

# POST CLASSIC RACING ASSOCIATION of NSW

## RD. 2 CLUB CHAMPIONSHIPS

### FINAL INSTRUCTIONS

Venue: Sydney Motorsport Park Amaroo (South) Circuit Date: **SUNDAY 26<sup>TH</sup> MAY, 2019**

MA Permit No: 6/19/C/24212

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Date Prepared: 19/05/2019

Dear Competitor,

These Final Instructions must be read in conjunction with the Supplementary Regulations for the meeting.

**PLEASE STUDY ALL THE ENCLOSED INFORMATION VERY CAREFULLY:**

If there is anything that you feel is incorrect please email [racesecretary@pcra.com.au](mailto:racesecretary@pcra.com.au) advising the incorrect details. If the problem can be fixed prior to arriving at the circuit it will be sure to save a lot of time.

On Arrival at the circuit it is imperative that you come and sign on in the Race Secretaries Office PRIOR to going to scrutineering. In particular, I need to see competitors who need One Event Licences.

Gates Open: 6.30am

**1. ENTRY PASSES:**

No Admission charge for this meeting so no tickets required.

**2. RIDING NUMBERS:**

There are some duplicate bike numbers for races in this competition as we have allocated numbers to what was requested. Rider initials will be pace on the grid sheets for those with same numbers. Three digits race numbers are in the process of being phased out throughout the year.

**3. GARAGES**

There are no Garages or Carports on the South Circuit. Pop-up Marquees and Generators are permitted, spaces are on a 'first in best dressed' situation.

**4. HELMET SCRUTINEERING:**

The latest release from MNSW regarding compliance of helmets used for motorcycle racing dated 14<sup>th</sup> August 2015 states in simple terms:

The helmet must carry an AS1698 Australian Standard label. If the helmet does not carry an Australian Standard label adhered to the rear of the helmet it must carry an approved label inside the helmet conforming to FIM standards as per page 117 of the MOMs. This includes ECE22-05 or J, SNELL M2010 or M2015 or JIS T8133: 2007.

If your helmet does not display an AS1698 Australian Standard label it is the responsibility of the competitor to have knowledge of the whereabouts of the alternative FIM standards approval affixed inside the helmet and produce this to the scrutineer.

As per MNSW directive – if neither of the above is applicable your helmet will be impounded until the end of the meeting and returned at the culmination of the event.

## 5. SCRUTINEERING:

All riders in Round 2 are advised that Scrutineering will be strictly as per the Motorcycling Australia Manual of Motorsports rules on Road Race and Historic Road Race. The onus is on the rider demonstrate compliance not on the scrutineer to prove otherwise. Similarly, any previous scrutineering decision at a PCRA meeting or otherwise has no bearing on this one.

Note the South Circuit is tight and places high stress on tyres, wheels, bearings and brakes and scrutineering will be especially close in these areas. Chief points to prepare for are:

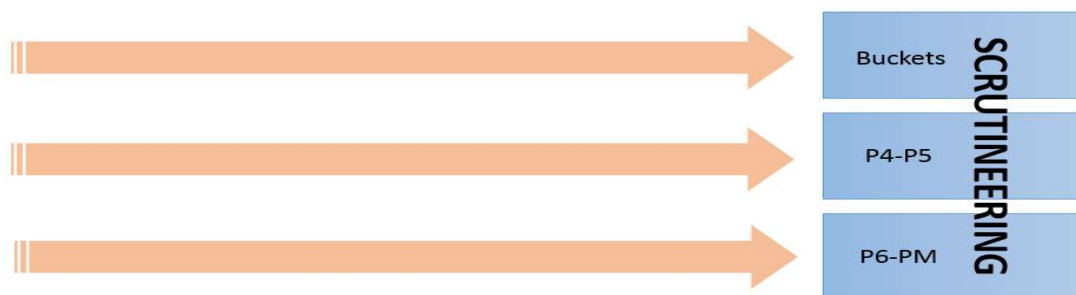
- Sound and tight lockwiring of brakes and all fluid points
- Steering head and wheel bearings
- Crankcase protection
- Catch pans where required, reminder it **MUST** be removed for inspection. (No mirror on a stick will be allowed)
- No glycol in coolant
- All parts including mufflers, pegs and fairings must be secure
- Brake and tyre wear
- Race numbers compliant and legible from tower
- Helmet, gloves, boots, suits and back protector must be in good order

Note also any bike that crashes will be returned to scrutineering to be inspected before being allowed back on track.

Bike scrutineering is technically to check machines are compliant with MoMs rules, and these are designed to make competition fairer and safer for all. The other half is you. Ride well and to conditions, as you expect of the other riders!

Please ensure that you have everything with you including your Log Books (where necessary). All machines must be CLEAN. Dirty, oily, muddy machines will not be examined unless clean.

Leathers must be worn to Scrutineering – this saves a lot of time and will help to keep things moving.



To facilitate checking of lock wiring of drain plugs, if not easily visible with fairing in situ; Fairings must be partially or fully removed for scrutineering.

**Belly Pans** are to be totally removed and brought to scrutineering as a separate item. No excuses.

### **Note from Chief Scrutineer Marcus De Caux**

All riders are advised that Scrutineering at Round 2 will continue to impose strict standards of compliance with MOMs. Two issues warrant particular attention.

### **Coolant**

Members will have noted MA has changed the rule on coolant, now allowing non-glycol additives. Glycol remains prohibited. There is some evidence that even non-glycol coolants reduce adhesion, including a residue dried on the

track or on tyres. But, under MOMs, Scrutineering enforces "compliance" not "safety". Riders are advised that new testing equipment will be used from Round 1 to test coolant for Glycol and any bike testing positive will be removed from racing until it tests negative. Non-glycol coolant mixed above manufacturers' specifications, usually 5%, may also test positive and result in a direction to remove or dilute it before being allowed on track. All water-cooled bikes must present to scrutineering with access to the radiator for testing.

### **Kill Switches**

A fully functioning kill switch must be fitted to all machines and readily visible and distinguishable.

MOMs allows the Clerk to "Exclude from any event any machine which the Clerk of Course considers to be dangerous," (Section 2, 4, 6, 1(h)). Scrutineering advice that a machine may have Glycol in the coolant would be grounds for exclusion. Obviously, continuing to use only water avoids this risk completely.

### **6. ELIGIBILITY:**

All machines for Historic Racing are to be eligible in accordance with MOM's. Any machine found ineligible will forfeit any award and may be excluded from the meeting.

It is the entrant's/rider's responsibility to ensure their machine is eligible for Australian Motorcycle Historic Racing. Machines must be eligible for historic competition and endorsed by the eligibility scrutineer.

Entrants should come prepared with original documents to prove eligibility of major components, copies of documents will not be accepted. Approval at previous events does not automatically guarantee acceptance of eligibility.

### **7. ELECTRONIC TRANSPONDER TIMING:**

Timing at this meeting is computerised.

X2 transponders are being used for this meeting. A new bracket will be required. If you did not purchase a bracket at Round 1 brackets will be available for purchase on the day.

No deposit (cash or licence) will be required for the transponder. **BUT DON'T TAKE IT HOME!**

### **8. RIDERS' BRIEFING:**

Will be a general briefing held at 8.00am on Sunday and is compulsory. Every rider must attend and sign on in person. Nonattendance could result in a monetary fine and/or exclusion from the meeting. The briefing will take place near Scrutineering.

### **9. FUEL:**

Unleaded pump fuel is available at Sydney Motorsport Park.

- From 1 January 2019, Avgas is no longer permitted to be used.
- Fuel used in all events must be in accordance with MoMS requirements.
- P2, P3, P4 solos and P5 sidecars only may use Methanol.
- Other historic classes must use an unleaded pump fuel less than 100 RON, or an MA homologated unleaded fuel or an MA homologated substitute for leaded fuel.
- Non-historic classes (Pre-Modern and Buckets) must use an unleaded pump fuel less than 100 RON, or an MA homologated unleaded fuel. 125 and 250 two stroke GP machines may also use the MA homologated substitute for leaded fuel.

## **10. DUMMY GRID:**

- i) There will be a siren sounded for each event, two minutes before the pit gates will be opened.
- ii) The pit gates will be opened for a maximum of 20 seconds only to allow riders to enter the track for the next event.
- iii) Any rider still in the dummy grid after the pit gates are closed will commence the event from pit lane.
- iv) It's a rider's responsibility to know their grid position for each event. This will ensure your smooth transition through the dummy grid.

## **11. PIT LANE:**

- i) No one without proper authority is allowed in pit lane.
- ii) Children under 16 yrs., deck chairs, BBQ's, baby strollers or playpens will not be permitted in Pit Lane areas.
- iii) Only motorcycles, riders & mechanics from each team are permitted in pit lane.
- iv) Mechanical work on motor cycles is only permitted in pit lane or in the garages. No mechanical work is permitted on the Grid.
- v) Fully enclosed footwear must be worn in Pit Lane.

## **12. GRID POSITIONS:**

For Leg 1 of each class grid positions will be allocated from qualifying. Riders who do not qualify will start from the rear of the grid. Grids for 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> & 5<sup>th</sup> leg of any event will be the finishing order from the previous leg of that event.

There is no qualifying for the Lightweight Challenge. Qualifying times from the other sessions will be used to sort the start positions for Race 1.

## **14. BREAKDOWN PICKUP:**

Due to the tightness of the race programme please be aware that retrieval of bikes & riders may not occur immediately after each race.

## **15. TROPHIES:**

Riders who are awarded trophies for 1st, 2nd or 3rd are advised that their trophies should be accepted at the end of the race day by them or a mate. If not, they will be taken to the next round for pick up, or other arrangements need to be made. Any Round 1 awards which have not been claimed after Round 2/2019 will be regarded as not wanted and will be re-used.

## **16. BARBEQUE.**

Barbeques are not allowed at the south track, so pizzas will be provided. Trophies will be presented at the conclusion of the meeting.

No BBQ's and/or anything with naked flame permitted in pit/garages.

Wishing you all a great Sunday. 😊

PCRA  
Race Secretary

## Q1 – Race 1-8-15

Craig	Hitchcock		29	Commuterlite Amatuer	Honda CBR125 2007
Luke	Young		37	Commuterlite Amatuer	Honda CBR125 2010
Chris	Young		45	Commuterlite Amatuer	Yamaha YZFR125
Ben	Hamer		48	Commuterlite Amatuer	CBR125
Daniel	Florance	D	73	Commuterlite Amatuer	Honda CBR125 125cc 2007
Paul	Lucas		74	Commuterlite Amatuer	Honda CBR125 2007
Craig	Dawson		76	Commuterlite Amatuer	Honda CBR125 2008
Brent	Dawson		77	Commuterlite Amatuer	Honda CB125 2008
James	Wain	D	84	Commuterlite Amatuer	Honda CBR125 2007
Mike	Worner		85	Commuterlite Amatuer	Honda CBR125 2007
Jason	Davies		93	Commuterlite Amatuer	Yamaha YZF R125 124.7 2009
Kim	Watt	D	102	Commuterlite Amatuer	Honda CBR 125R 2008
Andrew	Hollier		222	Commuterlite Amatuer	Honda CBR125R 125cc
Martin	Kraaymaat	C	4	Commuterlite Pro	Yamaha YZFR 125 2010
Barry	Young		11	Commuterlite Pro	Honda CBR125
Garth	Olsson	D	30	Commuterlite Pro	Honda CBR 125 2014
Andy	Lewer		66	Commuterlite Pro	Honda CBR125R 2007
Michael	Mclean	C	11	Motolite	Honda CBR150 2005
Stuart	Ellis	C	57	Motolite	Yamaha YZF 150 2010
Jason	Dunn	A	60	Motolite	Honda RS85 85 1990
Baden	Jones	C	67	Motolite	Moriwaki MH80R
Shane	Wilcox	B	68	Motolite	Honda RS85
Mike	Child	C	70	Motolite	Supermono 190cc 2012
Edward	Marsden	C	83	Motolite	Honda RS85, 85 1990
John	Olip	D	94	Motolite	Moriwaki mh80, 85 1990
Zac	Perrington		98	Superlite Amateur	Kawasaki KH100 1987
Connor	Hunter		19	Superlite Pro	Bucket CB125 150cc 1974
Ryan	Phillips	B	25	Superlite Pro	CB125
Walter	Murphy	C	38	Superlite Pro	Honda CB125 185cc 1980
Jim	Murphy	C	62	Superlite Pro	Honda CB185 185cc 1979
Tim	Smith	B	65	Superlite Pro	Honda CL100 180cc 1975

## Q2 – Race 2-9-16

Ivan	Hoey	C	14	P4 1300	Yamaha xs 650 1972
Steven	Hobbs		91	P4 1300	Yamaha Xs650 750cc 1972
Calum	Mackintosh	D	99	P4 1300	Yamaha FCR XS2 650 1972
Roddy	Hunter		19	P5 1300	Suzuki Katana 1100 1982
Steve	Warr	D	23	P6 1300	Suzuki GSX-R750 1989
Brett	Clark	A	30	P6 1300	Yamaha FZR 750R OW01
Andrew	Garrett	D	92	P6 1300	Suzuki GSXR750K 1989
Michael	McClean	C	11	Pre Modern F1	Honda CBR900 1994
Matthew	Hanna	C	55	Pre Modern F1	Kawasaki ZX6R 600 1995
Gavin	Mudie	B	75	Pre Modern F1	Kawasaki ZX6R 600cc 1995
Adrian	Curmi	C	82	Pre Modern F1	Yamaha trx850 1996
Duane	Metlikovec	D	96	Pre Modern F1	Suzuki GSXR 750 1996
Scott	Pusey	C	98	Pre Modern F1	Kawasaki ZXR 750 1994

### Q3 – Race 3-10-17

Brett	Perrington		69	P4 350	Kawasaki s2 350 1972
Terry	Liston	C	11	P5 350	Yamaha RD 1c 250cc 1980
Dermot	Walsh		30	P5 350	Yamaha RD250LC
Raymond	Birchall	D	117	P5 350	Yamaha RD350LC 350cc 1981
Scott	Waters	D	288	P5 350	Yamaha RD250LC
Stephanie	Jones	D	6	P6 250 GP	Honda CBR250RR
Jason	Horne		8	P6 250 GP	Honda CBR250RR 1991
Jack	McCarthy	Junior	13	P6 250 GP	Honda CBR250RR 1992
Glenn	Ford		22	P6 250 GP	Honda CBR250RR 1989
David	Phillips		25	P6 250 GP	Honda RS125
Lech	Budniak	C	27	P6 250 GP	Yamaha TZ250A 250 1990
Craig	Hitchcock		29	P6 250 GP	Honda CBR250RR 1990
Keo	Watson	B	43	P6 250 GP	Honda CBR250RR 1990
Luke	MacGregor		50	P6 250 GP	Honda CBR250RR
David	Banbury		52	P6 250 GP	Honda CBR250RR 250cc 1990
Gregory	Burt	A	54	P6 250 GP	Honda CBR250 1989
Andrew	Campbell		66	P6 250 GP	Honda NSR250 1989
Paul	Greenup	C	68	P6 250 GP	Honda CBR250rr 250 1999
Tom	Kennedy		71	P6 250 GP	Honda CBR250RR MC22 1990
Paul	Camilleri		72	P6 250 GP	Honda CBR250RR 1994
Pete	Langford	C	76	P6 250 GP	Honda CBR250RR 1990
Luke	Long		78	P6 250 GP	Honda CBR250 RR
Jack	Petith		97	P6 250 GP	Honda CBR250RR 250cc 1990
Brad	Lumb	C	101	P6 250 GP	Honda CBR250RR 1992
Luke	Young		37	Pre Modern 250 GP	Honda CBR250RR 1992
Max	Young		41	Pre Modern 250 GP	Honda CBR250RR 1990
Stephen	Rosman	C	67	Pre Modern 250 GP	Yamaha TZ 250 4DP
Mike	Worner		85	Pre Modern 250 GP	Honda CBR250RR

## Race 4-11-18 (No Qualifying)

Martin	Kraaymaat	C	4	Lightweight	Yamaha YZFR 125 2010
Barry	Young		11	Lightweight	Honda CBR 125
Connor	Hunter		19	Lightweight	Bucket CB125 150cc 1974
Ryan	Phillips	B	25	Lightweight	CB125
Garth	Olsson	D	30	Lightweight	Honda CBR 125 2014
Luke	Young		37	Lightweight	Honda CBR125 2010
Walter	Murphy	C	38	Lightweight	Honda CB125 125cc 1970
Chris	Young		45	Lightweight	Yamaha YZFR125
Ben	Hamer		48	Lightweight	CBR125
Stuart	Ellis	C	57	Lightweight	Yamaha YZF 150 2010
Jason	DUNN	A	60	Lightweight	Honda RS85 85 1990
Jim	Murphy	C	62	Lightweight	Honda CB185, 185cc, 1979
Tim	Smith	B	65	Lightweight	Honda CL100 180cc 1975
Andy	Lewer		66	Lightweight	Honda CBR125R 2007
Mike	Child	C	70	Lightweight	Supermono 80cc 2012
Daniel	Florance	D	73	Lightweight	Honda CBR125 125cc 2007
Paul	Lucas		74	Lightweight	Honda CBR125 2007
Edward	Marsden	C	83	Lightweight	Honda RS85 85 1990
James	Wain	D	84	Lightweight	Honda CBR125 2007
Mike	Worner		85	Lightweight	Honda CBR125 2007
Jason	Davies		93	Lightweight	Yamaha YZF R125 124.7 2009
John	Olip	D	94	Lightweight	Moriwaki mh80, 85 1990
Zac	Perrington		98	Lightweight	Kawasaki KH100 1987
Kim	Watt	D	102	Lightweight	Honda CBR 125R 2008
Andrew	Hollier		222	Lightweight	Honda CBR125R 125cc



## Q4 – Race 5-12-19

Ivan	Hoey	C	14	P4 750	Yamaha xs 650 1972
Steven	Hobbs		91	P4 750	Yamaha Xs650 750cc 1972
Calum	Mackintosh	D	99	P4 750	Yamaha FCR XS2 650 1972
Steve	Warr	D	23	P6 750	Suzuki GSX-R750 1989
Brett	Clark	A	30	P6 750	Yamaha FZR 750R OW01
Andrew	Garrett	D	92	P6 750	Suzuki GSXR750K 1989
Steve	Hillier		12	Pre-Modern F2	Honda RVF400 400 1994
Duncan	Macdonald		12	Pre-Modern F2	Aprilia RS250 1995
Alex	Morrissey	C	19	Pre-Modern F2	Honda VFR400 NC30 400cc 1992
Roddy	Hunter		19	Pre-Modern F2	Suzuki RGV 250 1996
Matthew	Hanna	C	55	Pre-Modern F2	Kawasaki ZX6R 600 1995
Charles	Daffurn	C	71	Pre-Modern F2	Suzuki gsxr srad 600 1997
Gavin	Mudie	B	75	Pre-Modern F2	Kawasaki ZX6R 600cc 1995
Adrian	Curmi	C	82	Pre-Modern F2	Yamaha TRX850 1996
David	Morrissey	C	90	Pre-Modern F2	Honda CBR 400 1991
Brad	Bennett		141	Pre-Modern F2	Honda RVF 400 1994
David	Spriggs		153	Pre-Modern F2	Suzuki RGV 250 1996

## Q5 – Race 6-13-20

Zac	Perrington		98	P4 125	Kawasaki KH100 1987
Peter	Wade	C	41	P4 250	Suzuki T250
Simon	Oliver	D	7	P5 125	Waddon Minarelli 124cc 1980
John	Olip	D	94	P5 125	Suzuki GP125 100 1979
Terry	Liston	C	11	P5 250	Yamaha RD LC250cc 1980
Lech	Budniak	C	27	P5 250	Yamaha RD250LC 250 1980
Dermot	Walsh		30	P5 250	Yamaha RD250LC
Garth	Olsson	D	30	P5 250	Yamaha TZ250
Scott	Waters	D	288	P5 250	Yamaha RD250LC
David	Phillips		25	P6 125	Honda RS125
Shane	Wilcox	B	68	P6 125	Honda RS125
Stephen	Kairl	A	79	P6 125	Honda RS125 1988
Baden	Jones	C	67	P6 125	Honda RS125 NF4
Edward	Marsden		83	P6 125	Honda RS85 85 1990
Stephanie	Jones	D	6	P6 250 Production	Honda CBR250RR
Jason	Horne		8	P6 250 Production	Honda CBR250RR 1991
Jack	McCarthy	Junior	13	P6 250 Production	Honda CBR250RR 1992
Glenn	Ford		22	P6 250 Production	Honda CBR250R 1989
Craig	Hitchcock		29	P6 250 Production	Honda CBR250RR 1990
Keo	Watson	B	43	P6 250 Production	Honda CBR250RR 1990
Luke	MacGregor		50	P6 250 Production	Honda CBR250RR
David	Banbury		52	P6 250 Production	Honda CBR250RR 250cc 1990
Gregory	Burt	A	54	P6 250 Production	Honda CBR 250 1989
Andrew	Campbell		66	P6 250 Production	Honda NSR250 1989
Paul	Greenup	C	68	P6 250 Production	Honda CBR250rr, 250, 1999
Tom	Kennedy		71	P6 250 Production	Honda CBR250RR MC22 1990
Paul	Camilleri		72	P6 250 Production	Honda CBR250RR 1994
Jordan	Kightly		73	P6 250 Production	Honda CBR250RR 250cc 1991
Craig	Dawson		76	P6 250 Production	Honda CBR250RR 1991
Pete	Langford	C	76	P6 250 Production	Honda CBR250RR 1990
Brent	Dawson		77	P6 250 Production	Honda CBR250RR 1991
Luke	Long		78	P6 250 Production	Honda CBR250 RR
Andrew	Simpson		82	P6 250 Production	Honda CBR250RR mc22 1990
Jack	Petith		97	P6 250 Production	Honda CBR250RR 250cc 1990
Brad	Lumb	C	101	P6 250 Production	Honda CBR250RR 1992

## Q6 – Race 7-14-21

Peter	Wade	C	41	P4 500	Suzuki T500
Brett	Perrington		69	P4 500	Kawasaki s2 350 1972
Raymond	Birchall	D	117	P5 500	Yamaha RD375LC 'Sonauto Replica', 375cc, 1980
Jack	McCarthy	Junior	13	P6 500	Honda CBR250RR 1992
Keo	Watson	B	43	P6 500	Honda CBR250RR 1990
Luke	MacGregor		50	P6 500	Honda CBR250RR
David	Banbury		52	P6 500	Honda CBR250RR 250cc 1990
Gregory	Burt	A	54	P6 500	Honda CBR 250 1989
Stephen	Rosman	C	67	P6 500	Honda VFR 400
Paul	Greenup	C	68	P6 500	Honda CBR250rr, 250, 1999
Paul	Camilleri		72	P6 500	Honda CBR250RR 1994
Jordan	Kightly		73	P6 500	Honda CBR250RR 250cc 1991
Stephen	Kairl	A	79	P6 500	Honda CR500 1990
Andrew	Simpson		82	P6 500	Honda CBR250RR mc22 1990
Steve	Hillier		12	Pre Modern F3	Honda RVF400 400 1994
Duncan	Macdonald		12	Pre Modern F3	Aprilia RS250 1995
Alex	Morrissey	C	19	Pre Modern F3	Honda VFR400 NC30 400cc 1992
Connor	Hunter		19	Pre Modern F3	Suzuki RGV 250 1996
Luke	Young		37	Pre Modern F3	Honda CBR250RR 1992
Max	Young		41	Pre Modern F3	Honda CBR250RR 1990
Mike	Worner		85	Pre Modern F3	Honda CBR250RR
David	Morrissey	C	90	Pre Modern F3	Honda CBR 400 1991
Brad	Bennett		141	Pre Modern F3	Honda RVF 400 1994
David	Spriggs		153	Pre Modern F3	Suzuki RGV 250 1996