

Historic Road Race Commission Meeting Minutes – May Final – August Presentation

Minutes of the Historic Road Race Commission held on the 10th May 2014

PRESENT: John Simms
Marcus De Caux
Alan Warner

APOLOGY: Nil

IN ATTENDANCE:

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR692	Welcome Apologies	JS	The Chairman welcomed those present and declared the meeting open.	-	-	-
HRR693	Confirmation of 2013 minutes	JS	Minutes of the 2013 meeting were received as true and correct	-	Approved	-

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR694	14.4.0.1	Marc Nesbitt	Class naming is "Period 6 250 Production"	<p>Class to be renamed "Period 6 250 Improved Production" In consideration of two other GCR change suggestions forwarded by myself to allow for minor modifications that would enable safer, more accessible and affordable Period 6 250 Production class.</p> <p>Back in the hay-day of 250 Production racing, parts were readily available and maintaining strict adherence to Production GCR's was easily achieved. In today's era some parts are no longer available while others are difficult and expensive to obtain – and isn't the point of production racing to keep costs down.</p> <p>Therefore if the GCR's were to include some flexibility as proposed, the name of the class would have more relevance as Period 6 250 Improved Production.</p> <p>I am slightly perplexed by MA's decision to enforce strict production rulings to this class in particular. For example, Yamaha RD 350's and 250's were the major production racing classes prior to the Period 6 era, yet the historic RD 350 classes don't have the same imposed strict production rules placed on them</p>	The Commission does not support this proposal as there are options to run modified machines in the open 250 class. It is permissible to change rear shock, exhaust systems and bodywork and retain 250 Production status.	Board supports commission's decision

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HRR695	14.21.3.11(i)	Marc Nesbitt	Allows for rear shock 'spring only' to be modified from OEM	<p>Allow for complete rear shock unit to be replaced with an aftermarket shock unit of similar style and proportions/dimensions.</p> <p>The current ruling forces the use of worn out and tired rear shock units. These 250 production motorcycles (most of which are RGV 250 for example) are now 23-26 years old, these rear shocks cannot be rebuilt safely as they are sealed units. The cost of purchasing a new OEM shock unit far exceeds the cost of rebuildable after market units that are designed specifically for these bikes. Suzuki Australia does not carry stock of the OEM shock units, they are only available via special order from Japan.</p> <p>Back in the hay-day of 250 Production racing, parts were readily available and maintaining strict adherence to Production GCR's was easily achieved. In today's era some parts are no longer available while others are difficult and expensive to obtain – and isn't the point of production racing to keep costs down.</p> <p>I am slightly perplexed by MA's decision to enforce strict production rulings to this class in particular. For example, Yamaha RD 350's and 250's were the major production racing classes prior to the Period 6 era, yet the historic RD 350 classes don't have the same imposed strict production rules placed upon them.</p>	Refer to HRR 693	Board recommend wording should be as follows "be rear shock and or spring to"

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HRR696	14.21.3.11	Mark Nesbitt	<p>Clause 14.21.3.11 lists a number of items that may be modified from OEM for Period 6 250 Production specifically. Clause concludes by stating "All other parts must remain as supplied by the manufacturer"</p>	<p>To add another item to this clause allowing the rim diameter of certain Period 6 250 motorcycles to be changed to enable the use of reasonable quality, homologated tyres suitable for use on racing motorcycles. The VJ21 series of the Suzuki RGV 250 has an 18" rear wheel as standard. As this wheel size has been made redundant over the years, suitably safe tyres are no longer available for this size wheel.</p> <p>It's a very common and straight forward modification to replace the 18" VJ21 wheel with a 17" rear wheel from a VJ22 RGV 250. Therefore allowing access to homologated, treaded tyres that are suitable for use on race tracks and much safer for all concerned.</p> <p>Also bearing in mind the VJ22 and VJ21 are eligible for the same class and compete against each other. The wheels are easily interchangeable between models without any modification.</p> <p>Back in the hay-day of 250 Production racing, parts were readily available and maintaining strict adherence to Production GCR's was easily achieved. In today's era some parts are no longer available while others are difficult and expensive to obtain – and isn't the point of production racing to keep costs down. I am slightly perplexed by MA's decision to enforce strict production rulings to this class in particular. For example, Yamaha RD 350's and 250's were the major production racing classes prior to the Period 6 era, yet the historic RD 350 classes don't have the same imposed strict production rules placed on them.</p>	<p>For Production racing purposes the Commission does not support this proposal as it runs against the basic principals of production racing. If competitors wish to change wheel rim sizes they do have the option of competing in the open P6 250 class. The argument regarding treaded tyre availability is not valid as there are several options available that are in use in earlier periods on machines lapping consistently faster than production machines.</p>	<p>Board supports commission's decision</p>

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HRR697	Period 3 machines	Ron Angel		Allow Seeley, Rickman & Petty frames this is a way to increase bikes on the grid	The Commission does not support this proposal. If it could be proven that significant numbers of machines are not being raced due to their exclusion this may be reconsidered. It should also be pointed out that in the current climate machines of this type are being competitive in Period 4	Board supports commission's decision
HRR698	16.8.4.2	Duncan Rogers	P5 Sidecar wheel widths max front 7" side 8" rear 9"	Change wheel sizes to max front 8" side 9" rear 10". Bikes sitting not raced due to rim size limits	The Commission does not support this proposal. Much research was carried out prior to formulating these rules and without further support and proof of machines unable to race because of the existing rule we can see no need for change.	Board supports commission's decision

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HRR699	Electric bikes	Pete Goddard	Does not exist	<p>We would like MA to consider including Electric Motorcycles into the Manual of Motorcycle Sport for all or suitable Junior disciplines for 2014 please, to compete with and against petrol bikes for all of Australia.</p> <p>Minikhana Trials Dirt Track Pocket bike Motocross Enduro etc</p> <p>This will particularly open our sport and your entry level classes to electric bikes which are now at quite a good level and becoming readily available, well priced, low maintenance and cheap to run.</p> <p>Additionally electric only events can be run in almost any location as there is no noise issues</p>	This is not for consideration by the Historic Road Race Commission but we would support its inclusion elsewhere.	Board supports proposal and requests the Rule and Technical committee develop rules for proposed disciplines.
HRR700	Green flag protocols	DRC		<p>Recommendation is to bring MA's green flag protocols in line with the FIM. Currently there is some confusion amongst officials as to which protocol is correct to use and when (e.g. International Island Classic).</p> <p>1.22 Flags and Lights</p> <p>Marshals and other officials display flags or lights information and/or convey instructions to the riders. All flags are presented waved.</p> <p>1.22.1 Flags and Lights Used to Provide Information:</p> <ul style="list-style-type: none"> • Green Flag The track is clear This flag must be waved at each flag marshal post for the each practice session and of the warm up, for the sighting the warm up lap. This flag must be shown waved at the flag marshal post after the incident that necessitated the use of one or more flags. When the pit-lane exit is open, this flag must be waved at exit. 	This should be referred to either the Safety or Officials Commissions	Board supports Road Race specific – HPEM to add to chapter.

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HRR701	14.20.1.1	Tony Hynes	Disk brake shall be of the period	Any disk up to 310 mm These disks are able to be bought at a lot more cost effective price than what is the current best disks you can get and are no different than what is currently used except for the shape of the carrier and number of spools	The Commission does not support this proposal. While it is a common belief that only the RG 500 floating discs are eligible there are others that are also eligible. The Commission is hopeful that a list of allowable components will soon be listed to allow competitors more options across all classes	Board recommend commission provide rational why they don't support 310mm disks.
HRR702	Recreational activity	Tim Hewitt	there is currently no formal requirement for an entry form to be available , nor a rider's briefing to be delivered , at a practice / recreational event . Whilst gcr 7.1.1.1 m) places the onus of completing an entry form upon the participant , currently there is no requirement for clubs / promoters to actually provide these at a practice / recreational event.	suggest additional rules 6.8.0.2 an entry form must be made available to all participants by the club / promoter conducting the recreational activity . 6.8.0.3 participants in the recreational activity must complete the entry form 6.8.0.4 - all participants in the recreational activity must attend a rider's briefing prior to participation. whilst the common requirement for participants to sign an indemnity form satisfies a minimum insurance requirement , machine details - which become vital in the instance where a junior is participating - and other information such as licence expiry that is completed as part of an entry form - are not recorded.	The Commission supports this in principal but has difficulty in how implementing a riders briefing could be carried out on a practice day due to the nature of riders arriving during the course of the day and not having a common start time. As a suggestion as part of the indemnity there could be a short written statement detailing any current track or organisational problems.	Board recommends rider briefing can be in the form of a one page summary handed out or verbally presented.
HRR703	Prohibited Uses Period 6	Stuart Lomax	14.21.3.5 Inverted forks are excluded unless originally fitted to the motorcycle represented. Only original inverted forks may be used.	14.21.3.5 Inverted forks are excluded unless originally fitted to the motorcycle represented. Only inverted forks and yokes of a type manufactured and proved to have been used in the period may be used.	The Commission does not support this proposal but has resolved the following. Period modifications will be allowed if backed by proof of dated period publications subject to the Commissions approval.	Board does not support commission's recommendation. Rules and Technical Committee to gain further information.

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HRR704	14.21.3.11 (i)	HCMC WA	Allows for rear shock 'spring only' to be modified from OEM.	Allow for complete rear shock unit to be replaced with an alternative shock unit of similar style and proportions/dimensions.	This was approved at the teleconference on March 5 th 2014 and is awaiting Board approval.	Board recommend wording should be as follows be rear shock and or spring to
HRR705	14.21.3.11 (l)	HCMC WA	N/A	l) Parts may be interchanged between different series of the same make and model provided they are from within or identical to those in the period (ie Parts from any eligible Yamaha TZR may be used on a Yamaha TZR, Parts from any eligible Suzuki RGV may be used on an RGV, Parts from an RGV may not be used on a TZR, An eligible TZR may not use TZ parts etc.) All other parts must remain as supplied by the manufacturer. Fairings & Bodywork must be the same appearance as per OEM. Pattern parts may be used where original parts aren't readily available, as long as they do not provide a competitive advantage.	The Commission does not approve this proposal for P6 250 Production however modifications are allowable for the 250 open classes.	Board supports commission's decision
HRR706	14.21.3.11	HCMC WA	Period 6 250 Production	Removal of Period 6 250 Production and replacement with Period 6 Lightweight with rules as per the existing P6 general class rules.	The Commission does not approve this proposal as the Production Class is proving popular across the country. There is the option of 250 Lightweight already available which is far more tolerant of modifications providing they are proven to be of the relevant period.	Board supports commission's decision

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
HRR707	14.21.3.11	HCMC WA	Class naming is "Period 6 250 Production".	<p>Class to be re-named "Period 6 250 Improved Production" In consideration of the three other GCR change requests forwarded by the HCMC WA.</p> <p>If MA determine that it is not appropriate to have a simple Period 6 Lightweight Class (ie. no p6 250 production class) then HCMC request a change to the current Period 6 250 Production Class to enable a simpler, safer, more accessible and manageable Period 6 250 Improved Production class.</p> <p>In 1983-1990 when the P6 250 Production race bikes were current, the parts for these bikes were readily available and maintaining strict adherence to Production GCR's was easily achieved. It is now 23 to 31 years later and some parts are no longer available for a number of the models covered within the category, while others are difficult and expensive to obtain.</p> <p>Therefore if the GCR's were to include some flexibility as proposed, the name of the class would have more relevance as Period 6 250 Improved Production.</p> <p>The HCMC committee is somewhat perplexed by MA's decision to enforce strict production rulings to this class in particular (given the eligible bikes span some 7 years). For example, Yamaha RD 350's and 250's were the major production racing classes prior to the Period 6 era, yet the historic RD 350 classes don't have the same imposed strict production rules placed on them.</p>	Refer to previous proposals	Board supports commission decision in item HRR706

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HRR708	HRR point scoring	Alan Warner	No current reference to HRR point scoring in the 2014 MoMS.	Include appropriate point scoring (to be determined) for HRR in the 2015 MoMS. Points table in the chapter will alleviate any ambiguity and assist in the development of Supp Regs for competition.	The Commission supports adopting the FIM points scoring method being 25 22 20 18 17 16 etc. point scoring for HRR should be as per current road racing points score regulation 13.12.18.1	Board supports commission's decision in principle. Rules and Technical committee to contact Road Race Commissions to discuss whether they are happy to adopt HRR recommendation.
HRR709	14.6.6.1 and 14.21.1.5	Zoltan Petri	1. 14.6.6.1 Log books are mandatory for Historic Road Racing competitions. 2. None now 3. 14.21.1.5 – Formula 750/1300 Based Machines can't be pasted effectively from MA website due to formatting dramas.			Noted

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HRR710	Period 6 solo eligibility	Zoltan Petri	Period 6 eligibility has become confused. This must be arrested to maintain the class and sport credibility. There are many factors adding to this situation, including those discussed below.	<p>1. Change 14.6.6.1 To read " Log books are mandatory for Historic Road Racing competitions. Issuing of a logbook is regarded as acceptance by MA of proof of eligibility of modifications as presented, but this does not remove rights of challenge or protest."</p> <p>2. To make available for public viewing on an MA webpage, text and pics of any period modifications presented with logbook applications IF approved for period racing, at / near the time of approval, with the name of the submitter, the approver, the period, capacity, make and model it applies to, and details and picture of the approved modification, so that ALL racers may view any new mods being allowed without having to find individual copies of proof and /or creating debate and controversy.</p> <p>3. To either challenge / review / cancel logbooks and thus ban machines modified as contravening MoMs as described above, and change the rules to clarify this position as recommended below,</p> <p>4. OR to change the rules to allow period combination bikes such as Suzuki GSXR 7-11 and other (Australian?) period combinations, which are being logbook approved already anyway when modified away from manufacturer fame / cases.</p>	<p>Include second part from "Issuing of a Log Book" as a separate item.</p> <p>Agree we have discussed this in the past and will endeavour to have this carried out. See previous comments.</p> <p>Refer to Overview from 2013 MOMs. This will need to be included in the 2015 MOMs</p> <p>The current situation being that proven period modifications are being positively considered. Only Period Modifications approved by the Commission shall be allowed</p>	<p>Board supports point 1. As proposed.</p> <p>Board supports point 2. In principle but recognises operationally MA cannot support this concept at this present time. Board recommends commission advise MA on how this proposal could be realistically implemented and funded.</p> <p>Board recommends point 3. 4, 5.6 be reviewed with the Rules and Technical Committee</p>

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	continued	Zoltan Petri		<p>5. Thus change 14.21.1.5 to either clarify existing restrictions better, reword to: "It is expected that a machine's major components will not be altered significantly from the originals" and "Furthermore, the following items must remain standard to the originals" and c) engine castings, which must be from the same make and model, including from post period production as long as they are of the same make and model ie Suzuki GSXR-750-L, not 1998 GSXR750.</p> <p>6. Or to reword rules to allow period combination machines, reword to: 16.5.5.5 Formula 750/1300 1000 Based Machines To be eligible for a Formula class, machines shall be of a make and model that was generally available to the Australian public during the period, as supplied by the original factory of manufacture for normal road use. All modifications to or replacements of major components will need to be proven to be of the period to the same make and model, engine castings, which must be from the same make and model, including from post period production as long as they are of the same make and model ie Suzuki GSXR-750-L, not 1998 GSXR-750.</p> <p>7. To remove need for P6 250s to remain under such strict production rules as linked to for 2014 to modern MoMs sections.</p>	<p>The Commission does not support this proposal as it does not want to exclude genuine machines that were raced during the period we therefore offer the following.</p> <p>Machines or replicas of machines that are proven to have been raced in the Period and are approved by the Commission. Proposed hybrid machines should have an interim Log Book application submitted prior to construction to avoid any potential dispute.</p> <p>Production rules are to be left as is. Refer to previous comments.</p>	Board supports commission's decision on point 7

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HRR711	14.20.1.4. & 14.20.3.1	Chris Cameron	14.20.1.4 Front and rear brakes: a. Manufactured in the period, or b. Which replicate those manufactured in the period 14.20.3.1 Floating front and rear discs unless: a. Manufactured in the period, or b. Which replicate those manufactured in the period.	14.20.1.4 Front and rear brakes: a. Manufactured in the period, or b. Which replicate those manufactured in the period, or c. Visually resemble early 4-spot calipers available on a production motorcycle 14.20.3.1 Be removed and replaced with 14.20.2.5 Front and Rear discs are free but must be visually similar, and made of a similar material, to those available in the period.	The Commission does not support this proposal as there are adequate options available at present.	Board supports commission's decision
HRR712	14.20.1.1.b.ii	Chris Cameron	A maximum width of 3.5" (89 mm) front and 5" (127mm) rear with maximum 180 section as moulded on the tyre	A maximum width of 3.5" (89 mm) front and 5.5" (140mm) rear 5" rear wheels are rare, and becoming difficult to obtain, and consequently expensive. Moving to 5.5" rear wheels would open up a sizable range of cheaper and more readily available options, with no obvious visual change to the motorcycle. A secondary advantage is that the only suitable race tyres available for P5 unlimited motorcycles would fit better, and likely last longer further reducing cost.	As above	Board supports commission's decision
HRR713	14.21.3.11	HCMC WA	Class naming is "Period 6 250 Production"	Class to be re-named "Period 6 250 Improved Production. In consideration of the three other GCR change requests forwarded by the HCMC WA. If MA determine that it is not appropriate to have a simple Period 6 Lightweight Class (ie. no p6 250 production class) then HCMC request a change to the current Period 6 250 Production Class to enable a simpler, safer, more accessible and manageable Period 6 250 Improved Production class.	See previous comments	Board supports commission decision in item HRR706

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HRR714	4.2.6.	Chris McArdle	<p>4.2.6 Competitions between Categories of Machine</p> <p>4.2.6.1 In respect of any competition:</p> <p>a. Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category may compete in any event,</p> <p>b. No competition may be conducted under these Rules between a motorcycle and any other vehicle</p>	<p>4.2.6 Competitions between Categories of Machine</p> <p>4.2.6.1 In respect of any competition:</p> <p>a. Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category (as defined in 1.1.0.21) may compete in any event</p> <ul style="list-style-type: none"> • Any promoter proposing events that seek to have two or more different categories of machine compete must be subject to the requirements of 'Alternate forms of Competition' and if approved, permitted accordingly. • Combination of Senior classes, of the same category, within disciplines, is the responsibility of the RCB. b. No competition may be conducted under these Rules between a motorcycle and any other vehicles c. 50cc Demo (Non-competitive) class may have different categories participate on track at the same time subject to: <ul style="list-style-type: none"> • No more than two categories on track at one time (solo, sidecar, quad) • No more than 10 bikes on track at one time. 	This does not come under the jurisdiction of the Historic Road Race Commission please refer to the relevant authority	Noted
HRR715	2015 Historic Road Race Championships	Danny Ahern		Application to hold the 2015 National Championships at Mallalla	The Commission supports this proposal and highly recommends the organising club based on its prior record	Board supports commissions decision
HRR716	P5 Rear Tyre size change	Dave Morgan	14.20.1.1 b) ii) a maximum width of 3.5 (89mm)front and 5 (127) rear with maximum 180 section as moulded on the tyre	This was a query regarding the apparent changing of this rule by the board	The Commission does not support changing this rule to a 200mm rear tyre as was previously in place and believes a 180mm rear tyre is more appropriate for the era in question	Apparently the Board has overruled the Commission and reverted to the 2013 rules as printed in the 2013 MOMs

Meeting closed 6.45PM

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