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Road Race Commission Meeting Minutes

Meeting held 12th to the 13th March, 2016

PRESENT: Derek Rumble (Chair), Julie Waters, Tim Hewitt
APOLOGY: NIL
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 |
|----------|------------|-------------------------|--|--|--|--|-----------------------------|----------------|
| RR1255 | | Welcome / apologies | Chair welcomes those present and opens the meeting. | - | - | - | - | - |
| RR1256 | | Confirmation of minutes | Minutes of the 2015 meeting are confirmed as a true record of the meeting. | - | Confirmed | - | - | - |
| RR1257 | Jake Skate | Moto3 Class | 10.22 | Amend Rules Refer to proposal for guidelines on updating GCR's. Attached at the end of the minutes. Proposal should also include a regulation on "one machine only" | RRC suggests that the regulations are currently aligned with FIM and must remain that way. | | | |
| RR1258 | Jake Skate | 10.11.2.1 | Number plate colours for senior and junior competition must be as follows: ... 751cc and Over : Mail Box Red : White Australian Superbike : White : Black | Delete Rule Number plate colours for senior and junior competition must be as follows: ... 751cc and Over : Mail Box Red : White Australian Superbike - White - Black Due to a large number of competitors competing in not just the National Superbike championship, as well as other events, the number plate colours must be changed, to maintain eligibility in between events. It is inconvenient and comes at a cost to competitors, it also creates difficulty in Scrutineering in state & club championships, as riders cannot maintain their white Australian Superbike backgrounds and vice versa, when club level competitors want to step up to race Australian Superbike rounds, they must change to their number plates to suit. | The RRC question the need for specific coloured backgrounds - and fonts - in the modern era. The RR Commission strongly endorse the use of current FIM number plate regulations. Refer to supporting documentation from FIM Regulations for Superbike and Supersport classes at the end of these minutes for details. | | | |

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| RR1259 & HRR | David Morrissey | 10.17.1.10 | The only liquid coolant allowed is water. No additives are permitted. | <p>Change Rule</p> <p>The only coolants allowed are water and non-glycol coolants. No glycol or coolants manufactured with glycol are permitted.</p> <p>Glycol spills on road race tracks are more slippery and harder to clean than water, hence the prohibition on additives, but water alone leaves machines exposed to corrosion, scaling and reduced lifespan, as well as losing the benefits of increased heat transfer.</p> <p>Several non-glycol racing coolants are now on the market and are used in racing internationally. All feature low concentrations of non-slippery additives other than glycol.</p> <p>Motul has Mocoool https Penrite has Ten Tenths Race Coolant Redline has Water Wetter Supercoolant Nulon sell Ultra Cool 45, Belray has Moto Chill Racing Coolant, and Engine Ice is allowed in, and sponsors, national USA motorcycle road racing (websites outlined on original proposal)</p> <p>Manufacturers such as Redline can cite research that shows their products increase cooling by up to 15%, decrease scale deposits and corrosion, and reduce cavitation in the cooling system. In fact they say their additives, typically at 5-10%, can increase water's capacity to pick up and transfer heat where glycol would actually reduce it. All these benefits are even more important for older engines in the Historic category.</p> <p>Non-glycol additives may be detected by colour (usually red or purple), by product-based test strips or by Specific Gravity (e.g. 1.02 - 1.06 Kg/l), and can be immediately differentiated from glycol products by evident slipperiness. A definitive reagent test in 4-6 minutes is available from Hach.</p> <p>The onus on the racer is of course to demonstrate to a scrutineer's satisfaction that the rule is being followed, not on the scrutineer to prove it is not.</p> | RRC opinion remains unchanged from 2015. No rule change is recommended. FIM specifies water as the only coolant acceptable, which RRC endorse . | | | |
| RR1260 | Rajiv Kumar Tarafdar | 10.17.1.10 | The only liquid coolant allowed is water. No additives are permitted. | <p>Change Rule</p> <p>The only liquid coolant allowed is water, or non-glycol. No additives are permitted.</p> | Refer RR1259 | | | |

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| | | | | <p>Water has extreme corrosive affect on the motorcycle's internal cooling parts. I, like all the others, have used water for number of years in my motorcycle as per the racing regulations and it has caused irreversible damage to the internals. It causes heavy oxidization and rusting of parts that are not designed for use with water. Water also does not have the recommended lubrication required for the rubber and sealing parts in the cooling system of the motorcycle thus causes serious degradation. After race meets when I have changed the coolant, I have always found heavy oxidization and rust particle in the water used. This has causes clogging of channels in the Radiator and reduce the cooling affect. In hotter climates like Darwin, Water reaches its boiling point very quickly and is not able to cool the engine as required. On delayed starts on multiple occasions, the bike has reached Warning temp and had to be shutdown.</p> <p>Non Glycol coolants have been used for a number of year by leading racing teams and in multiple racing events. E.g. Penrite an Australian company makes Type 'B' Coolants for racing that is Non Glycol Based. This avoids slippery conditions on the tracks when coolant is spilled from crashes and accidents. Penrite Honda Racing team has been using these for years. Glycol test kits can be used by Race Inspectors / Marshals to ensure that race coolants being used do not have Glycol.</p> | | | | |
| RR1261 | Jon Falzon | 13.18.7.1 c) | <p>10.18.7 Permitted Additions 10.18.7.1 The following may be added: a) Steering damper, b) Ride height adjuster, c) MA approved and official series timing devices, d) MA approved fuel metering devices, e) Frame protective sliders, f) Electronic gear shifters</p> | <p>Add Rule 10.18.7.1 The following may be added: g) Data acquisition/Lap timers (Note: Telemetry devices are prohibited), These are now becoming widely available and cost effective for all competitors/teams.</p> | RRC does not endorse this proposal. | | | |
| RR1262 | Phoenix MCC | Support Classes | N/A | <p>Add Rule Allowance of "Street or Bracket Class" into "Club", "Interclub" & "State" Events Rule allows for: a) Exemption from requiring Engine protection covers. b) Exemption from Fairing dam requirements. c) Glass not easily removed to be fully taped. d) Exemption from wiring of brake callipers e) Exemption from wiring of drain plugs and filler caps Race meeting entry numbers continue to drop due to increased cost and compliance to compete in road racing. This is a way to increase participation for "grass roots" entries with reduced costs as an introductory class which is critical for future growth.</p> | RRC do not endorse this submission . We should be more concerned with the increased risk, compromised safety and potential for meeting delays, brought about by not complying with existing regulations. | | | |

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| RR1263 | Marco Bortolussi | Appendix A : Protective Clothing & Equipment | Footwear: b) At least overlap the suit or trousers when the rider is in the normal riding position. | Change Rule Footwear: b) That the suit and boot must overlap and be secure when the rider is in the normal riding position. The suit and boot must overlap, but it should not matter which way they do as long as they arrangement is secure. International riders have been allowed to use the suit overlapping the boot system for over 10 years in Australia and this feature of safety clothing has been proven effective at the highest level of road racing. | RRC endorse this change of wording. | | | |
| RR1264 | MA | 10.17.3.3 | | Amend Rule for clarification Current Rule allows the use of a brake lever protector, however the wording is ambiguous and needs to be made simple. It also mentions that it must not "present a danger to other riders". The scrutineer has the authority and can make the call on bark busters, but they are not suitable for road racing and this should be made clear. | RRC opinion is that whilst the current rule is long, it is clear in its intent. No change is recommended. | | | |
| RR1265 | Chris Cameron | 10.21.4.1 g) | Front and rear suspension springs and internal damping parts may be modified or replaced, but the external appearance of the forks and rear shock must not be changed | Amend Rule Can understand the rationale but not allowing a replacement rear shock is impractical. (1) cost is similar to have a rear shock fully modified as a (lower end) aftermarket shock, (2) there are only limited (reliable) sources of such work compared to generally available sources of aftermarket (and time delays in getting work done cf purchase over the counter), (3) aftermarket rear shocks are fairly ubiquitous in the industry (though not common, per se), (4) this is not line with other series (however much that may be irrelevant it will influence some riders and hence entries), (5) there is limited difference in performance between fully modified and aftermarket, its more about rider confidence and perception, (6) I could go on but the phrase "deaf ears" comes to mind. | Rule has already changed. Refer to MA Rule Bulletin # 1604, (10th March 2016) | | | |
| RR1266 & HRR763 | Shannon Reimann | Crossing a "live" track | N/A | Add Rule There is no rule in MoMS regarding the crossing or entering of a hot/live track. Peregrine Group who are building the Taillem Bend Motorsport asking where this 'rule is' regarding crossing the track. Hence why we are at this point at the moment. 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. | RRC recommend that this should be addressed in Track Guidelines. Speedway Section 9.4.3 could be used as the basis for inclusion into the Track Guidelines - Road Race Module. | | | |

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| RR1267 | MA | Carbon Cowling | | Add Rule Should we be regulating against them "unless standard". | RRC recommend that if they are standard filment they should be permitted. | | | |
| RR1268 | MA | Junior Spec Class (13 to Under 16) | | | RRC welcome the preliminary discussion regarding the introduction of a Junior Spec Class. MA Rules and Technical Committee to further investigate machinery options and report ASAP. | | | |
| RR1269 | MA | Road Race Age grouping for Juniors | | Refer to MA (and supplied document) | Age Groups - RRC endorse the proposed Age Grouping and classes as provided (Junior RR Age spreadsheet). Commission would appreciate input from relevant parties regarding the implementation of a "run what you bring class" - minimal machinery requirements apart from capacities / age groups, and GCR machine safety requirements. | | | |
| RR1270 & HRR764 | MA | Fibre glass fuel tanks | N/A | Add or Amend Rules 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. 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. What rules need to be implemented to moderate the amount of risk? | The use of ADR approved fibreglass / composite tanks in Modern Road Racing is non-existent to best of our knowledge. It must be accepted that OEM tanks of this construction have been fabricated to acceptable standards. Non OEM tanks that are of particular concern are currently subject to further investigation by the HRR Commission. | | | |
| RR1271 | MA | 10.17.10 | Drive Train Protection | Change Rule Very wordy. Could benefit from aligning with FIM regulations. | RRC agree that it is a "wordy" Clause. RRC request that MA provide the aforementioned FIM regulation for consideration (see below): 2.4.10.4 Rear fork (Swing-arm) ... d) A chain guard must be fitted in such a way as to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket. ... | | | |
| RR1272 | Jake Skate | Number Plate Font | | Discussion Should there be an additional font or two made available for RR; possibly only National Championships? | Refer to RR1258 | | | |

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| RR1273 | MA | 10.17.1.4 | 10.17.1.1 Lap timers with a maximum value retail value of \$799.00 including GST may be used. | <p>Check Rule</p> <p>Does this rule need amending.</p> | <p>RRC recommend the following change to the rule wording:</p> <p>10.17.1.4 - Lap timers may be fitted. The only electronic or other circuit connection to the machine shall be for the purposes of power supply for the lap timer. No additional sensors are permitted.</p> | | | |
| RR1274 | Bruce Hill | Compulsory Modifications | <p>10.17.1.3</p> <p>10.17.1.12</p> <p>10.17.6.1</p> <p>10.18.4</p> <p>10.19.4</p> <p>10.20.4</p> <p>10.21.3.1</p> | <p>Add Rule</p> <p>Introduce a class of racing known as Bracket Racing, to be a club level only, class that is allowed to have an exemption from the aforementioned compulsory modifications. Specifically, the need to have engine case protection, a fairing dam, removal of stands and removal of all road fittings like lights horn indicators etc.</p> <p>By allowing an exemption from these most difficult of modifications to a bike that is currently also used on the road, we will be able to attract more newcomers to the sport with an easy transition from Track Day riding into an introductory form of racing that is low cost and relatively easy to modify a street bike to comply with the rules. All glass and indicators could be fully covered with tape and stands wired up if they are difficult to remove.</p> <p>These sort of rules are currently used by Terry O'Neil's "race your mates" format which I believe he is planning to extended into other States shortly.</p> <p>By allowing clubs to run these events we can ensure these riders are not lost to a privately owned series instead of the MA family.</p> | <p>RRC do not endorse this submission. We should be more concerned with the increased risk, compromised safety and potential for meeting delays, brought about by not complying with existing regulations.</p> | | | |
| RR1275 | SA Road Race Sport Manager | 10.15.5 | Allowed Fuels | <p>Change Rule</p> <p>f) E85 ethanol enhanced fuel</p> <p>To allow the use of E85 fuel which, at present exceeds the published RON limitation. Currently available E85 fuel has a nominal research octane number of 105. E85 fuel use is a known method of reducing heat induced detonation and damage in IC engines in racing conditions. E85 fuel is commercially available in all states. Has been endorsed by V8 Supercars for the past 5 years. Reduces deleterious exhaust emissions. Will augment our environmental credentials.</p> | <p>RRC requests further information on blended fuels (Ethanol) before we can make a recommendation on allowing the use of this fuel in some classes in which it may be appropriate.</p> <p>Such information must include blend composition, availability - on a nationwide basis - of the proposed fuel, and the consistency of blend ratios on a state by state and month by month basis. Upon receipt we will consider the submissions and make our recommendation.</p> | | | |

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| RR1276 | MSA Road Race Committee | 10.17.1.10 | The only liquid coolant permitted is water. No additives allowed. | <p>Change Rule</p> <p>The only liquid coolant permitted is water or non-ethylene glycol based liquids.</p> <p>There are now a number of commercially available coolants that do not contain or are not based on Ethylene Glycol or its subsidiary compounds. These coolants when spilled do not pose a risk from reduced friction co-efficient on track surfaces. One such brand of coolant (Penrite 10/10ths) has been approved for use in competition by CAMS. Use of such coolants can reduce engine overheating particularly during longer distance or endurance events. There is evidence of cooling system failures when engines are shut down during re-fuelling procedures or whilst idling during starting grid delays, which places riders, pit crew members and start line officials in jeopardy from the sudden release of overheated coolant.</p> | Refer RR1259 | | | |
| RR1277 | Bruce Hill | Junior Machine Modifications | 10.28.3 10.29.3 10.30.2 | <p>Add Rule</p> <p>.....</p> <p>h) Wheel size may be altered.</p> <p>i) Brakes may be altered.</p> <p>j) Front mudguard may be altered</p> <p>The current rules exclude the vast majority of bikes currently owned by Juniors from participating in Junior RR. This rule addition would enable all the MX bikes to be fitted with suitable wheels and brakes to enable them to be used for Road Race at minimal cost.</p> | RRC would appreciate input from relevant parties regarding the implementation of a "run what you bring class" - minimal machinery requirements apart from capacities / age groups, and GCR machine safety requirements. | | | |

MEETING CLOSES: Sunday 13th March

SUGGESTED AUSTRALIAN MOTO3 REGULATION CHANGE

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS REGULATION IS STRICTLY FORBIDDEN

Homologated Manufacturer engine motorcycle: Honda Motor Co., Ltd.

Homologated Model: NSF 250 R (Tipo: MR03)

Engine

The engine and all its component parts must be the original mounted by the manufacturer in the above listed homologated motorcycle above with the following exceptions:

- a) The cylinder head gasket, and all the other gaskets, may be changed.
- b) The oil filter may be changed.
- c) The spark plug may be changed.
- d) Coolant hoses and fittings may be changed to suit individual radiator designs.
- e) Additional oil coolers are permitted.
- f) In the case of dispute over modifications, the decision of MA clarification will be final.

Inlet & Fuel System

- a) The throttle body must remain as originally produced by the manufacturer for the homologated engine.
- b) Modifications to the fuel pressure regulator are not allowed.
- c) The insulators that attach the throttle body to the head cannot be modified or changed.
- d) The airbox may be modified or replaced.
- e) The air filter element may be modified or replaced.
- f) The air box drains must be sealed (safety wired).
- g) Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
- h) The injector must remain standard unit as on the homologated engine.
- i) Bell mouths can't be modified or replaced as originally produced by the manufacturer for the homologated machine.
- j) Throttle valve must remain as originally produced by the manufacturer for the homologated machine.
- k) A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

Exhaust System

- a) Variable length exhaust systems are not permitted.
- b) No moving parts (e.g. valves, baffles...) are allowed in the exhaust systems.
- c) Exhaust Gas Recirculation (EGR) systems are not permitted.
- d) Machines must comply with sound emissions set out in GCR 10.14

Transmission

- a) The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.
- b) The original clutch assembly may be changed or modified for back torque limiting capabilities (slipper type).

- c) An external quick-shift system on the gear selector (including wire and load cell) may be added, provided this doesn't involve cutting or modification of the original wiring.
- d) Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- e) The gearbox casing must remain as originally produced by the manufacturer for the homologated engine, however cassette gearbox ratios may be changed, primary gears on crankshaft and clutch to remain as originally produced by the manufacturer for the homologated engine.
- f) Other modifications to gearbox or selector mechanism are not allowed.

Ignition, Electronics and Data-Logging

- a) The Electronic Control Unit (ECU) must remain as originally produced by the manufacturer for the homologated engine. It isn't allowed to add injection modules that modify the inputs/outputs of the ECU.
- b) The software used to modify the ECU must be the originally produced by the manufacturer for the homologated motorcycle-engine.
- c) The parameters that the software itself provides for adjustment cannot be extended and/or exceeded under any circumstances.
- d) Scrutineering could, at its discretion, download and analyze the files and maps of that ECU.
- e) The main wiring harness must remain as originally produced by the manufacturer for the homologated engine, unless required for data download connection (Datalogger).
- f) The standard sensors of the ECU, cannot be changed, modified or eliminated.
- g) The data acquisition systems are free, but the maximum number of inputs by external sensors allowed is:
 - 1) Position and speed by GPS
 - 2) Engine temperature
 - 3) Lambda signal
 - 4) TPS signal
 - 5) Engine RPM
 - 6) Rear Wheel speed
 - 7) Front Wheel speed
 - 8) Front brake pressure
 - 9) Rear brake pressure
 - 10) Front fork position
 - 11) Rear damper position
- h) Scrutineering must be supplied, at any moment of the event, with any datalogger files, for its analysis or download.

Chassis

As per current 2016 GCR's 10.22.8

Wheels and Tyres

As per current 2016 GCR's 10.22.9

Materials and construction

As per current 2016 GCR's 10.22.10

FFI Contact:

Jake Skate

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2.4.5 Numbers and number plates

The background colours and figures (numbers) for Superbike are white background with black numbers.

The size for all the front numbers is:

| | |
|--------------------------------|--------|
| Minimum height: | 140 mm |
| Minimum width: | 80 mm |
| Minimum stroke: | 25 mm |
| Minimum space between numbers: | 10 mm |

The sizes for all the side numbers are:

| | |
|--------------------------------|--------|
| Minimum height: | 120 mm |
| Minimum width: | 70 mm |
| Minimum stroke: | 20 mm |
| Minimum space between numbers: | 10 mm |

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- Once on the front, either in the centre of the fairing or slightly off to one side; the number must be centred on the white background with no advertising within 25 mm in all directions.
- Once, on each side of the fairing or on the lower rear portion of the lower fairing. The number must be centred on the white background. **Any change to this must be pre-approved a minimum of 2 weeks before the first race by the Superbike Technical Director.**
- The numbers must use the fonts as detailed after Art. 2. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the Superbike Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.**
- Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.**
- Numbers cannot overlap.**

In case of a dispute concerning the legibility of numbers, the decision of the FIM Superbike Technical Director will be final.



2.5.5 Numbers and number plates

The background colours and figures (numbers) for Supersport are a white background with blue numbers:

The sizes for all the front numbers are:

| | |
|-------------------------------|--------|
| Minimum height: | 140 mm |
| Minimum width: | 80 mm |
| Minimum stroke: | 25 mm |
| Minimum space between numbers | 10 mm |

The sizes for all the side numbers are:

| | |
|-------------------------------|--------|
| Minimum height: | 120 mm |
| Minimum width: | 70 mm |
| Minimum stroke: | 20 mm |
| Minimum space between numbers | 10 mm |

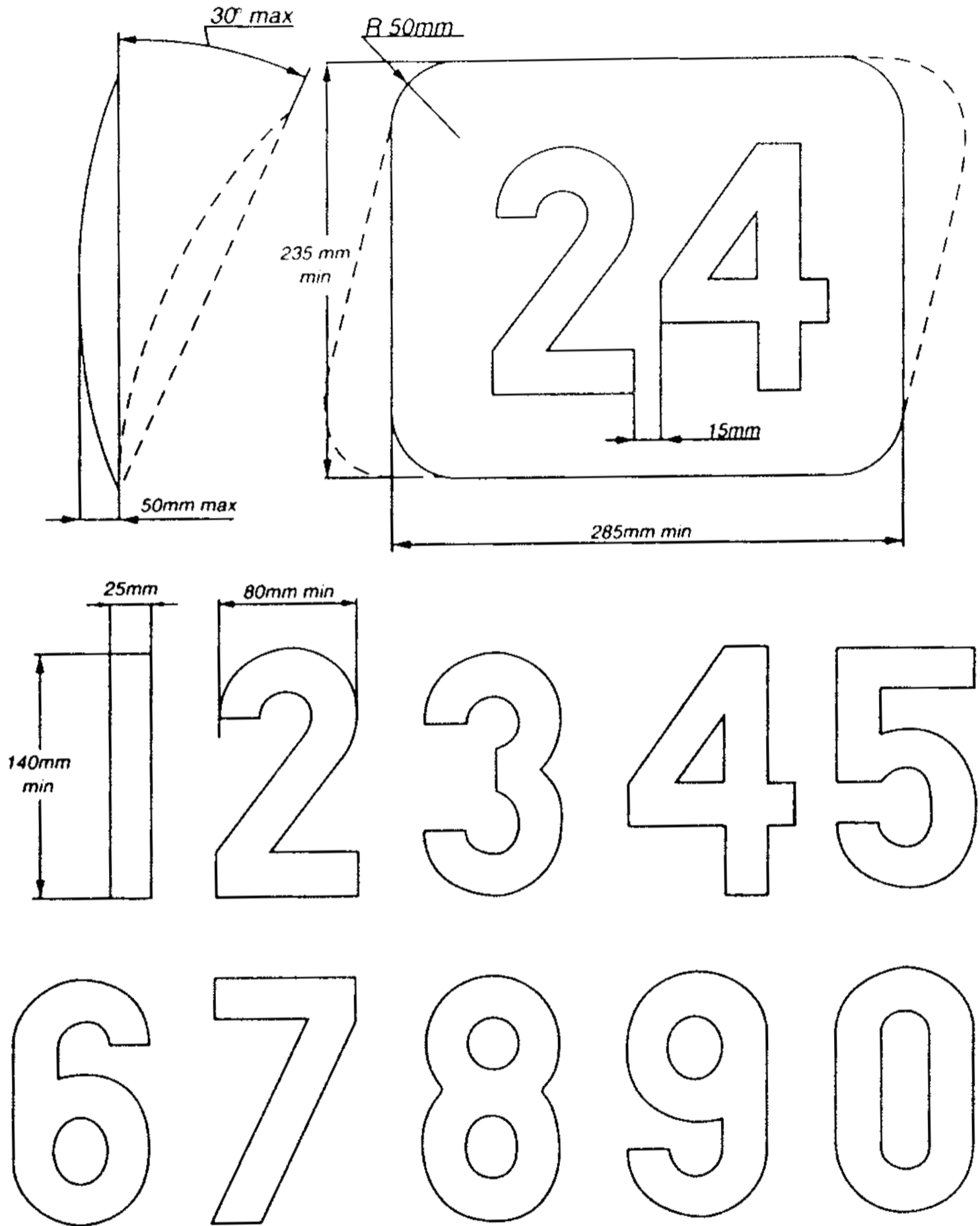
The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- a) Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centered on the white background with no advertising within 25 mm in all directions.
- b) Once on each side on the lower rear portion of the lower fairing. The number must be centred on the white background. **Any change to this position must be pre-approved a minimum of 2 weeks before the first race by the Superbike Technical Director.**
- c) **The numbers must use the fonts as detailed after Art. 2. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the Superbike Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.**
- d) Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- e) Numbers cannot overlap.

In case of a dispute concerning the legibility of numbers, the decision of the FIM Superbike Technical Director will be final.

NUMBERS/NUMEROS

0





Futura Heavy

0 1 2 3 4 5 6 7 8 9

Futura Heavy Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9