

General

The Idea behind this class is even playing field with less maintenance. It is based loosely on the Yamaha R15 V3 as used by the OJC. The Rules for this class are a base and are subject to change in order to keep it fair.

Open to any grade of senior rider.

Make and Model: open to all Production based ADR 4 stroke up to 150 commuter motorcycles. Minimum weight 120Kgms. 150cc, water cooled, Injected or Carbie (max 32mm), the capacity is maximum size, a tolerance of 5% being allowed.

Engines: Stock barrels and pistons, standard Heads no porting or head work, no change to ECU settings (no dyno or change to rev limits or fuel ratios), must be OEM parts. No changing to cams or cam settings, no slotting of sprockets. No head skimming to increase compression. Stock means as purchased and not altered.

Forks: Forks may be of any diameter, conventional or upside down but designed for the model of bike (eg. No R6 front ends on R15).

Fairings: Modern style race fairings allowed.

Brakes: Brake modifications are not permitted.

Tyres: Tyres are open (But encouraged to use treaded Pirelli SC1, in leu of wets)

Fuel: Shall be as per the GCRs only.

Random Inspections of Fuel, Engine Capacity, Flywheel Mods, Compression tests and ECU swaps may take place during the year. Upon Protest all Racers in class will be called to meeting to discuss outcome.

If you need to cheat to win a trophy, maybe Hartwell is not the club for you. If found to be outside of the rules disciplinary action will be taken in accordance with MoMS.