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Historic Road Racing Commission Meeting Minutes

Meeting held 12th to the 13th March, 2016

PRESENT: John Simms (Chair), Marcus de Caux
APOLOGY: Rick Johnson
MEETING OPENS: Saturday 12th March

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	Final Decision
HRR755		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	Apology from Rick Johnson	-	-	-
HRR756		Confirmation of minutes	Minutes of the 2015 meeting are confirmed as a true record of the meeting.	-		-	-	-
HRR757	HRRC	11.21.3.8	The following machines or their major components: ... c) Suzuki GSX-R 1100 M	We can find no reason why this model should be excluded from eligible Motorcycles in Period 6.	HRRC recommend that this model is not allowed. Some models are identical except paintwork, however in this case there should be "no bracket creep".			
HRR758	HRRC	P4 Front Forks	N/A	The maximum diameter allowed is 38mm.	HRRC support the proposal.			
HRR759	Mark Faulkner	11.19.1.1	Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18"(457mm) diameter, and a maximum of WM4 on all wheels.	Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18" (457mm) diameter, and a maximum of WM6 on all wheels. It is becoming increasingly difficult to access suitable tires for period 4 unlimited class Motorcycles. We have been limited to two tire manufacturers who produce tires to suit a 18" WM4 rim size. With Dunlop ceasing production of the KR124 we are now left with one choice. The Avon AM23 Rear and AM22 front. The last set of these tires I purchased cost \$650, a considerable sum for skinny tires designed in the 80's. We also run the real risk that being the only suitable tire for an entire class the cost will increase or if this tire was discontinued our class would be left without a suitable tire. While I understand the reasoning behind the wheel tire sizing rule I feel that on safety grounds a change to allow more modern and reasonably priced wheel/tire combination should now be considered. It is now possible for motorcycles in our class to produce in excess of 130HP at the rear wheel. The Avon AM22/23 combination was never designed to handle this power output. I am afraid that without these amendments being implemented the loss of competitors to forgotten era will continue and Period 4 will be lost on safety grounds.	HRRC do not recommend change. To fit these oversize rims, both swingarms and frames would have to be modified to fit the width.			

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HRR760	Chris Cameron	11.21.1.1 & 11.21.3.5	Inverted forks are excluded unless originally fitted...	<p>Period 6 Solo – there remains a conflict between 11.21.1.1 Period forks (conventional only) and 11.21.3.5.</p> <p>However much you may disagree this is a conflict it is the type of rule combination that have been used by some to justify what they present for consideration (shame no proper P6 race bike class, but that's another matter...)</p>	<p>HRRC recommend that the rule is rewritten to clarify.</p> <p>Remove 11.21.3.5 and include in 11.21.1.1.</p>			
HRR761	Dave Pilpots	11.24.1.3	Wheel rim width on Sidecar is 4" (102mm)	<p>Wheel rim width on Sidecar is 4.5" (114mm) Max Tyre width 145mm Non Period Tyre rim to be hidden from view</p> <p>Original 4" Mini Wheels are extremely hard to set and most are rusty and damaged after being used on boat trailers. 4.5" rims are available new as both trailer rims and also as an aftermarket rim. 145mm width tyre is standard mini tyre which is used by everyone. This is basically a safety issue and tyre size will not change.</p>	<p>HRRC support the proposal. HRRC recommend to allow s/car wheel to match rear wheel width.</p>			
HRR762	Greg Cucskon	11.19.1.1	Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18" (457mm) diameter, and a maximum of WM4 on all wheels.	<p>Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18" (457mm) diameter, and a maximum of WM6 on all wheels.</p> <p>As the top sports motorcycles cc grew in the late 60s to early 70s, there was a dilemma with tyres and rims as they both needed to be bigger. This is documented in motorcycle media of the time neither tyre or rim manufacture were willing to take the first step, this put tyre and rim sizes a few years behind the motorcycles of the day. This era is the birth of the first superbikes, wm6 are the rear rims these bikes should've had and wm6 rims have been available since the early 70s.</p> <p>P5 unlimited are running rims way outside their era limit and are P5 unlimited specific. At the moment, a 125cc P4 can run the same rims as a 1300cc P4 in this class, so maybe this rule could be P4 unlimited specific. We are already running 130mm wide tyres on wm4 rims through counter leaver side walls on avon and dunlop tyres (dunlop now cease production). 18" wm6 rims would only increase this to 140mm to 150 mm maybe, but with modern mainstream construction. Therefore would be more cost effective through volume production, this would make little difference to the contact patch - only a few millimetres, but would make a huge difference to the tyre construction and therefore the safety and price. I think this is a fair and reasonable request as for whatever slight traction gain will benefit every make and model in the class.</p> <p>This is not like asking for a performance gain such as bigger carbs or later model brakes, this will give only a small gain in performance but will provide a much safer tyre contact patch. This is all important in a motorcycle racers' safety. We need to attract more people to the sport and a safer and cheaper option such as this, is a step in the right direction.</p>	<p>HRRC do not support this proposal.</p>			

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HRR763	Shannon Reimann	Crossing a "live" track	N/A	<p>There is no rule in MoMS regarding the crossing or entering of a hot/live track.</p> <p>Peregrine Group who are building the Tailum Bend Motorsport asking where this 'rule' is' regarding crossing the track. Hence why we are at this point at the moment.</p> <p>This is assumed in road racing, and I know is pretty much ignored in other disciplines, but I think it is important that we have it put in writing as soon as possible to confirm it. At least in the Road Racing section.</p>	HRRC recommend that this is at the discretion of the Clerk of Course.			
HRR764	MA	Fibre glass fuel tanks	N/A	<p>Add or Amend Rules</p> <p>There has been an ongoing issue with fibreglass tanks for years. Like anything there are good and bad products, you get what you pay for and products that are designed for general use are in many cases not suitable for racing purpose.</p> <p>MA does not have the resources to look at fibreglass tank standards, record and register products at present. We would be relying on competitors to send in a document that we would accept in good faith, so what happens when it does come apart and explode? Nothing: MA insurance still pays. The idea is to look at how we minimise the risk and while less rules are in most cases better, there are situations where they are necessary when it comes to safety.</p> <p>What rules need to be implemented to moderate the amount of risk?</p>	HRRC recommend that this matter is under further investigation, pending trying to locate manufacturer details.			
HRR765	Darren Tindale	11.19.1.1	Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18"(457mm) diameter, and a maximum of WM4 on all wheels.	<p>Change Rule</p> <p>Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18"(457mm) diameter, and a maximum of WM6 on all wheels.</p> <p>I thank you for the opportunity to contribute feedback/opinion regarding the ongoing rules and governance that pertain to (in my case) period 4 unlimited historic racing, in particular, section 11.19.1.1.</p> <p>Where the rule currently reads "Unless otherwise contained in the machines original specifications, wheel dimensions of a minimum of 18" (457mm) diameter, and a maximum of WM4 on all wheels, I would like this section to read , "Unless otherwise contained in the machines original specifications, wheel rim dimension of a minimum of 18" diameter, and a maximum of WM6 on all wheels. I believe, that due to the fact that the only tyres available for our class, were designed over 30 years ago for bikes with 30-40 HP less than todays machines, this change will dramatically increase safety and reduce the alarmingly high tyre cost in the class.</p>	<p>See HRR 759.</p> <p>HRRC does not recommend as this would require widening of the swingarm and perhaps altering the frame. These alterations would be inconsistent with the era.</p>			

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HRR766	Tim Brillife	11.19.3.5b	Allow Yamaha TZ with 4 port cylinder to run in Period 4 . Machine must use Petrol not Methanol	With the large number of early Yamaha TZ 250 and 350 that were available . This would boost Period 4 grids	Marcus de Caux agrees, John Simms disagrees for the following reasons: Later model barrels can be fitted which are almost identical. Who is going to check what fuel they are using. The average Eligibility Scrutineer would not know what cylinder was fitted to the bike after a Logbook was issued.			
HRR767	HRRC	11.26.1.6 a)	11.26.1.6 Steering / front forks: a) Leading or trailing forks, with front wheel equally supported on both sides, ...		HRRC recommend the rule change to allow single sided front forks as used in the period.			

MEETING CLOSES: Sunday 13th March