom for machine set up but within the confines of rules to suit the New Zealand market conditions.
- SS3 Preparation of Motorcycle
Street stock road races are to be prepared in accordance with Chapter 10. In instances of wear and tear damage or failure, parts may be replaced but must not derive a performance advantage.
- SS4 Brake lines and brake pads: May be replaced with after-market items.
- SS5 Fuel: Refer to rule 10.21a
- SS6 Machine Specification
All items not mentioned in the following article must remain as originally produced by the manufacturer.
Frame Body and rear sub frame. Additional seat brackets may be added but none may be removed. Bolt on accessories to the sub frame may be removed.
All motorcycles must display the manufacturer's vehicle identification number on the frame.
- SS7 Suspension: The inner and outer front fork stanchion must remain standard. Only springing an oil may be changed. No emulator valves or modifications to damping mechanisms are permitted. Rear shock and all linkages must remain standard
- SS8 Wheels: The speedo drive may be removed and replaced with a spacer.
Tyres open.
Tyre warmers are not allowed.
- SS9 Items that may be replaced but maintain original dimensions and fitment points
Footrests/foot controls, Handle bars, Hand controls, Clutch and brake levers
- SS10 Fairings: Fairing, front guard, windscreen and bodywork must retain the original shape as produced by the manufacturer, but these parts can be replaced with an exact cosmetic copy.
Carbon fibre is restricted to the reinforcing parts only, carbon fibre cannot be used elsewhere. Small plastic cones/knobs may be added to the machine to minimize accident damage.
All exposed edges must be rounded.
- SS11 Seat and seat base and associated bodywork may be replaced with parts of similar appearance as the original shape; the top portion of the seat may be modified to create a solo seat.
- SS12 Fuel Supply: Fuel lines may be replaced Quick connectors or dry break quick connectors may be used. Fuel line vents may be replaced fuel filter may be fitted.
- SS13 The following item may be replaced Base and head gasket with Standard parts, must retain original thickness.
- SS14 The following may be removed Licence plate brackets and guard toolbox speedometer.
- SS15 The following must be removed or altered. Horn, licence plate bracket, Tool box, speedometer, passenger footrests, passenger grab rail, passenger footrest mount brackets, Chain guard.
- SS16 Fasteners: Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick disconnect type.
Titanium/aluminium fasteners may not be used.
- SS17 The following items must be altered or removed. Motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebars (with in reach of the hand while on the hand grips) that is capable of stopping a running engine. Throttle controls must be self-closing when not held by the hand.
Safety bars, centre and side stands must be removed (fixed/welded brackets must remain)
Headlamp, rear lamp, blinkers must be removed.
Where Breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted fitted.
- SS18 Additional equipment not on the original motorcycle may not be added, except for an aftermarket temperature gauge
- SS19 Rims may be changed but must be production bike rims. No aftermarket or GP rims allowed

Appendix B: Hyosung Cup Machine Requirements

NOTE:

All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model.

The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.

1.V Twin or single cylinder four stroke 250cc engines.

2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only oversizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only the manufacturers gaskets may be used.

3. Number Plate Colours and placement:

Prefer to rule 10.2.3

4. Fuel

This class must function on normal unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98.

5. Tyres

a) Only treaded tyres on sale to the general public in New Zealand as E or DOT marked road legal type treaded, all weather fitment will be permitted.

b) No specialist rain / wet tyres allowed, even if E or DOT marked. No modification or treatment of the tread or carcass is permitted

c) Tyre warmers are not allowed.

6. Machine Specifications (General)

All machines must comply with the relevant general competition Rules such as Chapter 10. Effective 1st January 2012

7. Modifications Allowed

a) All front fork internals must remain as originally supplied by the machines manufacturer. Quality and quantity of the oil in forks is free to change.

b) The height and position of the front fork in relation to the top yoke (fork crown) is free.

c) Muffler: Slip-on Alloy or Stainless steel only, original headers must be retained.

d) Drive sprockets and chain width may be changed

e) Handlebars and levers may be changed, but the height and angle of the bars must remain as standard.

GT250 may fit GT250R handlebars, GD250N may fit clip on type bars.

f) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges

g) Foot rest/Foot controls, must be mounted to the frame at the original mounting point and be the same height and position as standard. GD250 and GT250R models may use optional mounting holes to raise the footpegs.

h) Substitution of rubber topped foot pegs for other material is allowed.

i) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that the construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment.

j) Small protective cones/knobs may be fitted to minimize accident damage.

k) Brake disc pads.

l) Brake lines front and rear.

m) Spark plugs

n) Carburettor jetting and slides. Fuel injected models may run model specific" plug and play, Power Commander type" mixture controllers.

NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable

o) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.

p) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.

q) Lambda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.

8. Fairing/Body Work

a) Fibreglass replicas of originals are allowed but the fairing shape and size must remain as homologated.

b) Headlight, mirror and indicator holes may be filled in. Note that the use of carbon fibre is restricted to small reinforcing amounts in the mounting area only.

c) Replicas of genuine OEM solo seat cowls for that homologated model may be fitted Effective 1st January 2012

d) The original combination instrument/fairing brackets may be changed.

e) Material may be removed from the side stand bracket to the extent where it does not contact the race track whilst competing

f) Fairing screens maybe changed for non original and material..

9. The following items must be removed

- a) Passenger footrests/grab rails
- b) Side stand
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, rear light and blinkers must be removed
- f) Horn
- g) License plate bracket

10. Additional Equipment not fitted on the original homologated model must not be added (ie Data Acquisition, computers, recording equipment etc) Lap timers may be used.

11. The following may be removed

- a) Instruments, brackets and associated cables
- b) Toolbox
- c) Speedometer
- d) Radiator fan and wiring
- e) Number plate/ rear guard
- f) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the same material.

12. Items not allowed

- a) No Data logging
- b) The fitment of aftermarket Traction Control units is not permitted

Appendix C: LAMS Class Regulations

Overview LAMS Production

A class for the biggest selling market sector in NZ that brings back proper production racing. Attractive to both new riders coming into racing and bring past racers back that have been put off by the cost and time involved in racing modified bikes. With the large range of LAMS bikes currently available fields should be varied with bikes from multiple manufacturers. Accident damaged bikes are easily obtainable with late model low mileage examples suitable for racing available at moderate prices. The emphasis is on minimal modifications and tyre controls avoiding the need for warmers, spare wheels, wets etc.

Regulations

Eligible Bikes

Any LAMS approved bikes available for sale currently, or previously sold new on the NZ market, this gives a large pool of current model bikes from multiple manufacturers for riders to choose from and incentive for importers to support riders racing their product.

Modifications

Aftermarket handlebars, brake and clutch levers may be used. Handlebars must match those originally fitted ie. Clip on style bars may only be used if originally fitted to the homologated machine. Foot peg brackets, levers and pegs may be replaced by after market items. Replacement items must not foul the body work. After market foot peg brackets must mount to the frame at the same point as the original items.

The following items must be removed:

- a) Passenger footrests/grab rails
- b) Side stand
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, rear light, indicators and mirrors must be removed.
- f) Horn
- g) License plate bracket and license plate.
- h) Where the sidestand switch is external & exposed to the track surface it MUST be removed.

The following may be removed:

- a) Instruments, brackets and associated cables
- b) Toolbox
- c) Speedometer
- d) Radiator fan and wiring
- e) Rear guard
- f) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the same material.
- g) The left hand switch block may be removed where it serves no purpose on the machine as a race bike.
- h) Upper chain guard may be removed.
- i) All unused electrical switches may be removed.

Brakes

The only allowable modification is the changing of brake pads/shoes and brake lines to after market components. If fitted ABS may be removed.

Tyres

Avon 3D Ultra Sport and Avon 3D Ultra Super Sport
Bridgestone Battlax S21 and RS10
Continental Sport Attack 3
Dunlop Alpha 14 and Sportmax Q3+
Metzler Sportec M5 and Sportech M7RR
Michelin Pilot Power 3 and Power RS
Pirelli Diablo Rosso II, Diablo Rosso III and Diablo Rosso Corsa

Tyre warmers are expressly prohibited in this class, tyre sizes must match the original machine homologation sizes in width and profile. No more than 1 set of tyres may be used during the race meeting.

Suspension

The only modification being type/weight and volume of fork oil. All other components must remain standard.

ECU

Standard ECU no piggy back retuners or remapping of fuel or ignition timing, all throttle components to remain standard LAMS specification. No quickshifters unless standard fitment. Immobilisers can be disabled.

Drivetrain

Sprockets and chain may be replaced with aftermarket components, minimum chain pitch 520.

Fuel

Pump gas/max 98 octane.

Bodywork

If the bike has fairing originally fitted these may be replaced with aftermarket fiberglass fairings with headlights filled in. No carbon fibre allowed unless used as reinforcing at stress points.

Numbers

Bikes must carry race numbers on the front and side, sizes to comply with MNZ specifications. Numbers are to be white on a red background.

General Safety

All overflow hoses venting into the atmosphere must be routed into a catch bottle.

Sump plugs, oil filter nuts, spin on oil filters and front brake calliper bolts must be lock wired.

Handle bar ends must be plugged.

Glycol coolants must be drained and replaced with water or non glycol product.

Machines must pass safety inspection.

No further modifications are permitted.