

## Road Race Commission Meeting Minutes – April Final - August presentation

Minutes of the Road Race Commission held at the Novotel Brisbane Airport on the 29<sup>th</sup> March 2014

**PRESENT:** Derek Rumble (Acting Chairman)  
Gary Thomas  
Tim Hewitt

**APOLOGY:** Phil Tainton

**MEETING OPENS:** 9.15 AM

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1197	Welcome / apologies	DR	Chairman welcomed those present and declared the meeting open	-	-	-
RR1198	Confirmation of minutes	DR	Minutes from meeting held in 2013 were received.	-	-	-

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1199	Letter received	Scott Elliot	Does not exist	Introduction of a veteran class as per detailed proposal sent to MCRWA	Commission initially discussed in 2013 ( RR 1035 ) . Remains supportive , and believes that apart from age , other criteria need to apply : Rider Grade - Open to C and D grade riders only – past or current . Machinery – Production Capacity – 600 cc to 1000 cc May be scored separately	Board supports this be added into the sup regs and refers it back to MCRWA to monitor.
RR1200	13.19,13.20,13.21	Scott Elliot	Supersport 13.19.7 Permitted Additions Superstock 600 13.20.7 Permitted Additions Superstock 1000 13.21.7 Permitted Additions  Note: I've grouped the three together as I'm proposing the same addition to each rule.	To be added to the three rules above:  The addition of "plug and play" traction control, quick shift and fuel metering system that uses the motorcycles existing sensors without any modifications to the OEM wiring harness other than tapping into sensor feeds as required.	<b>Not Endorsed –</b> These items are an added expense. The proposed devices may add other / differing benefits depending on type / model/ cost.	Board supports the commission's decision at this stage. The 2015 rules will be reviewed by the rules and technical committee.
RR1201	13.19.6	Scott Elliott	Supersport 13.19.6 Modification of OEM Parts  13.19.6.1 The following OEM parts may be modified: a. Gearbox drive dogs may be undercut, b. Cylinder head valve seats may be recut, c. Cylinder head and cylinder block mating surfaces may be machined, d. Carburettor slides.	I propose a), b), c) and d) are all deleted.  The only work allowed to the head mating surfaces and valve seats should be for maintenance such as shaving a warped head. But those problems are very rare in a modern 600 class bike. Superstock does not have this rule.	<b>Not Endorsed –</b> difficult to ensure compliance	Board supports commission decision.

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1202	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>	In Principle support – provided that current FIM requirements for these machines are met	Board supports proposal and requests the Rule and Technical committee to develop rule for proposed disciplines.

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1203	Green Flag protocol	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> <hr/> <p><b>1.22 Flags and Lights</b></p> <p>Marshals and other officials display flags or lights information and/or convey instructions to the riders.  <b>All flags are presented waved.</b></p> <p><b>1.22.1 Flags and Lights Used to Provide Information:</b></p> <ul style="list-style-type: none"> <li>• <b>Green Flag</b>  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 When the pit-lane exit is open, this flag must be waved at exit.</li> </ul> <p>• <b>Yellow and Red Oblique Flag</b></p>	<p><b>Not Endorsed</b>  Supplementary Regulations are utilised to specify event requirement – an effective Riders and Officials briefing will mitigate any confusion.</p>	<p>Board supports Road Race specific – HPEM to add to chapter.</p>
RR1204	13.8.0.4 d)	MSA RR Committee	d) Where Road Race classes are combined as per c) above, Supermoto-type machines may not be combined with any other Road Race machine category.	<p>Request rule be deleted We note the following</p> <ul style="list-style-type: none"> <li>• Introduction of rule has not followed published procedure</li> <li>• There has been no opportunity for consultation</li> </ul> <p>Investigations by this committee indicate this rule was introduced to address a particular issue in one jurisdiction only. We believe this issue would have been effectively addressed by either sanctioning of offending competitors or modification of sup regs where this issue was identified to be a problem.</p>	<p><b>Endorsed</b></p>	<p>Commission supports commission's decision.</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1205	13.11.1.1.	MSA RR Committee	<p>Current Rule 13.11.1.1 For Road Racing a minimum of two (2) allocated numbers and number plates are required.</p> <p>a) One on the front, either in the centre of the fairing or slightly off to one side, b) One across the top of the rear seat section with the top of the number facing toward the rider.</p>	<p>Proposed rule 13.11.1.1 For Road Racing a minimum of three (3) allocated numbers and number plates are required.</p> <p>a) One on the front, either in the centre of the fairing or slightly off to one side, b) One on either side of the machine. c) An optional number across the top of the rear seat section with the top of the number facing toward the rider.</p>	<p><b>Not Endorsed</b> Existing rule is adequate – additional side numbers may be added.</p>	Commission supports commission's decision
RR1206	13.11.1.4.	MSA RR Committee	<p>Current rule 13.11.1.4 Side number plates must</p> <p>a) Be fitted above a horizontal line drawn through the rear axle, b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm behind the rider footrest, c) These numbers must be the same size as the front numbers.</p>	<p>Proposed rule 13.11.1.4 Side number plates must</p> <p>a) On faired machines, be placed on the fairing flanks in a position where they are not obscured by the riders legs, or on the mid to rear section of the lower fairing (belly pan). b) On unfaired machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard. c) These numbers must be the same size and font as the front numbers.</p>	<p><b>Endorsed</b> with the following wording :</p> <p>Proposed rule 13.11.1.4 <b>If used</b>, side number plates must .....</p>	Commission supports commission's decision

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1207	13.17.3	Darren Sagar	<p>Section 13.17.3 relating to Braking systems to have an additional clarification paragraph added. Current wording:</p> <p>13.17.3.1 At least two (2) efficient brakes must operate independently of each other on the front and rear wheels.</p> <p>13.17.3.2 Front brake caliper mounting bolts to be lockwired in the tightened position</p> <p>13.17.3.3 Motorcycles may be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another machine. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front. Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and must not present a danger to other competitors. In case the brake lever is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to MA that the device does not interfere with proper brake operation.</p> <p>13.17.3.4 Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.</p>	<p>13.17.3.3 The use of R clips, bowtie clips, or spring clips in conjunction with lockwiring is permitted. A number of event staff permit the use of spring clips or similar in conjunction with lockwiring for the front brake calliper bolts. These clips allow the brake calliper mounting bolts to be lockwired together in such a way that they will not work loose, but the clips permit the easy removal and replacement of the brake calliper bolts without having to re-do the lockwiring each time.</p> <p>This can save a considerable amount of effort over the course of a race meeting when tyres and brake pads are regularly changed.</p> <p>The addition of the clarification paragraph specifically allows the use of the clips which will allow greater consistency of scrutineering decisions across the country. The ultimate decision on the suitability of any lockwiring would remain with the chief scrutineer for the event.</p> <p>The intent of the existing rule is not compromised; the mounting bolts still need to be secured and lockwiring is still required.</p>	<p><b>Endorsed</b></p> <p>13.17.3.2 Front brake caliper mounting bolts to be lockwired in the tightened position. The use of R clips, bowtie clips, or spring clips in conjunction with lockwiring is permitted.</p> <p>Existing Rule 13.17.3.3 to be renumbered to 13.17.3.4</p>	<p>The Board recommends the wording to be as follows The use of R clips, bowtie clips, spring clips or lock wiring is permitted.</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1208	13.17.1.10	Darren Sagar	13.17.1.10 The only liquid coolant permitted is water.	13.17.1.10: The use of Glycol-based coolant is not permitted.	<b>Not Endorsed</b> Existing Rule 13.17.1.10 to remain unchanged	Board supports commission's decision at this time and advises the Rules and Technical Committee are reviewing this rule for the future.
RR1209	13.12.8.2.	Chris Simon	Grid format for solo competitors is 4x4x4 For FIM Championship approved tracks the grid formation is 3x3x3 or other grid formations that may form part of the venue licence.	Grid format for solo competitors is <del>4x4x4</del> 3x3x3 For FIM Championship approved tracks the grid formation is 3x3x3 or other grid formations that may form part of the venue licence. Or the maximum grid formation for solo competition shall be 3x3x3	Commission does not support mandatory 3 x 3 Grid formations for Solo competition. FIM Championship <u>approved</u> tracks will have appropriate grid formation in place	Board supports commission's decision but recommends the tracks move towards 3 x 3
RR1210	13.8.0.4 d	Paul Dawson & Benjamin Taylor & Mark Paulser	Where road race classes are combined as per c) above Supermoto – type machines may not be combined with any other road race machine category	Delete this rule	<b>Endorsed</b>	Board supports commission's decision
RR1211	All disciplines	Tim Hewitt	Entry form		<b>Endorsed</b> Entry form compulsory for Recreational Activity – To include rider details, age, machine details, participant declaration at a minimum. Abridged riders briefing to be incorporated in this form, and provision for rider to acknowledge they have read and understood the briefing. Formal Riders Briefing to be conducted at all events.	Board supports commission's decision

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1212	13.8.0.4.d	Bruce Phillips	Existing Rule "Where Road Race Classes are combined as per c. above, Supermoto-type machines may not be combined with any other road race category." 13.8.0.4c states "The competitor competes in the classes listed in GCR 13.8.0.3 or in combined classes with similar performing machines e.g. 250/300/500 Production, 400cc 4-Stroke)	Delete this rule	Endorsed	Board supports commission's decision
RR1213	12.6.3.	Alan Redman	N/A	That Female Road Race Competitors may, at their discretion, run a Mid Pink Number Board with White Numbers in any Class of Road Racing in place of Class specific colours.	<b>Not Endorsed</b> The addition of an F suffixed to the competition number– as is used in motocross – is preferred. Background colours are used to denote capacities	Board supports commission's decision
RR1214	13.17.1.10	MSA RRC	The only liquid coolant permitted is water	No Glycol based coolants permitted only water or a suitable replacement may be used I. Water in current aluminium engines isn't good for them with corrosion being the main issue. There are also issues with less efficient heat transfer. Engine running higher than OEM spec are under more stress. II. The availability of affordable commercially manufactured replacements that can still protect a motorcycle as well as not cause the issues glycol does if spilt. By providing an alternative that is both safe and affordable, these additives are no more slippery than water and do evaporate not being as slippery on track as coolant.	<b>Not Endorsed</b> Existing Rule 13.17.1.10 to remain unchanged	Board supports commission's decision at this time and advises the Rules and Technical Committee are reviewing this rule for the future.



Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1215	13.26	Chris Barton	<p>a) Be as homologated by MA.</p> <p>b) Be fitted with a single cylinder four stroke engine with integral gearbox with a capacity no less than 200cc and no greater than 250cc</p> <p>c) Be fitted with a complete upper and lower fairing or stream lining</p> <p>d) Chassis must be as manufactured by the manufacturer and homologated by MA with no modifications.</p> <p>e) Engine must be homologated with MA and must be as manufactured by the manufacturer apart from the listed modifications set out below.</p> <p>f) Carry all relevant chassis and engine numbers</p> <p>g) Fairings and or stream lining must be predominately painted in the Engine Manufacturers Corporate colours i.e. Honda = Red, Kawasaki = Green, Suzuki = Yellow, Yamaha = Blue, KTM = Orange.</p> <p>h) One (1) machine per rider only must be recorded with the chassis and or VIN number on the official entry form and that will be the only machine accepted by the race officials for practice, qualifying and racing.</p>	<p>No Proposed rule or Rule Change, but deletion of class and reference to 250 Mono in MOM's.</p> <p>If the Commission does not see fit to delete the class from the MOM's then allow a greater freedom of construction or freedom to modify and improve the machines. If this is to be so it will require some amendments to the current rules controlling the class as it currently stands</p>	<p>The Commission does not support change at this time, but is enthusiastic to revisit in twelve months time.</p>	<p>Board supports commission's decision.</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1216	4.2.6 for all disciplines	MSA	<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"> <li>• 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.</li> <li>• Combination of Senior classes, of the same category, within disciplines, is the responsibility of the RCB.</li> </ul> <p>b. No competition may be conducted under these Rules between a motorcycle and any other vehicles</p> <p>c. 50cc Demo (Non-competitive) class may have different categories participate on track at the same time subject to:</p> <ul style="list-style-type: none"> <li>• No more than two categories on track at one time (solo, sidecar, quad)</li> <li>• No more than 10 bikes on track at one time.</li> </ul>	Does not pertain to Road Racing Is adequately addressed by 4.2.6.1 a.	Board does not support proposed rule change.

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1217	13.8.0.3.	MSA	N/A	<p>13.8.0.3 Subject to GCR 13.8.0.1, Competitors aged 14 to under 16 years in the Road Race discipline may compete in other than a Junior competition if that competition is:</p> <ol style="list-style-type: none"> <li>125cc GP class,</li> <li>250 Mono class,</li> <li>Moto3 class,</li> <li>250/300/500 Production class</li> </ol> <p>13.8.0.3.1 Riders endorsed to compete as per 13.8.0.3 may participate in non-competitive ride days, with senior riders subject to:</p> <ol style="list-style-type: none"> <li>Being placed in a group of comparable lap time and competence</li> <li>All riders in that group being briefed of a junior rider being in the group track</li> </ol> <p>Chapter 6 of the MoMS outlines broad requirements and regulation of Recreational (non-competitive) ride activities. This chapter provides no guidance on what activities can be undertaken, nor how, in terms of compliance with GCR's etc, with the commonly accepted premise that the GCR's form the basis of any activity, albeit with some greyness around application.</p> <p>As Junior and Senior separation is a key principle of our sport, this is maintained for non-competitive activities. The MoMS allows for endorsed junior riders over 14 to participate in competition in 125GP, 250GP Mono, Moto3 and 250 Production classes.</p> <p>Track time at road racing venues is difficult to get, specifically for junior activities days.</p>	<p><b>Endorsed</b></p> <p>Comments : 13.8.0.3.1 a) – This is the responsibility of the Practice Supervisor 13.8.0.3.1 b) – This is not required</p>	<p>Board supports commission's decision Rules and Technical Committee to review wording to Competitors aged 14 to under 16 years in the Road Race discipline may compete in other than a Junior competition if that competition is:</p> <ol style="list-style-type: none"> <li>125cc GP class,</li> <li>250 Mono class,</li> <li>Moto3 class,</li> <li>250/300/500 Production class</li> </ol> <p>remove wording past this</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1218				<p>Most recreational road racing ride day formats work on a bracket principle, slow, medium, fast etc (normally regulated through anticipated lap times or similar) The proposed rule would establish clear conditions that would allow endorsed junior riders to . participate in an appropriate time bracket/group (with seniors) on ride Many of the riders likely to benefit from this rule are the future champions of our sport, and should be supported to gain as much track time as possible.</p>		
RR1219	13.30.1.1e & 13.31.1.1.e	Paul Edwards			<p>Commission acknowledges receipt of correspondence from Paul Edwards but is not prepared to comment until furnished with independent advice and supporting documentation from relevant persons.</p>	<p>Board agrees with the Junior commission's decision as follows :          "For the purpose of engine reconditioning the use of non OEM Metrakit parts produced by other manufacturers is allowed provided those parts are not modified from manufacturer.</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1220	13.4	Allan Reike	Superbike 1000cc four cylinder four stroke  1200cc two cylinder four stroke	Superbike 1000cc four cylinder four stroke  1200 1300cc two cylinder four stroke.  we would like to race in the asbk this year with the new ktm 1290cc bike but ma's engine limit is 1200cc.is there anyway ma would look at moving the cc limit for vtwins up to 1300cc. ST george run their meetings with a 1300cc limit so does terry oneils australian superbike series 1300cc. could you check on this rule and let me know please I also know that there are about 8 other riders going to race this bike this year thanks KTM Racing team	Endorsed	Board supports commission's decision rule should also be included into superbike and superstock

Meeting closed – 18.35

Distribution:

RR Commission  
SCB  
MA Board

Doc: 24011197  
File: A08.03.14