

Road Race Commission Meeting Minutes - Final

Minutes of the Road Race Commission
Held Sat & Sun 4th & 5th May 2013

PRESENT: Phil Tainton (Chairman), David Catchpole, Derek Rumble, Gary Thomas

APOLOGY: Nil

IN ATTENDANCE:

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1004	Welcome / apologies	PT	Chairman welcomed those present and declared the meeting open	-	-	-
RR1005	Confirmation of minutes	PT	Minutes from last meeting 15 th August 2012' were read and accepted			
RR1006	Business arising RR971 / RR984	PT / DR	National Grading System to be adopted	To formulate a National Grading System	PT & Derek Rumble to look at Systems already in place in other Countries and other Championships and report back to MA	

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RR1007	Amend rule 15.8.0.7 j	Phillip Hurd	Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of intakes. The lower air box breather tubes must be blocked.	<p>This requirement also applies to Superbikes (15.6.0.6), Supersport (15.7.0.9) & Superstock 1000 (15.9.0.5).</p> <p>Remove the requirement for the radiator overflow bottle to exhaust into the air box.</p> <p>Or rule that "the radiator overflow bottle must be filled to the OEM MINIMUM level marked on the container" and exhaust into the lower belly pan.</p> <p>If it is deemed that the overflow is required to exhaust into a container then the rule should read; "The radiator bottle overflow to exhaust into a sealed empty container of 250ml and emptied after each event".</p> <p>Fuel injected bikes have primary and secondary fuel injectors, most brands have their primary fuel injectors atomizing into the top of the air box to mix with the entering air (after the air filter) and prior to entering the throttle body, with their secondary injectors located in the throttle body. Brands and models that use this system in most of their models include; Honda CBR1000RR & CBR 600RR, Kawasaki ZX10R & ZX6R, Yamaha R1 & R6, Suzuki do not and have not used this system to my best knowledge.</p>	The RRC does not support this request on the basis that if a machine is pumping out fluid during an event or race it is best that that fluid is contained within the air box and engine and not on the track as well as being a self regulated means of notifying the rider to pull over and get off the track when his machine starts to misfire.	
RR1008	Amend rule 15.10.0.2.h	Gavin Cosway	ETRТА / JATMA / TRA	Dot is the relevant standard	PT to Check with Tyre Distributors on these referrals	

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RR1009	Amend rule 15.2.1.8	Gavin Cosway	With the exception of production-based machines without a lower fairing which have ADR compliance, all machines, including sidecars, must be fitted with an integral lower fairing dam or separate catch tray, which must be constructed to trap and hold engine oil and / or coolant: a) For 4-strokes machines, a capacity of at least 3 litres, b) For 2-stroke machines, a capacity of at least 2.5 litres,	c) Air cooled two strokes and juniors should be exempt. Air cooled two strokes only carry oil in the gear box max 1.5 litres. Juniors would not have a capacity of 2.5 litres coolant.	Amend and add rule 15.2.1.8 "for all air cooled machines with lower fairing dams / fluid catchment area are to hold a capacity of fluid greater than or equal to the capacity of the oil capacity of the engine"	
RR1010	Amend rule 15.1.2.2.	Gavin Cosway	15.1.2.2 Front brake calliper mounting bolts to be lock wired in the tightened position	If calliper brackets are separate they should be lock wired. Rear callipers and brackets should be lock wired	RRC Does not support this request due to the complexity of design of some machines with countersunk etc. Bracket holding bolts and the calliper itself is the main component being removed for new pad installation	
RR1011	Amend rule 12.8.9.2.	Gavin Cosway	12.8.9.2 Valve caps must be used for all competitions.	Metal valve caps must be used for all competitions. Plastic valve caps should not be used	Noted, RRC to consult with tyre distributors and tyre fitters for further discussion	
RR1012	Amend rule 12.8.8.3	Gavin Cosway	12.8.8.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.	If this rule cannot be interpreted or re written it should be eliminated	RRC Agrees with this request and therefore suggests deleting Rule 12.8.8.3	
RR1013	Amend rule 12.8.5.1.b	Gavin Cosway	<i>12.8.5.1.b Footrests must: Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.</i>	This rule should be eliminated or amended so road racing machines are excluded	RRC Agrees and suggests amending rule to read "except Road Race Machines"	

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RR1014	Amend rule 12.8.3.1. a)d)e)	Gavin Cosway	12.8.3.1 Exhaust systems must: a) Be fitted with silencers, b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread, c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors, d) Where separate silencers are fitted, have a minimum of 2 mountings or locking screws on all machines which have a capacity in excess of 85cc, e) Where silencers are re-packable, have safety wired securing bolts.	This rule should be eliminated	12.8.3.1 a) Leave as is 12.8.3.1 b) Leave as is 12.8.3.1 c) Leave as is 12.8.3.1 d) To read : "Where bolt on or clamp on style separate mufflers are fitted, shall have a minimum of 2 fixing points on all machines with the clamp or bolts at the joint classed as 1 point" 12.8.3.1 e) Delete this rule	
RR1015	Rule Addition 15.15.6 c)	Ollie Onesti	15.15.6.1 Subject to the required and permitted alterations set out below, Formula Two Sidecars must be fitted with a 4-stroke engine: a) For 2 cylinder engines, with an engine capacity of no more than 1,000cc, b) For 4 cylinder engines, with an engine capacity of no more than 600cc	15.15.6.1 Subject to the required and permitted alterations set out below, Formula Two Sidecars must be fitted with a 4-stroke engine: a) For 2 cylinder engines, with an engine capacity of no more than 1,000cc, b) For 4 cylinder engines, with an engine capacity of no more than 600cc c) For 3 cylinder engines, with an engine capacity of no more than 675cc	RRC Support this rule 15.15.6 c)) For 3 cylinder engines, with an engine capacity of no more than 675cc	
RR1016	Amend rule 12.6.3.1	Doug Dukes	Australian Superbike Background colour white Figure colour black	Delete this completely. 751cc and over colour red with white numbers is all the rules we need. This would enable 600 cc to be easily distinguishable from superbikes.	RRC does not Support this request	

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RR1017	Amend rule 12.16.0.3.c	Don Street	c) Unless otherwise permitted in writing by the RCB, for any event there must be no greater age variation between competitors than 4 years,	An age gap may exceed 4 years if the effected riders parents sign a disclaimer in the Junior riders log book	RRC does not Support this request	
RR1018	New Rule request	Doug Dukes		All junior competitors must wear ear plugs when riding. It will ensure noise levels are at reasonable levels.	RRC agrees with this in principal and suggests that this should be included in any Junior coaching program but not to be included in the GCR's	
RR1019	Amend rule 1.1.0.21a	Jeff Gleeson		Solo a 1 track vehicle with two wheels driven by the rear or all wheels	RRC Support this Rule addition to include two wheel driven bikes new rule to read: 1.1.0.21 g) Solo 2wd - a 1-track vehicle with 2 wheels with the drive through the front and rear wheels.	
RR1020	Amend rule 12.8.6.4	Kelly Spargo	12.8.6.4 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to the following:	12.8.6.4 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to the following: All existing classes as per rule 12.8.6.4 addition Road Race Solo. To avoid a bike with throttle stuck on with no rider on bike continuing and possibly hitting other bikes or causing further damage.	RRC agrees in principal but can for see some complications on some models and therefore suggest the following new rule: 15.1.3.6 A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.	
RR1021	Amend rule	Gary Johnson	The 3 main officials at a club ride day cannot ride. Steward, Clerk of Course and race secretary	Have only 2 non riding officials, Steward and clerk of course	This ruling is not applicable to a non competitive event as is suggested at a club day with no points or rewards attached to the day	
RR1022	New rule	Rick Johnson		Novice riders cannot enter open meetings for 3 meetings. Novice riders must wear orange vests for 6 meetings. So all riders can have knowledge of the skill factor of new riders and pass them accordingly.	RRC does not support this entry into the GCR's and suggests this could be a good idea at some events and could be included in the supplementary regulations	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1023	Eliminate rule 3.2.01	Karen Skate	3.2.0.1 Any rider, who is transported to hospital ,recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance before taking part in any further competition event will have their license suspended until such time as they supply a medical clearance to MA, their SBC or a Key Official at a MA permitted race meeting event	I write in regard to this rule and base the reasons for the abolishment of this rule on my experience as being (Road Race) race secretary for some 10 years	RRC feels that this comes under Licensing in the GCR's and therefore the RRC refers this back to MA	
RR1024	Amend rule 15.14.4.1	MWA RR Panel	15.14.4.1 Brakes must: a) Have at least 2 circuits operating independently, 1 of which must operate the sidecar and rear wheel, the other must operate the front wheel, b) Be designed so that if 1 circuit fails, the other works efficiently.	15.14.4.1 Brakes must: a) Have at least 2 circuits operating independently, 1 of which must operate the sidecar and rear wheel, the other must operate the front wheel, b) Be designed so that if 1 circuit fails, the other works efficiently. c) Have a brake stop fitted to back brake assemblies. For the back brake on side cars if the circlip that holds the brake pedal was to fail, the brake lever would and can move forward past the O ring that stops the brake fluid from leaking out, and would not hold and causing brake failure.	At this point the RRC does not support this idea without more information and requests a better explanation accompanied with some drawings and photo's	

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RR1025	Amend rule 15.15.3.7	MWA RR Panel	<p>15.15.3.7 A sidecar must have a brake system which must consist of:</p> <p>a) 1 main system with at least 2 circuits operating separately, 1 of which must operate on at least 2 of the 3 wheels,</p> <p>b) An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.</p>	<p>15.15.3.7 A sidecar must have a brake system which must consist of:</p> <p>a) 1 main system with at least 2 circuits operating separately, 1 of which must operate on at least 2 of the 3 wheels,</p> <p>b) An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.</p> <p>c) A brake stop fitted to foot brake assemblies.</p> <p>For the back brake on side cars if the circlip that holds the brake pedal was to fail, the brake lever would and can move forward past the O ring that stops the brake fluid from leaking out, and would not hold and causing brake failure.</p>	At this point the RRC does not support this idea without more information and requests a better explanation accompanied with some drawings and photo's	

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RR1026	Motolite Class	Greg Eppis	<p>Email received from Greg Eppis I am confused as to the health of the juniors and see bike cost and cross over use of bikes as one of the reasons. I really think that if you made the current motolite race bikes suitable for junior road racing, then half of the dirt track parents would buy one as it would be spares for their dirt track bikes (same engines, same desired power curve) and very cheap for the kids to go racing.</p> <p>It would also add value to the current motolite class and we have heaps already in Australia.</p> <p>Dirt track bikes are between 25-27hp for the 85-150 class with 11-16 year olds racing on dirt within centimetres of walls and very little traction, motolites are heavier with 26-29hp and would be perfect for 12-14 year olds in road.</p> <p>Leave it as motolite rules yet make the 28mm carbie a junior addition and the power will fall back to the same as the current fastest dirt bikes.</p>	-	RRC feel that the current rules and age groups in 15.17 and 15.18 would accommodate Greg Eppis' boys in a cost effective manner, but welcome some further discussion on the Motolite class which they are not so familiar with.	

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RR1027	Side numbers	Tom Williams	12.6.1.4 c) i) ii)	Allow for either side numbers or rear numbers and not necessarily both	RRC Agrees in part and still sees the need for rear numbers for inside corner Marshalls as a machine leans into a corner with the rear number facing the Marshal and suggests the following: Delete rule 12.6.1.4 "c) i) & ii)" Add New Rule 12.6.1.2 f) For Road Racing a <u>minimum</u> of 2 allocated numbers and number plates are required i) one on the front, either in the centre of the fairing or slightly off to one side; ii) one across the top of the rear seat section with the top of the number facing towards the rider	
RR1028	Rule removal	PT	15.6.0.9 w) Supplementary radiator may be added	Remove rule 15.6.0.9 w) as no one is using it	RRC Agrees to remove this rule	
RR1029	Rule amendment	PT	15.6.0.7 C) 15.7.0.10 C)	To be reworded as follows: "OEM Top rear chain guard"	For better rule interpretation and clarification as well as keeping in line with other classes	
RR1030	Rule amendment	RRC	15.9.0.8 a) Add the words "Master Cylinder"	15.9.0.8 a) to read: "brake pads, brake hoses and master cylinder"	RRC Agrees as some models come supplied with a small diameter master cylinder, which creates a disadvantage to other brands and insecure braking ability	
RR1031	Rule amendment	RRC	15.6.0.1 f) ii) 15.7.0.2 15.8.0.1 h) 15.9.0.1 g) At least 20 production machines.....	This quantity of 20 units should be somewhere in the vicinity of 200 units	RRC to check with the various distributors to get a better idea of numbers imported to Australia	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1032	Rule removal	PT	15.6.0.8 Data acquisition equipment	Suggested removal of this equipment in the Superbike class in order to lessen the costs of racing in the class	RRC does not support this rule removal as it would create more instability in the class and serve no substantial cost saving as riders that have invested in data acquisition equipment already would have to test more often prior race meetings to collect the necessary data	
RR1033	Rule amendment	RRC	15.10 250 Production Class	Change the class rules to accommodate the new machines being imported, new class heading to read: 15.10 250/300/500 Production Sup regs to specify which capacity production is being run with no parity restrictions	RRC Agrees and with nominating the capacity of the class in the sup regs, allows just the one set of production rules in the GCR's and thus making for easier rule finding	
RR1034	Rule Amendment	RRC	15.10.0.1	15.10.1 Delete the words 250 production machines will be subject to air inlet restrictors..... New Rule to Read: Subject to the required and permitted alterations set out below 250/300/500 Production machines must:	RRC Agrees to reflect the new class rules and accommodate all distributors with no parity air restrictors	
RR1035	Rule Amendment	RRC	15.10.0.1 F) Be manufactured with a 250 four stroke engine	15.10.0.1 f) to read: "Be manufactured with a 250/300/500cc four stroke engine with a max two cylinders" with the capacity nominated in the sup regs for the particular event	RRC Agrees to reflect the new class rules and allow all distributors to participate with their new models whilst still allowing the previous 250 models to participate	
RR1036	General Business	Derek Rumble	Suggested introduction of a new Veterans Road Race Production based class	A production based veterans road race class with a minimum age 45 years old	RRC Seeks expressions of interest for this type of class in Road Racing	
RR1037	General Business Starting Grids	PT	15.24.2.2 States that the grid formation is 4x4x4x	FIM now have adopted a 3x3x3x Grid formation for various reasons, but they have found less start line and first corner incidents, so for safety reasons we should adopt this for all solo races as it is a big job for track owners to change the grid for different events	RRC Agrees for both safety at first corner and less congested start which will provide for cleaner & safer starts as well as providing a better grid length for television and the paying public	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
RR1038	General Business	RRC	13.2.8 Categories for Senior Australian Championships	RRC Suggest that Australian Championship status should not be awarded to new classes for 12 months or until they have the numbers of entries and are well supported in their first year	250/300/500 Production not be awarded Championship status in the first year and therefore remove 250 production. Remove 250 Women's production from Championship till numbers of entries grow. Superstock 1000 to be changed to all grades. Remove Production from the list.	
RR1039	General Business	PT		That a response of the RRC acceptance of all incoming correspondence and its response and recommendations to the states be sent back to the sender of the correspondence	RRC agrees with this procedure in order to keep better communication with the riders, licence holders and all interested parties	
RR1040	General Business Rule Amendment	Garry Thomas	12.8.8.4 Remove the words " where the sprocket teeth are further than 30mm from a frame member or swing arm "	12.8.8.4 New Rule to Read: " Projecting Front/Countershaft sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded. For safety reasons and the rule is ambiguous and is open for misinterpretation	RRC Agrees that where at all possible these sprockets should be guarded from trapping hands and fingers and as most machines come fitted with guards from the manufacturer, it would bear no extra cost to the competitor.	
RR1041	General Business Rule deletion	RRC	12.8.8.5	Delete rule 12.8.8.5 as it is not required any more with the rule 12.8.8.4 Amendment in RR1040	RRC Agrees, as with the proposed rule amendments in this section, it adds confusion to the rule book	

Meeting closed 1.00pm Sunday 5th May

Distribution:

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