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Road Race Commission Meeting Minutes

Meeting held 24th & 25th March, 2018

PRESENT: Derek Rumble (Chair), Julie Waters, Tim Hewitt
APOLOGY: NIL
MEETING OPENS: Saturday 24th March

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
RR1318		Welcome / apologies	Chair welcomes those present and opens the meeting.		
RR1319		Confirmation of minutes	Minutes of the 2017 meeting are confirmed as a true record of the meeting.		Moved J.W, Seconded T.H
RR1320	C. Barton	9.22.6 Moto3	9.22.6 b) Minimum total weight of motorcycle without rider - empty of fuel but with other fluids at optimum levels must weigh no less than 84kg	<p><u>Change Rule</u></p> <p>9.22.6 b) Minimum total weight of motorcycle and rider must be no less than 149kg on completion of the race/qualifying, as per FIM. Where a stock/control class of Moto3 is competing against FIM spec machines, a minimum weight of 135kg on completion of race/qualifying.</p> <p>Rationale: The 2017 rule change where stock (homologated) Honda NSF were in use, an unfair advantage was gained when the bike only weight rule was implemented riders of 45 - 48kg against riders of 60kg+ was often seen. With no engine tuning permitted, the loss equated to that of approx. 4HP or more.</p>	<p>RRC do not recommend this change. How is Stock / FIM policed? Weight limits are not appropriate - 14 kg over 135 kg is effective handicapping? With no regard for rider ability? Too generalised. Is not applied in any other class.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
RR1321	C. Barton	9.22 Moto3	9.22 Revert back to 2016 Rules for manufacture and homologation of machine and electronics	<p>Change Rule:</p> <p>9.22 Revert back to 2016 Rules for manufacture and homologation of machine and electronics. As per the 2016 Moto3 regulations (GCR 10.22), these rules mirror the Moto3 rules for the FIM.</p> <p>Rationale: The changes implemented for the 2017 season had a detrimental effect on Moto3 grid numbers to the point that the class lost National Championship status. There is now no reason to restrict to one brand enforcing potential wildcards or international riders (ATC Red Bull Rookies) the opportunity to compete/test FIM spec equipment in any domestic competition. Adoption of the FIM rules will allow machines previously used in Australian domestic competition back on the grid.</p>	RRC endorse this proposal.
RR1322	C. Barton	9.23 250GP Mono	9.23.1.1 a) d) e) Use of the term homologated	<p>Remove Rule</p> <p>9.23.1.1 a) d) e) remove references to homologation as there is none in any respect to this class.</p> <p>Rationale: The 250GP Mono/Moto3 rules need to be revisited completely. MA do not currently have any homologated lists held/filed. 250 Mono as a class has not been promoted or run as such/or by the current MoMS since 2010/11. A 250 Mono can be covered in/by the Moto3 rules but a Moto3 cannot be a 250 Mono.</p>	RRC endorse this proposal.

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
RR1323	C. Barton	9.19.8.1 h) ECU Homologation	9.19.8.1 h) Wiring loom, plug-in fuel injection/ignition control units and the manufacture nominated racekit ECU and/or MA approved ECU. OEM ECU may be reprogrammed.	<p>Add Rule:</p> <p>9.19.8.1 h) Wiring loom, plug-in fuel injection/ignition control units and the manufacture nominated racekit ECU and/or MA approved ECU. OEM ECU may be reprogrammed. Manufacture nominated racekit ECU to be nominated for homologation by 31/12/18</p> <p>Rationale: As experienced by those setting up bikes for the forthcoming season, there currently is no homologation list of approved racekit or manufacture nominated ECU's. To the best of my knowledge there is no list available from previous seasons of any manufacture nominated ECU readily available. This information should be made readily available.</p>	RRC do not endorse - We have no control over when manufacturers release ECU's. If this rule is changed it follows that an ECU released in January in a given year may not be used until the following year. This is not desirable.
RR1324	Julie Waters	Wildcards	No existing rule	<p>Discuss:</p> <p>There is no existing rule but it has always been at round 1 (WSBK) where MA run the first round of our championship, riders have had to choose which round 1 they would race either ASBK or WSBK and now we have 3 wildcards competing in WSBK and ASBK. I would like to discuss this further as I find this to be an unfair advantage to all who compete in the ASBK round 1.</p> <p>Rationale:</p> <p>Additional test time, additional track time, bike spec - all over and above ASBK allowance given - unfair advantage to all competitors.</p>	RRC do not endorse this proposal. Review of this year and last year ASBK/ WSBK events show the reality that there is no real benefits to WSBK wildcards carried into ASBK races. Alternatively, in future the WSBK meeting possibly not include ASBK championship round.

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
RR1325	Ross Edwards	Cameras	All Disciplines, General Rules, Cameras Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.	Rule Change: All Disciplines, General Rules, Cameras Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer. Cameras mounted to any part of the body are not permitted. Rationale: After the banning of helmet cameras I have noticed a trend towards and have been asked if chest mounted cameras are permitted. Although not banned specifically, it is of great concern from a safety point should a rider crash and land face first on any track surface. A ban on body mounted cameras to go along with the ban on helmet cameras would remove the safety concern.	Noted and discussed with all Commissions.
RR1326	MA	9.18.3, 9.19.3, 9.9.20.3, 9.21.3	Currently there are set dry weights for individual engine configurations of machines. Adding in a post-race wet-weight	Rule Addition: Introducing a post-race wet-weight minimum limit.	Change "dry weight" to "post - race wet weight". This means all weights will need to be reviewed.
RR1327	MA	9.11	Machine and rider identification	Rule Change: Increasing number of requests for stylised numbers - this section needs to be reviewed.	RRC do not endorse this proposal. Current system working well. Change will create extra workload for officials etc .
RR1328	MA	9.17.11.7	Wheels and Tyres	Rule Change: Wheel valves are open - right angles valves may be used - wording to be determined.	No existing rule. Suggest - "Wheel valve stems may be angled type. Valve stems must not protrude beyond rim edge"
RR1329	MA	9.18.5 d), 9.19.5 d), 9.20.5 c), 9.21	Pollution in air injection control systems.	Rule Addition: The rule that applies in all other classes needs to be added into the Production class.	RRC endorse this proposal. Cut and paste 9.18.5 (d) into 9.21.4.1 and make it (r)

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
RR1330	Julie Waters	9.17.1.7 f)		<p>Rule Change:</p> <p>Rescind Subframe change</p>	<p>RRC do not endorse this proposal. Rule Bulletin #1846 to remain unchanged. To become 9.17.1.7 (f)</p>
RR1331	Mick Alton	9.25, 9.26, 9.27	New class, existing rules F1 9.26.8.1 and F2 9.27.7.1 do not allow older existing engines over 1000cc or either 2 stroke to race.	<p>Rule Change:</p> <p>"Clubman class" for all sidecars with a Chassis and engine built pre 2002. Chassis may be "long" or "Short" configuration. Engine may be 4 stroke, 2 stroke or rotary, but must be pre 2002. (this is to stop later engines being used e.g. Hyabusa) Existing rules 9.25 to 9.25.64 still pertain to this class.</p> <p>Rationale:</p> <p>To increase the field of sidecars. It will give a class for older existing sidecars to race in. Sidecars need quantity on the grids at present, quality will come. We need to encourage this bikes out of sheds, Owners are reluctant to go to the expense of changing engines, however if they are out there racing others may obtain them and convert to current regulations. The age restriction on engines means that they will slowly need to be replaced as the wear out etc. This class to be allowed to run within the current field of F1 and F2 sidecars.</p>	<p>RRC do not endorse this proposal. The Commission welcomes the initiative, however it needs more work. How are chassis components dated? Who determines what is acceptable? We are concerned that rather than increase numbers , the result may be that the F2 class - currently showing growth - may be diluted by participants moving to the proposed Clubman class .We urge further discussion amongst the sidecar fraternity and interested parties, followed by a revised submission .</p>

MEETING CLOSES: Sunday 25th March