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Historic Road Racing Commission Meeting Minutes - Final

Minutes of the meeting held on the 18th & 19th April, 2015

PRESENT: John Simms (Chair), Alan Warner, Marcus de Caux.

APOLOGY: None

MEETING OPENS: 10:30AM

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR717		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	
HRR718		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Historic Road Race Commission (HRRRC) accepted as a true and accurate record of the meeting.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR719	Stephen Ward	14.1.0.1 / 14.4	<p>14.1.0.1 Categories for Senior Australian Championships HISTORIC ROAD RACING Solo up to 125cc Solo 132cc to 250cc Solo 263cc to 350cc Solo 368cc to 500cc Solo 526cc to 1300cc Sidecar up to 1300cc Period 2 up to 350cc Period 2 368cc to 1300cc Period 3 Formula 700 526cc to 700cc Period 4 Formula 750 526cc to 750cc Period 5 Formula 750 526cc to 750cc Period 6 250 Production solo 250cc Period 6 Formula 750 Solo 526cc to 750cc Period 6 Formula 1300 Solo 788cc to 1300cc</p> <p>14.4.0.1 For the purposes of determining eligibility there will be the following classes: Period 6 Formula 750 Solo 526cc to 750cc</p>	<p>Change Categories for Period 6 machines to:</p> <p>Period 6 250 Production solo 250cc Period 6 Formula 750 Solo 526cc to 1000cc Period 6 Formula 1300 Solo 788cc to 1300cc</p> <p>14.4.0.1 For the purposes of determining eligibility there will be the following classes: Period 6 Formula 750 Solo 526cc to 750cc (4 Cylinder Engines) Period 6 Formula 750 Solo 750cc to 1000cc (2 Cylinder Engines)</p> <p>This allows the twin cylinder bikes to be competitive. The difference in capacity is in line with the rules of the era and how they ran in the late 80's. The difference in capacity limits for 2 and 4 cylinder engines still exists in modern classes.</p>	<p>HRRC agree with this proposal. If implemented, it will be necessary to change the number plate colours to White with Black Numbers.</p>	
HRR720	Ken Horner	14.4.0.1	<p>14.4.0.1 For the purposes of determining eligibility there will be the following classes:</p> <p>Unlimited Solo 526cc to 1300cc (excludes Period 6) Sidecar Sidecar Up to 1300cc (excludes Period 6)</p>	<p>Change Rule:</p> <p>Unlimited Solo 526cc to 1300cc four cylinder 4-stroke 1600cc two cylinder 4-stroke (excludes Period 6) Sidecar Sidecar Up to 1300cc four cylinder 4-stroke 1600cc two cylinder 4-stroke (excludes Period 6)</p> <p>The Period 5 class is now Classic Superbike racing, which includes two and four cylinder machines, and it therefore requires a two cylinder engine parity; as in World Superbike Class.</p>	<p>HRRC does not support this proposal as it is well outside of any concessions made for the Period.</p> <p>The machines that this is designed to accommodate were not raced in this configuration in the period and would be better suited to running in Periods 3 or 4 with suitable modifications to make them comply with the change in category.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR721	Ken Horner	14.14.5	<p>14.14.5 Fuel: Historic Road Racing 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 5 & Period 6 solo machines) or, b) Unleaded that is no more than 100 RON, c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.</p>	<p>Change Rule:</p> <p>14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 6 solo machines) or, b) E85 Fuel (Period 5 solo machines only), c) Unleaded that is no more than 100 RON, d) Which contains no additives other than those added at the point of manufacture except for lubricating oil, e) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.</p> <p>Methanol was allowed in 1980 A classes between 1973-1980. It is Environmentally friendly and has been used in Australian V8 races since 2009. The costs of Methanol and E85 are less than Shell V Power and E85 is less volatile than petrol. Air cooled engines also operate at lower temperatures on these petrol alternatives.</p>	<p>HRRC do not support the introduction of Methanol for Period 5 solo machines as while it was available in the Period it was not common practice to be used.</p> <p>Additionally, E85 does not presently comply with the Australian Standards act and has not been homologated as per GCR 14.14.4 and 14.14.5.</p>	
HRR722	Christopher Thomson	14.14.5	<p>14.14.5 Fuel: Historic Road Racing 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 5 & Period 6 solo machines) or, b) Unleaded that is no more than 100 RON, c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000. 14.14.5.2 Leaded fuel, providing that: a) The fuel is purchased from suppliers approved by Environment Australia.</p>	<p>Add Rule:</p> <p>14.5.1.3 Executed fuel are not permitted.</p> <p>Not enforcing homologated fuels only punishes the honest and poor riders of Historic Racing. It also opens up the possibility for very special fuels to be used, that have the potential to double the horsepower of an engine on the same jetting. Testing needs to be enforced to ensure there is no unfair competition.</p>	<p>Refer to Item HRR721</p> <p>There are Rules to cover fuel testing and this may need to be considered more often by promoters of Meetings. HRRC feel that testing procedures and available equipment may need to be updated.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR723	Roland Skate	14.14.5.1	<p>14.14.5 Fuel: Historic Road Racing 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 5 & Period 6 solo machines) or,</p>	<p>Change Rule:</p> <p>14.14.5 Fuel: Historic Road Racing 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 6 solo machines) or,</p> <p>Period 5 air-cooled engines were allowed to run methanol in that period. Methanol allows the engines to run cooler and therefore longer between engine rebuilds/failures. Sidecars in Period 5 are already allowed to use methanol. A cooler running engine lasts longer, which means less out going costs for Historic racers, and Methanol is more environmentally sound than unleaded petrol. Cooler engines are also safer on the track.</p>	Refer to Item HRR721.	
HRR724	Christopher Thomson	14.15	ENGINES	<p>Although there are current Rules which specifically state the capacities, allowable exceeds etc., there is no way provided to enforce the Rules at events. Bring in a better method of measuring engine capacity and give some power to an Official on the day, where that a bike that is obviously outside the rules of the class is refused entry to the track (like in Supersport).</p> <p>Presently, there only needs to be one dishonest Official and a historic logbook having been issued, and anyone can race any size engine. It seems the riders or on site race officials have little or no power to stop a rider competing.</p>	<p>HRRC do not support this proposal.</p> <p>There are Rules in place that allow engine measuring and this has taken place in the past. It is something that Officials may need to be made more aware of. Where a competitor feels there is an oversize engine being run it should be pointed out that they also have the opportunity to protest the machine in question.</p> <p>HRRC recommend that less invasive equipment should be investigated in order to simplify the measuring of capacities which may encourage more frequent checking.</p>	
HRR725	N. Taylor	14.21	Period 6 Solo Requirements and Prohibitions	The current Period 6 Solo rules do not represent the period being raced. They need to be clear and unambiguous. All proven period modifications should be allowed.	Certain modifications are already allowed. HRRC recommend that where a machine has had allowable modifications made to it, that Period documentation should be available at all race meetings in case of a protest or query by an Official.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR726	N. Taylor	14.21.1.1	14.21.1.1 Period forks: a) Conventional forks of a type manufactured in the period, b) Conventional forks which replicate the type manufactured in the period. See GCR 14.21.3.5 for exception.	Change Rule: 14.21.1.1 Period forks: a) Conventional forks of a type manufactured in the period, b) Conventional forks which replicate the type manufactured in the period, or c) Inverted forks, if proven as a period modification. The current rule allows only 2 models (Suzuki and Ducati), however inverted forks were a proven period modification; with usage by the Superbike teams worldwide. Aftermarket and kit modifications were prevalent in 1989.	HRRC is satisfied with the current Rule for the Formula classes however we recommend that consideration be given to proven Period modifications on a case by case basis. HRRC recommends a new class for Period 6 to allow modified machinery such as the so called '7/11' machines to compete outside of the Formula rule structure and believes all situations would therefor be covered. See Item HRR727.	
HRR727	Dean Oughtred	14.21.1.4 (should be 14.21.1.5)	14.21.1.5 Formula 750/1300 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. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period.	Change Rule: Allow the "7/11" frame/engine combination in the Period 6 Formula 1300 Class. This frame/engine was used in the Period by various manufactures including Suzuki, Yamaha and Kawasaki.	HRRC recommend introducing an Unlimited Class to Period 6 in order to allow the so called '7/11' bikes and similar to compete without destroying the integrity of the Formula classes. It is expected that if approved, this class would run concurrently with the Formula classes negating the need for extra races. This will require Formula 1300 machines with current Log Books to be reassessed.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR728	Stuart Lomax	14.21.3.5	14.21.3.5 Inverted forks are excluded unless originally fitted to the motorcycle represented. Only original inverted forks may be used.	<p>Change Rule:</p> <p>14.21.3.5 Only inverted forks and yolks of a type manufactured and proved to have been used in the period may be used.</p> <p>High performance conventional forks are permitted as per rule 14.21.1.1. Therefore high performance inverted forks of the period should be permitted to allow race bikes built and raced in the period to compete using the same components as they originally raced with. This is not unfair advantage as under current rules modifying the original inverted forks with the latest modern internals is permitted as long as the external appearance is visually indistinguishable from original. Surely historic racing should be supporting genuine race bikes of the era being raced as close as possible to the specification and appearance as they were in the period represented.</p>	HRRC believes the current rules to be correct but will give due consideration to proven Period modifications on a case by case basis.	
HRR729	Rory Ribel/Brett Preston	14.21.3.8	<p>14.21.3 Prohibited uses: Period 6</p> <p>14.21.3.8 The following machines or their major components:</p> <p>a) Kawasaki ZXR 750 J b) Yamaha FZR 1000 RU c) Suzuki GSX-R1100 M d) Yamaha TZ250B V-twin</p> <p>Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR14.12.</p>	<p>14.21.3 Prohibited uses: Period 6</p> <p>14.21.3.8 The following machines or their major components:</p> <p>a) Yamaha TZ250B V-twin</p> <p>Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR14.12.</p> <p>To be eligible for racing, the motorcycle must be a production model manufactured between 1983-1990.</p> <p>We would like the rule changed to reflect what has happened in Period 6 250 Production Class - where you changed the rule to allow VJ22's to be raced. Currently it is extremely difficult to purchase 750 based machines to run in Formula 750 unless it is a GSXR750.</p> <p>Even if you could find an RC30 or OW01, you would be unable to compete as these machines were all Superbikes of the day.</p>	HRRC do not agree with this proposal at this time. We feel that further investigation is required and the intent of the Rule proposal needs greater definition. HRRC recommends the proponents of this are contacted for further detail.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR730	HCMC WA	14.21.3.11	<p>14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM):</p> <p>a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,</p> <p>b) External gearing and drive chain,</p> <p>c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),</p> <p>d) Brake pads and brake hoses,</p> <p>e) Exhaust system, provided it is similar to OEM,</p> <p>f) Handlebars,</p> <p>g) Hand and foot controls,</p> <p>h) Front fork springs and internals,</p> <p>i) Rear shock and/or spring,</p> <p>j) Instrument cluster may be removed or replaced,</p> <p>k) Unnecessary brackets may be removed.</p> <p>All other parts must remain as supplied by the manufacturer</p>	<p>Change Rule to include one of the following:</p> <ul style="list-style-type: none"> - Adopt wheel size restrictions as per the other classes in Period 6, - Adopt rim width restrictions as per the best available in the Period 6 250 Production - being 3" front and 4.5" rear (no diameters restrictions), or - Use a Homologated tyre list (this was how it was managed during that era) <p>Current rule restrictions provide unfair competitive advantage to a minority of Period 6 machines with OEM 17" rims. The selection of tyres available for this size wheel is better, and a higher grip level can be found. Homologated 18" and 17" tyres with comparable grip levels were required to be used for that era and should be the same today to encourage fair competition.</p>	<p>HRRC do not agree with this proposal.</p> <p>Production Racing is and always has been for lightly modified Production based machines - with modifications based on making a Production machine suitable for racing conditions. When lap times and other classes are compared there appears to be minimal advantage in changing to 17 inch rims for this class. HRRC recommend that further investigation would be required to obtain their endorsement in favour of a change from what has always been considered correct for Production Racing.</p> <p>It should be pointed out that machines modified by changing the rear wheel etc can run in Period 6 Lightweight and could run slick tyres on either 18 or 17 inch rims.</p>	
HRR731	Hartwell MCC	14.21.3.11	<p>14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM):</p> <p>a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,</p> <p>b) External gearing and drive chain,</p> <p>c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),</p> <p>d) Brake pads and brake hoses,</p> <p>e) Exhaust system, provided it is similar to OEM,</p> <p>f) Handlebars,</p> <p>g) Hand and foot controls,</p> <p>h) Front fork springs and internals,</p> <p>i) Rear shock and/or spring,</p> <p>j) Instrument cluster may be removed or replaced,</p> <p>k) Unnecessary brackets may be removed.</p> <p>All other parts must remain as supplied by the manufacturer</p>	<p>Include clause:</p> <ul style="list-style-type: none"> - All bikes in this class are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165. <p>A fair competition in 250 Productions would be to allow all machines in the class to run 17" rims - both a period modification and manufacturer choice on some machines. A maximum rear tyre width of 165 would stop riders attempting to use tyres that are too large. 17" tyres 110 for the front, and 165 for the rear are readily available DOT rated treaded tyres.</p>	<p>Refer to Item HRR730.</p>	

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HRR732	Mark Boddy	14.21.3.11 d)	14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): d) Brake pads and brake hoses,	Change Rule: 14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): d) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model. It has become more difficult to obtain usable original discs. This makes the cause clear, and consistent with GCR 13.22.4.1 e)	HRRC supports this proposal as long as the criteria in the proposal is followed.	
HRR733	A. Warner	14.6.1 Log Book Application Procedure	N/A	Change Procedure: Appoint State based inspectors who would take all machine details and provide meaningful photos which could then be forwarded to the Historic Road Race Commission for assessment. This could be instituted by issuing a Provisional Log Book based on a similar application to the one used at present. After which the applicant would need to present the machine for a detailed inspection within a predetermined time frame. This could be at a race meeting or at the Inspectors home or at a mutually convenient place.	HRRC agrees with changing this procedure and welcomes further input from interested parties.	

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HRR734	Marcus De Caux	14.19.3.5	<p>14.19.3 Prohibited uses: Period 4 ... 14.19.3.5 The following machines or their major components: a) Kawasaki 900Z1, b) Yamaha TZ, c) Yamaha RD.</p>	<p>Change Rule:</p> <p>14.19.3.5 The following machines or their major components: a) Kawasaki 900Z1, b) Yamaha TZ, c) Yamaha RD.</p> <p>Due to the reduced numbers competing in Period 4 Unlimited it is proposed to allow the introduction of Kawasaki 900 Z1 into this class.</p> <p>The class has historically been dominated by big bore Honda CB750 machines which are harder to find and very expensive to modify to the extent they need to be to be competitive.</p> <p>Additional suggestions which would help increase entry levels would be appreciated.</p>	<p>HRRC support this proposal as it should improve numbers and variety in this class.</p>	
HRR735	Max Hooper	14.4	<p>14.4 CLASSES 14.4.0.1 For the purposes of determining eligibility there will be the following classes: ... Sidecar Up to 1300cc (excludes Period 6)</p>	<p>Change Rule:</p> <p>14.4 CLASSES 14.4.0.1 For the purposes of determining eligibility there will be the following classes: Sidecar Up to 1300cc (excludes Period 6)</p> <p>As sidecar entries at major events such as the Island Classic are falling it would be appropriate to add Period 6 Sidecars to the available classes which would then ensure there were enough entries for Sidecars to participate.</p> <p>The main issue is that Period 3 sidecars are not suitable for the faster GP style tracks which is affecting numbers entering and created the situation in 2015 where sidecars did not run at the Island Classic therefore depriving period 4 and 5 competitors the opportunity to compete.</p>	<p>HRRC do not support this proposal as the style of sidecar that would run would not be visually any different to a Modern Formula 1 machine. The only difference would be engines, brakes and wheel diameters.</p>	

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HRR736	J. Simms	14.18.1	<p>14.18 PERIOD 3 SOLO 14.18.1 Requirements: Period 3 14.18.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM3 width on all wheels. 14.18.1.2 Oval number plates. 14.18.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm.</p>	<p>Add Rule:</p> <p>14.18.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.</p> <p>Include the wording of GCR 14.19.1.4 into Period 3 Requirements and make engine protection compulsory in Period 3 as an added means of minimising oil spills. While a lot of machines are dry sump there are also many that aren't and these should be protected from contact with the track.</p>	HRRC supports this proposal, as everything that can be done to avoid oil spills should be done.	
HRR737	J. Simms	14.11.3.3	<p>14.11.3 Log Books 14.11.3.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 14.6.6.3. 14.11.3.2 Log book application forms are available on www.ma.org.au or from State Controlling Bodies. 14.11.3.3 Log book applications may not be processed if lodged within six weeks of the Championship.</p>	<p>Change Rule:</p> <p>14.11.3.3 Log book applications may not be processed if lodged within six eight weeks of the Championship.</p> <p>The work load leading up to a National Championship or other major events increases to the point where it is impractical for the Commission to deal with the applications effectively within 6 weeks, particularly in light of the poor presentation of applications received.</p>	HRRC supports this proposal.	
HRR738	Marcus De Caux	14.16.2.9	<p>14.16.2 General Frames and Parts ... 14.16.2.9 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.</p>	<p>Change Rule:</p> <p>14.16.2.9 Frame protection devices may be added to run lengthwise along the frame, providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.</p> <p>Some competitors have fitted what in effect is a crash bar being vertical to the ground which is not going to have the desired protection.</p>	HRRC supports this proposal and recommends the removal of incorrect fixings if this proposal is approved.	

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HRR739	Marcus De Caux	14.21.1.4 f)	<p>14.21 PERIOD 6 SOLO</p> <p>...</p> <p>14.21.1.5 Formula 750/1300 Based Machines</p> <p>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. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period.</p> <p>The following items must remain standard to the original specification to comply with Formula classification:</p> <p>...</p> <p>f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, internal fairing dam or catch tray must have a capacity of 2.5 litres for 2-strokes and 3 litres for 4-strokes.</p>	<p>Change clause f):</p> <p>f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, internal fairing dam or catch tray must have a capacity of 2.5 litres for 2-strokes and 3 litres for 4-strokes, and contain no less than two holes, each of 25mm which may only be opened in wet race conditions.</p> <p>This is to allow for drainage in a wet race reducing the likelihood of water surging out of the dam and onto the tyres causing a safety issue.</p>	HRRC supports this proposal.	
HRR740	Marcus De Caux	Log Book Suspensions	N.A	<p>There has been several instances where it has been recommended for various reasons that Log Books be withdrawn (suspended) for some machines and nothing has occurred to the knowledge of the HRRC.</p> <p>There needs to be a procedure developed to provide adequate communication to ensure the integrity of the Competition is maintained.</p>	HRRC recommends urgent action be taken in this matter.	

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HRR741	HRRC	14.14.5.2	<p>14.14.5 Fuel: Historic Road Racing 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 5 & Period 6 solo machines) or, b) Unleaded that is no more than 100 RON, c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000. 14.14.5.2 Leaded fuel, providing that: a) The fuel is purchased from suppliers approved by Environment Australia.</p>	<p>Change Rule: 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 5 & Period 6 solo machines) or, b) Unleaded that is no more than 100 RON, c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000, or e) Leaded fuel. 14.14.5.2 Leaded fuel, providing that: a) The fuel is purchased from suppliers approved by Environment Australia.</p>	<p>HRRC recommends this proposal. Environment Australia is not in existence any more.</p>	
HRR742	HRRC	14.15.6.1	<p>14.15.6 Engine Capacity Tolerances 14.15.6.1 The actual engine capacity of a machine competing in a capacity class in Historic Road Race may not exceed the prescribed capacity for that class by more than 5%.</p>	<p>Change Rule: 14.15.6 Engine Capacity Tolerances 14.15.6.1 The actual engine capacity of a machine competing in a capacity class in Historic Road Race may not exceed the prescribed capacity for that class by more than 5% provided that the upper limit of 1300cc is not exceeded.</p>	<p>HRRC recommends this proposal. This change to Historic Road Racing is consistent with GCR 14.15.1.2.</p>	
HRR743	HRRC	National Championships	N/A	N/A	<p>HRRC is concerned that there are no applications as yet for the right to host and run the 2016 National Championships for Historic Road Racing. We recommend that MA requests applications as a matter of urgency.</p>	
HRR744	HRRC	Competitor Levels	N/A	N/A	<p>HRRC welcome suggestions regarding the encouragement of greater participation in the earlier classes; in particular Periods 2,3 and 4.</p>	

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HRR745	HRRC	14.5.0.4	<p>SECTION 14C: COMPETITION RULES 14.5 GENERAL ELIGIBILITY ... 14.5.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.</p>	Delete Rule.	<p>HRRC recommends this proposal.</p> <p>It is both confusing and is covered elsewhere in the Historic Road Racing chapter.</p>	
HRR746	HRRC	14.6	<p>14.6 RIDER ELIGIBILITY 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>Change Rule:</p> <p>14.6 RIDER MACHINE ELIGIBILITY 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>HRRC recommends this proposal.</p> <p>The rule should refer to the machine rather than the rider.</p>	
HRR747	HRRC	14.6.0.1	<p>14.6 RIDER ELIGIBILITY 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>Change Rule:</p> <p>14.6 RIDER ELIGIBILITY 14.6.0.1 Competitors Machines are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>HRRC recommends this proposal.</p> <p>This clause should refer to the machine rather than the competitor.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR748	HRRC	14.6.1	<p>14.6.1 Log Books 14.6.1.1 Log books are mandatory for Historic Road Racing competitions. 14.6.1.2 Issuing of a log book is regarded as acceptance by MA of proof of eligibility of modifications as presented. This does not remove the rights of challenge or protest. 14.6.1.3 Log books must: a) Be produced by the entrant at scrutineering, b) Be available for presentation at any other time during the race meeting, c) Contain provision for scrutineers to record any alterations or changes to machine. d) Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes.</p> <p>14.6.1.4 International Competitors a) Bona fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA, b) Overseas competitors' machines must comply with either their own competition rules or those of Australia, and not be a combination of both to gain a competitive advantage. 14.6.1.5 With the exception of machines covered by GCR 14.6.1.4, machines that do not hold a log book cannot compete. 14.6.1.6 Log book application forms are available from MA, the MA website www.ma.org.au. 14.6.1.7 To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au.</p>	<p>Change Rule:</p> <p>14.6.1 Log Books 14.6.1.1 Log books are mandatory for Historic Road Racing competitions. 14.6.1.2 With the exception of machines covered by GCR 14.6.1.7, machines that do not hold a log book cannot compete. 14.6.1.3 Log book application forms are available from MA, the MA website www.ma.org.au. 14.6.1.4 To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au. 14.6.1.5 Issuing of a log book is regarded as acceptance by MA of proof of eligibility of modifications as presented. This does not remove the rights of challenge or protest. 14.6.1.6 Log books must: a) Be produced by the entrant at scrutineering, b) Be available for presentation at any other time during the race meeting, c) Contain provision for scrutineers to record any alterations or changes to machine. d) Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes. 14.6.1.7 International Competitors a) Bona fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA, b) Overseas competitors' machines must comply with either their own competition rules or those of Australia, and not be a combination of both to gain a competitive advantage.</p>	<p>HRRC recommends this proposal.</p> <p>Move these clauses to GCR 14.6.1.2 as they reflect clauses related to Log Books rather than International competitors.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR749	HRRC	14.6.0.1 b)	<p>14.6 RIDER ELIGIBILITY 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>Change Rule: 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next available capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>HRRC recommends this proposal</p> <p>This is designed to allow a machine to bump an extra class when the next scheduled capacity class may not run due to the lack of entries.</p>	
HRR750	HRRC	14.6	<p>14.6 RIDER ELIGIBILITY 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>Add Rule: 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era, OR d) Alternatively, but not combined with clause b), the next era class for the machine capacity. e) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>HRRC supports this proposal provided that each instance is considered in isolation and is subject to the approval of the RCB.</p> <p>In adding a new Rule to allow the bumping up of an era, HRRC recommends that the machine could only jump an era OR a capacity class, not both at the same time. This has been done successfully at several National Championships.</p>	
HRR751	HRRC	Commission Meeting	N/A	N/A	<p>HRRC would like to congratulate the Board for reverting to the previous format for holding Commission Meetings. We had several visitors to our part of the meeting and their input was invaluable. We would like to think this will continue into the future.</p> <p>We would also like to thank the staff for their assistance during the lead up to the meeting, during the meeting and following up after the meeting.</p> <p>HRRC thanks all concerned.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR752	Mark Boddy	14.21.3.11 d)	14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): d) Brake pads and brake hoses,	Change Rule: 14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): d) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model. It has become more difficult to obtain usable original discs. This makes the cause clear, and consistent with GCR 13.22.4.1 e)	HRRC support this proposal as long as the criteria in the proposal is followed.	
HRR753 JO781 RR1251	J Clancy	Sidecar Practice Involving Jnr Riders	N/A Similar to 2013 GCR: 15.12 125cc GP CLASS 15.12.1.1 14 year old competitors may participate in the 125cc GP class or the 250 GP Mono class only provided they: a) Satisfy their SCB of their competence, b) Obtain a licence endorsement for Road Racing only, c) Compete in the 125cc GP class or in combined classes with similar performing machines. e.g.. 250cc Production, 400cc 4-Stroke. d) State legislation will override these rules where applicable	Allow juniors 14-16 to PRACTICE on a Road Racing sidecar at MV Practice Days, Junior Development Days, or Come & Try Days. Other disciplines do not have any age restrictions. The encouragement of juniors on sidecars may lead to better participation in senior race down the track. Motorcycling UK and Motorcycling NZ do not have any rules in place at this stage to accommodate this Rule change. Add Rule: 14.22.0.3 Junior licence holders, aged 14 - 16 years, may participate in the practice sessions of Period 3, Period 4 or Period 5 sidecar classes only provided they: a) Ride with an experienced MA National senior licence holder or Road Racing coach, b) Have held a MA National junior licence for a minimum of 2 years prior, c) Wear a fluoro vest (rider and passenger) to distinguish the sidecar from other senior riders on track, d) Are supervised at an event where a ratio of one or two sidecars per coach is applicable. d) State legislation will override these rules where applicable.	HRRC cannot support this proposal as junior licence holders are unable to be on track with seniors.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR754	Ralph Freeman	1.1.0.21	1.1.0.21 "Motorcycle" means and includes: a) Solo - a one-track vehicle with two wheels with the drive through the rear wheel.	Change Rule: 1.1.0.21 "Motorcycle" means and includes: a) Solo - consisting of a frame, the structure or structures used to join any steering mechanism at the front of the machine, the engine, gear box and all components of rear suspension. In some disciplines a "change of machine" can be allowed, with what can be changed being stipulated within the SR's - and allows for confusion. Intrinsic parts which make up the machine should allow more understanding.	HRRC does not support this proposal as it seems to complicate what is a simple definition of a solo motorcycle.	
HRR755	Lech Budniak	Scrutineers	N/A	2.5.x.x Scrutineer The Scrutineer checks all motorcycles for compliance with the corresponding discipline's rules and Supplementary Regulations. This is done at the beginning of the meeting (and at other times if required) and for all motorcycles involved in accidents, prior to being permitted to return to the track. The Scrutineer report to the Chief Scrutineer, who then reports to the Clerk of Course. The is no definition of the Scrutineer's role. This has caused confusion about whether the Scrutineer is to ensure the compliance with the rules (which indirectly ensures safety), or whether the role is to check every component of the bike for safety. This is problematic as the Scrutineer could be judged as legally liable for an unsafe motorcycle. Widely varying standards are being enforced by well meaning Scrutineers making up their own rules and excluding riders because of them. If an item is important enough to exclude a bike, it should be listed in the discipline's requirements. How else can newcomers know the machine requirements?	HRRC recommends this be referred to the Officials Committee for definition as it is not within the scope of the HRRC. We do believe however that a Scrutineers role is to ensure that machines are in compliance with the rules of the relevant discipline.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
HRR756	Murray Garlan	Flags	N/A	<p>Introduce a Rule that ensures a Yellow Flag is available in pit lane for someone to use in an emergency. Penalties would apply for deliberate misuse.</p> <p>This addition would improve rider safety with minimal risk. As Flag Marshals are spread thinly around the Track, once a Yellow Flag has been waved, why not have someone in Pit Lane waving one more to ensure riders are aware of situations up ahead. There has been the case of a rider stalling a motorcycle at a start line and, being near the front, was hit from behind by a rider who was unaware of the situation. The second rider could not see the Yellow Flag being waved from the right-hand side of the Track (closer to the start line).</p>	<p>HRRC does not support this proposal.</p> <p>It is our belief that a person acting as an Official who had not signed on as such or attended the Officials Briefing would be contravening Rules that govern the running of a race meeting.</p>	

MEETING CLOSES: 3.30PM Sunday 19th April