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Supported by



Historic Road Race Commission Meeting Minutes 2011

Minutes of the Historic Road Race Commission meeting held at 21 Knox Street West Lindfield NSW on 29 May 2011

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

APOLOGY: Nil

IN ATTENDANCE:

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Action Date
HRR 513	Minutes Read		Minutes accepted	Minutes a correct record of previous meeting. Several issues to be dealt with separately	N/A	Comm.	
HRR 514	Fuel 16.11.0.1	John Feakes/ John Olip	Rewrite 16.11.0.1(a) to exclude Methanol from Period 6 Rule 16.11.0.1 currently reads: Fuel for historic Road Racing must be: (a) Methanol (with the exception of Period 5 solo machines), or (b) Unleaded that is no more than 100RON (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 2002".	The Commission recommends that this rule be amended to read: Fuel for historic Road Racing must be: (a) Methanol (with the exception of Period 5 solo machines and Period 6 solo and sidecar machines), or (b) Unleaded that is no more than 100RON (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 2002".	Methanol was not in common use in period. E85 is not a period fuel, is not compatible with componentry and is not available in all states of Australia	SCBs	

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HRR 515	P6 Unlimited 16.2.1	Roland Skate	Increase allowed capacity in P6 to 1300cc providing manufacturers original capacity is maintained i.e. no overboring except for a 2% allowance for reconditioning purposes	<p>Rule 16.2.1 currently reads :</p> <p>16.2.1 Classes</p> <p>16.2.1.1 For the purposes of determining eligibility there will be the following classes:</p> <table border="1"> <thead> <tr> <th>CLASS</th> <th></th> <th>CAPACITY</th> </tr> </thead> <tbody> <tr> <td>Ultra lightweight</td> <td>Solo</td> <td>Up to 125cc</td> </tr> <tr> <td>Lightweight</td> <td>Solo</td> <td>132cc to 250cc</td> </tr> <tr> <td>Junior</td> <td>Solo</td> <td>263cc to 350cc (excludes Period 6)</td> </tr> <tr> <td>Senior</td> <td>Solo</td> <td>368cc to 500cc</td> </tr> <tr> <td>Unlimited</td> <td>Solo</td> <td>526cc to 1300cc (excludes Period 6)</td> </tr> <tr> <td>Sidecar</td> <td>Sidecar</td> <td>Up to 1300cc (excludes Period 6)</td> </tr> <tr> <td>Period 2 Junior</td> <td>Solo</td> <td>Up to 350cc</td> </tr> <tr> <td>Period 2 Unlimited</td> <td>Solo</td> <td>368cc to 1300cc</td> </tr> <tr> <td>Period 3 Formula</td> <td>Solo</td> <td>526cc to 700cc</td> </tr> <tr> <td>Period 4 Formula</td> <td>Solo</td> <td>526cc to 750cc</td> </tr> <tr> <td>Period 5 Formula</td> <td>Solo</td> <td>526cc to 750cc</td> </tr> <tr> <td>Period 6 250 Production</td> <td>Solo</td> <td>250cc</td> </tr> <tr> <td>Period 6 Formula</td> <td>Solo</td> <td>526cc to 750cc</td> </tr> <tr> <td>Period 6 Formula</td> <td>Solo</td> <td>788cc to 1000cc</td> </tr> <tr> <td>Senior</td> <td>Solo</td> <td>368cc to 500cc</td> </tr> <tr> <td>Unlimited</td> <td>Solo</td> <td>526cc to 1300cc (excludes Period</td> </tr> </tbody> </table>	CLASS		CAPACITY	Ultra lightweight	Solo	Up to 125cc	Lightweight	Solo	132cc to 250cc	Junior	Solo	263cc to 350cc (excludes Period 6)	Senior	Solo	368cc to 500cc	Unlimited	Solo	526cc to 1300cc (excludes Period 6)	Sidecar	Sidecar	Up to 1300cc (excludes Period 6)	Period 2 Junior	Solo	Up to 350cc	Period 2 Unlimited	Solo	368cc to 1300cc	Period 3 Formula	Solo	526cc to 700cc	Period 4 Formula	Solo	526cc to 750cc	Period 5 Formula	Solo	526cc to 750cc	Period 6 250 Production	Solo	250cc	Period 6 Formula	Solo	526cc to 750cc	Period 6 Formula	Solo	788cc to 1000cc	Senior	Solo	368cc to 500cc	Unlimited	Solo	526cc to 1300cc (excludes Period	To allow all machines available in the period to compete and to bring in line with other periods but not allowing overboring as occurs in other Periods i.e machines must retain original capacity except for a 2% over boring allowance to allow for engine reconditioning to take place	SCBs	
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HRR 516	P6 Rules 16.2.1.1	Robert Seiler	Allow 2% overboring for engine maintenance purposes	Refer to HRR 515	To allow for rebuilds compensating for normal wear and tear	SCBs	
HRR 517	P6 Rules 16..5.5.5	Robert Seiler	Bodywork including tank, seat and duck tail to be visually compatible with original specification. Changes for efficient catch tray and placement of numbers to be allowed	<p>Rule 16.5.5.5 currently reads :</p> <p>16.5.5.5 Formula 750/1000 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 relevant period.</p> <p>The following items must remain standard to the original specification to comply with Formula classification:</p> <ol style="list-style-type: none"> Frame (from steering head to rear of seat support) (frame may be braced; brackets for road-going equipment may be removed), Petrol tank (fillers & taps may be removed/replaced. Fuel capacity may be reduced or enlarged as long as general appearance and dimensions are not changed), Engine castings, Position of the cylinders and heads relative to the crank case, Number of valves and ports in the engine on both the intake and exhaust side. <p>The Commission recommends this rule be amended by adding :-</p> <p>(f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed</p>	To comply with intent of rules	SCBs	

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HRR 518	16.6.1	Robert Seiler	Add P6 to 16.6.1	Rule 16.6.1 currently reads :- 16.6.1 For all periods except period 5 The Commission recommends this rule be amended to read :- 16.6.6.1 For all periods except periods 5 & 6	To allow Period components to be used	SCBs	
HRR 519	16.11.0.1 Methanol for P5	Roland Skate	Include Methanol as an approved fuel for P5 solos	The Commission does not support this action	As stated in HRR467 in 2010	No action	
HRR 520	16.2.1	Jason Light	P6 capacity restrictions	Refer to HRR 515	As above	N/A	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Action Date
HRR521	16.5.5.5	Jason Light	<p>P6 Modifications Rule 16.5.5.5 currently reads :- 16.5.5.5 Formula 750/1000 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 relevant period.</p> <p>The following items must remain standard to the original specification to comply with Formula classification:</p> <ul style="list-style-type: none"> a) Frame (from steering head to rear of seat support) (frame may be braced; brackets for road-going equipment may be removed), b) Petrol tank (fillers & taps may be removed/replaced. Fuel capacity may be reduced or enlarged as long as general appearance and dimensions are not changed), c) Engine castings, d) Position of the cylinders and heads relative to the crank case, e) Number of valves and ports in the engine on both the intake and exhaust side 	<p>16.5.5.5 Formula 750/1000 Based Machines</p> <p>.The Commission recommends this rule be amended to read:- 16.5.5.5 Formula 750/1000 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> <ul style="list-style-type: none"> a) Frame (from steering head to rear of seat support) (frame may be braced; brackets for road-going equipment may be removed), b) Petrol tank (fillers & taps may be removed/replaced. Fuel capacity may be reduced or enlarged as long as general appearance and dimensions are not changed), c) Engine castings, d) Position of the cylinders and heads relative to the crank case, e) Number of valves and ports in the engine on both the intake and exhaust side. 	To ensure compliance with the intent of the rules	SCBs	
HRR 522	16.5.5.5(a)	Jason Light	Change wording of existing rule to disallow bracing of rear sub frames	The Commission does not support this recommendation	There is no competitive advantage in bracing the sub frames so there is no need to change the rule structure	N/A	
HRR 523	16.6.1	Jason Light	Rule 16.6.1	Refer to HRR 518	As above	N/A	

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HRR524	15.2.1.8	Jason Light	Include P6 to rule 15.2.1.8	The Commission does not support this recommendation	As most machines of this Period are fitted with fairings and dams that lend themselves it would be a backward step to not enforce their use	SCBs	
HRR 525	12.4.5	Robert Seiler	P6 overbore allowance refer HRR 515	Refer to HRR 515	As above	N/A	
HRR 526	16.2.1.2©	Commission	P3 500 not allowed in Formula 700	The Commission agrees with this request which was approved in 2010 and not included in the 2011 MOMs	Approved in 2010	N/A	
HRR527	16.5.5.5(f) Bodywork P6	Commission	Insert to 16.5.5.5(f) "bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed	Refer to HRR 517	To provide for a safer environment and to accommodate race nos in a readable format	SCBs	
HRR 528	16.6.1	Commission	Rule 16.6.1	Refer to HRR 518	As above	N/A	
HRR529	16.1.2.2	Phil Baughan	Insert "except where suits are fitted with integral back protection"	Rule 16.1.2.2 currently reads :- 16.1.2.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full kevlar suit. The Commission recommends this rule be amended to read 16.1.2.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full kevlar suit except where suits are fitted with integral back protection.	Integral back protectors comply with the rule and it would be impractical to wear a separate back protector in addition to the integral one	SCBs/safety Committee	
HRR 530	16.5.2.4	Phil Baughan	Restrict over bored GP machines from Formula 700 in P3 but allow them to compete in P3 U/L	The Commission supports this recommendation	Maintain a competitive environment for the genuine period machinery competing in the Formula 700 class	SCBs	
HRR 531	16.2.1.2	Phil Baughan	Refer to HRR 526	As above	As above	N/A	
HRR 532	16.2.1.2		Refer to HRR 526	As above	As above	N/A	
HRR 533	16.11..0.1(a)	Phil Baughan	Refer to HRR 514	As above	As above	N/A	

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HRR534	16.10.1.2	Phil Baughan	Transpose 16.8.2.7 to 16.10.1.2	<p>Rule 16. 10.1.2 currently reads :- 16.10.1.2 The following carburettors:</p> <ul style="list-style-type: none"> a) All Amal carburettors up to 38mm, b) Dellorto SSI and Dellorto concentric non-pumper carburettors up to 38mm, c) Keihin CR & PW round bore series carburettors up to a nominal 30mm, d) All period carburettors. <p>And should read as per 16.8.2.7 as changed in 2010 and is as follows :- 16.8.2.7 The following carburettors are allowed:</p> <ul style="list-style-type: none"> a) All non-period Amal carburettors up to 40mm, or b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 40mm, c) Keihin CR & PW round bore series carburettors up to a nominal 30mm. d) Mikuni VM round slide carburettors up to 40mm, e) Gardner Type C carburettors up to 40mm. 	To ensure consistency in the rules, an oversight in rewriting the MOMs in 2010	SCBs	
HRR 535	16.4.0.10	Keith Roberts	Reword Rule 16.4.0.10	The Commission does not support this recommendation	Existing rules are adequate and later components allowed will be listed on the MA website see HRR 549	SCBs	
HRR 536	16.5.2.3	Various	Change P3 Brake rule, to allow later and larger brakes	The Commission does not support this recommendation	This has been discussed on many occasions and no sound argument has yet been put forward to encourage the Commission to recommend a change	N/A	
HRR537	Honda 400/4	Peter Strawhan	Allow the Honda 400/4 into P4	The Commission does not support this recommendation	The machine in question is quite different from the 350/4 and 500/4 that it is compared with in this submission and therefore should not be allowed to compete in P4	SCBs	

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HRR 538	P5 Rim Widths	Dale Gilbert/ Trevor Birrell	Increase rim width to 5.5	Rule 16.5.4.1 (b) ii currently reads :- ii) A maximum width of 3.5" (89 mm) front and 4.5" (114 mm) rear. The Commission recommends this rule be amended to read :- iii) ii) A maximum width of 3.5" (89 mm) front and 5.00" (127 mm) rear.	Investigation has revealed that Kenny Roberts used 5 inch rims during the period	SCBs	
HRR 539	Presentation	Commission	Add to overview "All machines must be prepared to a high standard of cosmetic appearance. Untidy machines may not be allowed to start in any event	The Commission recommends this inclusion to the overview of Chapter 16	There has been several instances of poorly presented machines being submitted for Log Book applications	SCBs	
HRR 540	Oil Pressure lines P4, P5 & P6	Commission	All oil pressure lines to be of a high pressure type fitting, hose clamps to be disallowed except for Periods 1,2 and 3	The Commission recommends adding this rule to 16.5.3, 16.5.4 and 16.5.5 :- "All high pressure oil lines to be secured by a pressure type fitting, worm drive clamps do not comply."	To minimise the incidence of oil spills caused by failure of hose clips and/or poorly designed fittings	SCBs	
HRR 541	Historic Championships	Commission	With only one application received we recommend canvassing for further applications	The Commission requests this action	As Queensland hosted the Championships in 2009 it would be more appropriate to hold the National Championships in a State that hasn't held the Championships in recent times	MA Office	
HRR 542	Overseas Competitors	Commission	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 16.2.2.3b	The Commission recommends this action	It is apparent that some competitors are taking advantage of the current situation where they are able to use the best combination of components from two associations to give a competitive advantage	MA/ SCBs	
HRR 543	Rule Changes	Commission	The Commission expects that all changes to the MOMs be vetted by the Commission prior to the MOMs going to print.	The Commission recommends this action	Last years changes were made without this occurring and there were changes and omissions made that caused some problems.	MA	
HRR 544	16.4.0.15	Commission	Add "for Periods 1,2 & 3 only"	Rule 16.4.0.15 currently reads :- 16.4.0.15 Worm drive hose clamps on oil lines are permitted. The Commission recommends this rule be amended to read 16.4.0.15 Worm drive hose clamps on oil lines are permitted for periods 1,2 & 3 only	Allowing hose clips to these periods is compatible with the periods and as they run much lower oil pressures is not seen as a potential problem	SCBs	

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HRR 545	Cyclecar Rules	Commission	Resubmit last year's recommendation. See HRR551 attachment	The Commission recommends this action	Was discussed at last years meeting.	MA Board	
HRR 546	Commission Meetings	Commission	Revert to similar style of meeting as previous		To enable interaction between other Commissions to take place. We have found in the past it to be beneficial to interact with other Commissions to gain their viewpoint on various issues and the opening address by MAs President and interaction between MA Staff was also quite valuable to us	MA Board	
HRR 547	MOMs	Commission	Review MOMs in order to avoid the current situation where competitors get confused by having to use more than one section of the MOMS to check various rules	The Commission recommends this action	As there is several instances of cross information between sections 15 and 16 it would be beneficial to reorganise MOMs to avoid confusion	Comm	
HRR 549	Allowable Components	Commission	Insert allowable non period componentry onto website. See attachment 1	The Commission recommends this action	This has been approved in the past but not implemented and is necessary to allow competitors and constructors access to this information	MA Web master	
HRR550	Number plate fonts for Historic Road Race	D.Lark	Does rule 12.6.4.1 refer to Historic Road Race?	The Commission believes and recommends that period style numbers be used in HRR, and that rule 12.6.4.1 does not refer to Historic Road Race, only modern Road Race machines	As transponders are used at a majority of tracks, the number font for Historic machines should reflect the eras that they come from, not modern type fonts.	MA/ SCB's	

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HRR551	Attachment 1		<p>Allowable Non Period Components</p> <p>1, Period 3</p> <p>(a) Triumph Rear Conical Hubs suitably modified to replicate Manx Norton Hubs</p> <p>(b) Quaife reinforced gearbox casings</p> <p>(c) TT Industries Gearboxes</p> <p>(d) Suzuki GT750 front brake drums fitted with replica Honda backing plates</p> <p>2, Period 5</p> <p>(a) Lectron Flat slides</p> <p>(b) Mikuni Flat Slides of the type fitted to the 1982 Suzuki RM250</p>			MA/SCB's	

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HRR552	Attachment 2		<p>PROPOSED CYCLE CAR RULES</p> <p>A Cyclecar shall be a vehicle with three road wheels making three tracks on the ground. The maximum overall dimensions shall be 3.0 metres long and 1.7 metres 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.</p> <ol style="list-style-type: none"> 1. Construction should be of a similar style and utilising materials of the period. 2. Body work should be visually compatible with that used in the period. 3. All components used should have been available or should replicate what was available during the period. 4. Methods of control i.e. brakes, steering, gear change mechanism should be as was in general use in the Period. 5. Wheels should be of a similar profile of that available during the period and should be of the same dimensions as per sidecar specifications. 6. 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. 7. Front wheels to be guarded to within 150mm of the ground. <p>The above is intended to be incorporated into the sidecar section of chapter 16 in the manual of Motorcycle Sport commencing January 2012</p>			MA/ SCB's	

Distribution:

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