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## Historic Road Race Commission Meeting Minutes

Minutes of the Historic Road Race Commission meeting held at the Airport Motel and Convention Centre on 8/9<sup>th</sup> May 2010

**PRESENT:** John Simms (Chairman), Marcus De Caux, Alan Warner

**APOLOGY:** Nil

**IN ATTENDANCE:** Ross Martin, David White, Ron Kivovitch

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	SCB response
HRR461	Minutes Read		Minutes read and accepted	Business arising. Check Boards response re HRR412, HRR442, HRR448, HRR459 and resubmit if required.	The Commission believes these issues were approved in 2009 and wishes to check and resubmit if so.	Comm	
HRR462	Helmets	Comm	Enforce the use of Full Face helmets	The Commission recommends this action	Safety	SCBs	
HRR463	TZ 250 H & J	Rob Hinton	Include TZ 250 H & J into P5	The Commission does not support this action	Technologically in advance of other legitimate machinery	No action	
HRR464	Carburettors	Tony Gill	Make Carburettor a minor component	The Commission recommends this action	The definition is clear in MOMs and does not require listing in Major Components	N/A	
HRR465	Carbon Fibre	Marcus De Caux	Ban Carbon Fibre in all classes except for P5 mufflers	The Commission recommends this action	Carbon fibre was not in normal use and has the advantage of being lighter and stronger than fibreglass which was in general use	SCBs	
HRR466	Log Books	Comm	Required photo sizes to be detailed on application form.	The Commission recommends this action	Currently photos are being presented in various styles and formats making it very difficult to assess Log Book applications and to insert into Log Books. Recommended size to be 150 x 100	MA	
HRR467	Methanol in P5	Rex Wolfenden	Include methanol to P5 solos	The Commission does not recommend this action	This has been discussed many times in the past and there does not seem to be a sound reason for change.	No action	

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HRR468	Number Scripts	Marcus De Caux	Allow period scripts for Historic Racing	The Commission recommends this action	The numbers in use during all Historic Periods were quite easily read and there does not seem to be a sound argument for change	SCBs	
HRR469	P 3 Sidecars	John Simms	Investigate whether P3 Sidecars should be confined to front exit	The Commission recommends this action	To ensure conformity with the Period.	Comm	
HRR470	Prize money	David White	To insert rule forbidding the payment of prize money in Historic Road racing	The Commission recommends this action	The payment of Prize Money would create more eligibility issues than currently exist and could destroy the traditional camaraderie that usually exists.	SCBs	
HRR471	Period 2 Eligibility	David White	Change eligibility ruling for Period 2 to include rigid and plunger frames from Period 3 into Period 2	The Commission recommends this action	Should improve numbers in Period 2 classes while giving uncompetitive Period 3 machinery the opportunity to compete.	SCBs	
HRR472	Rule Structure	David White	Review rule structure	The Commission supports this action and will investigate.	The current structure is poorly written and ambiguous and open to interpretation. While only minimal changes to eligibility is envisaged it would be intended to make the reading and understanding of rules clearer to eliminate as far as practical the current problems of interpretation.	Comm	
HRR473	HRR 437	Bob Sayers	Review the blanket ruling of "Bumping of Classes" to disallow Period 3 Senior from bumping to Period 3 Unlimited	The Commission will review after the season in progress	It is considered to early to determine the effect of the rule change. Comments from all interested parties would be welcomed.	Comm	
HRR474	Period 6	Adrian McPherson	Introduce Period 6	The Commission is currently formatting a set of rules for Period 6	<b>See attachment 1</b>	SCBs	
HRR475	Sidecar Oil Pans	Brendan Ferrari	Enforce the use of oil catch trays for Historic sidecars	The Commission is sympathetic to this suggestion but has difficulty in supporting it at this time.	Historic sidecars are in the main not constructed in such a manner to allow catch trays to be fitted. Other options are being considered and any other suggestions will be welcomed	SCBs	
HRR476	Grid Sizes	Brendan Ferrari	Modify grids at PI to 44 for solos and 30 for sidecars	The Commission refers this to the track licencing authority	This is beyond the scope of the Commission.	MA	
HRR477	Helmet Labelling	Brendan Ferrari	Query regarding the lack of numbering of helmets on the new AS labels	The Commission believes there is no need for change	Imported helmets as well as the current AS stickered helmets do have the numbers inside the helmet so there should be no need for change. Helmets could be stickered the same as Motorcycles are at scrutineering	N/A	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	SCB response
HRR478	Cameras	Brendan Ferrari	Should there be a ruling regarding the use of helmet or bike mounted cameras?	The Commission refers this to the Safety Committee.	The Commission believes that no accessories including cameras should be fitted to helmets and is concerned regarding the implications if this is allowed to continue	MA Safety Committee	
HRR479	Ambulances	Brendan Ferrari	Does an Event Paramedic type of ambulance comply with 4.2.9.1.(e)?	The Commission refers this to the MA Board for clarification	Beyond the scope of the HRR Commission	MA Board	
HRR480	Mikuni Carburettors	Trevor Henderson	Change wording in rule 16.7.2.2 (d) to read "up to"	The Commission agrees with this recommendation	This is an omission from the changes made in 2009	N/A	
HRR481	Carburettors	Trevor Henderson	Insert new carburettor sizes in to P3 Sidecars	As above	As above	N/A	
HRR482	Methanol	Trevor Henderson	Methanol	The Commission does not support this action	Refer to HRR 467	N/A	
HRR483	16.2.01		Updating of P5 to Dec 31 82 to only include U/L?	The Commission disagrees with this statement	The Commission will check the Minutes from the 2009 Forum but is of the opinion that the intent was for all classes to be included	Comm	
HRR484	Engine protection covers	Trevor Henderson/ John Martin	Clarification required regarding the fitment of engine protection covers	The Commission does not recommend change at this time.	The Commission will review this during 2010 and welcomes further comment from promoters/competitors	Comm	
HRR483	Sidecar Fields at PI	Max Hooper	Review the current limit of 24 sidecars on the grid at Phillip Island	The Commission refers this to the Track Licencing Authority.	Beyond the scope of the HRR Commission	MA	
HRR484	4 Valve Heads	HMCRR of SA	Prohibit 4 valve heads unless originally fitted by the manufacturer.	The Commission supports this recommendation	There are manufacturers overseas who are developing 4 valve heads for various machines which if allowed would allow technology into the sport that didn't exist in the day.	SCBs	
HRR485	Bumping	HMCRR of SA	Refer to HRR 473	Refer to HRR 473	Refer to HRR 473	N/A	
HRR486	Engine Protection Covers	HMCRR of SA	Refer to HRR 484	Refer to HRR 484	Refer to HRR 484	N/A	
HRR487	Methanol	Roland Skate	Refer to HRR 467	Refer to HRR 467	Refer to HRR 467	N/A	
HRR488	Web Site	Lindsay Granger	Place all relevant information on MA Website	The Commission agrees with this suggestion	Better dissemination of information. The Commission is preparing lists etc for inclusion	Comm/ MA	
HRR489	Period 6	Jason Light	Refer to HRR 474	Refer to HRR 474	<b>See attachment 2</b>	SCBs	
HRR490	FIM Decibal Reductions	MA	Review noise limits for Moto X and Track Racing	The Commission recognises the need for action regarding noise emissions and supports reasonable and controlled change.	To allow continuance of all types of racing without upsetting near neighbours due to excessive noise emissions	MA	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	SCB response
HRR491	Log Books	Comm	Provide updated list of approved Log Books.	The Commission requests this be expedited ASAP	The Commission requires this to assist with creating a data base of machine types/classes etc. The need for privacy is appreciated and names and addresses should not be included	CCM	
HRR492	Rule 16.4.4.1	Comm	Rule 16.4.4.1 currently reads: All machines must be fitted with an engine cut out switch which must be either a lanyard type or handlebar mounted.	Add " <b>a functioning</b> " between fitted and engine The Commission requests this action	At present the rule intent is not properly spelled out and a cut out switch could be fitted and not working and still comply with the rule as worded	SCBs	
HRR493	Mothers Day	Comm	Avoid scheduling Commission Meetings on Mothers day	The Commission requests this action	Self explanatory. Mother's day is always on the 2 <sup>nd</sup> Sunday of May so it is simple to avoid.	MA/ CCM	

Distribution:

HRR Commissioners  
MA Board  
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# Proposed Period 6 Rules

## 1. DATE RANGE

January 1<sup>st</sup> 1983 to December 31<sup>st</sup> 1990

## 2. CLASSES

Superbike up to 1100 cc  
up to 750cc  
up to 400cc

250 GP

125 GP

250cc Improved Production

## 3. SUPERBIKE ELIGIBILITY

Machines should be models that were generally available to the public during the period. 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 relevant period.

The following items may not be altered from original specifications:-

Type of engine

Number of cylinders

Stroke and bore

Position of the cylinders and heads relative to the crankcase

The induction systems including the number of valves and/or ports (intake and exhaust) and carburetors or other air input control systems.

True fuel injection, where fuel is injected directly into the combustion chambers is not permitted. Manifold injection is allowed provided it is the original system supplied on the motorcycle.

Frame (from steering head to seat support at rear) and its construction material.

Gussets or tubes may be added but no original tubes or gussets may be removed.

Streamlining, fairing and rear parts adjacent to the seat must conform to the original design.

The following items may be altered from the original motorcycle :-

Front forks in whole or part may be changed but must be of the same type i.e leading link, telescopic etc and the same size or larger than the original equipment but must be of a make and type or model available in the Period. NO UPSIDE DOWN FORKS PERMITTED.

Swing arms may be modified or changed but original dimensions must be retained. Rear shock absorbers may be changed or relocated but the original system must be retained i.e. twin shock or mono shock.

Fuel tanks must be of the original profile

Mudguards must be visibly as original but may be relocated to provide extra clearance if required.

Oil lines containing positive pressure if altered must be of steel construction with swaged or threaded connectors.

Steering dampers may be added or altered

#### 4. 125 & 250 GP ELIGIBILITY

All machinery shall be of the Period and shall be presented in true Period specifications with only Period components and modifications being allowed

#### 5. 250cc IMPROVED PRODUCTION

To be eligible for Production machine racing machines shall be of a make and model sold as supplied by the original factory of manufacture for normal road use. Machines available outside Australia will be permitted.

The following modifications must be carried out:-

Remove all lights including head, tail, indicators etc

Remove rear vision mirrors

Remove centre and side stands

Kickstarters to be removed or wired closed

Allowed modifications are as follows:-

Exhausts, carburettors, fairings as long as period profiles are fitted, footrest positions, handlebars, disc materials but original size is to be retained. Original calipers to be retained.

In general these rules have been formatted from the 1989 manual of Motorcycle Sport and have been modified slightly in order to allow for a fair and equitable competition while attempting to keep costs down and at the same time replicating the proposed Period as far as possible.

All machinery will be as far as is practical to original specifications avoiding the common use in other Periods of the sum of best parts. It is hoped that the many anticipated submissions regarding these rules will bear this in mind

Attachment 1

80010583

# PROPOSED CYCLE CAR RULES

1. A Cycle car shall be a vehicle with three road wheels making three tracks on the ground. The maximum overall dimensions shall be ?????? long and ?????? wide. Typically these shall be of a front wheel drive configuration although this should not exclude the rear wheel drive option if this can be proven to be used in the relevant period.
2. Construction should be of a similar style and utilising materials of the period.
3. Body work should be visually compatible with that used in the period.
4. All components used should have been available or should replicate what was available during the period.
5. Methods of control i.e. brakes, steering, gear change mechanism should be as was in general use in the Period.
6. Wheels should be of a similar profile of that available during the period and should be of the same dimensions as per sidecar specifications.
7. All Log Book applications will be considered on its merit and constructors should be encouraged to submit an interim application detailing body style, fabrication style, materials used and full mechanical specification.
8. Front wheels to be guarded to within 150mm of the ground.

The above is intended to be incorporated into the sidecar section of chapter 16 in the manual of Motorcycle Sport commencing January 2011