

Historic Road Race Commission Meeting Minutes - Final

Minutes of the Historic Road Race Commission teleconference held on Tuesday 2nd August 2011 @ 3pm.

Presented to the MA Board Commission meeting on 16th August 2011 held at Motorcycling Australia, 147 Montague Street, South Melbourne

PRESENT:

Stephen Foody	President (Chair)
David White	CEO
John Tisdale	Vice President
Lyal Allen	Director
Ray Jonkers	Director
John Simms	Historic Road Race Chairman

APOLOGY: Nil

IN ATTENDANCE: Tina Alderman

APPENDIX: 5

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
HRR553	HRR 514 Fuel 16.11.0.1	Comm	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 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 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	MA	Board has recommended this item be referred back to the commission for further discussion on the use of E85 fuel.

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HRR554	HRR515 P6 Unlimited 16.2.1	Comm	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" data-bbox="1025 347 1469 1334"> <thead> <tr> <th>CLASS</th> <th colspan="2">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 700</td> </tr> <tr> <td>Period 4 Formula</td> <td>Solo</td> <td>526cc to 750cc 750</td> </tr> <tr> <td>Period 5 Formula</td> <td>Solo</td> <td>526cc to 750cc 750</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 750</td> </tr> <tr> <td>Period 6 Formula</td> <td>Solo</td> <td>788cc to 1000cc 1000</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 700	Period 4 Formula	Solo	526cc to 750cc 750	Period 5 Formula	Solo	526cc to 750cc 750	Period 6 250 Production	Solo	250cc	Period 6 Formula	Solo	526cc to 750cc 750	Period 6 Formula	Solo	788cc to 1000cc 1000		MA	Board has endorsed this recommendation
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				<div style="background-color: #00FF00; padding: 2px;">Production</div> <div style="padding: 2px;">Period 6 Formula Solo 526cc to 750cc 750</div> <div style="background-color: #00FF00; padding: 2px;">Period 6 Formula Solo 788cc to 1300cc 1300</div> <div style="background-color: #00FF00; height: 20px; margin-top: 10px;"></div>			

Final

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HRR555	HRR517 P6 Rules 16..5.5.5	Comm	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> <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>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	MA	Board has endorsed this recommendation

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Board HRR556	HRR518 Rule 16.6.1	Comm	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. This was overlooked in 2010 when writing the P6 rules.	MA	Board has endorsed this recommendation
HRR557	HRR521 Rule 16.5.5.5	Comm	P6 Modifications Rule 16.5.5.5 currently reads :- 16.5.5.5 Formula 750/1000 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 relevant period. The following items must remain standard to the original specification to comply with Formula classification: 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	.The Commission recommends this rule be amended to read:- 16.5.5.5 Formula 750/1000 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. The following items must remain standard to the original specification to comply with Formula classification: 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	MA	Board has endorsed this recommendation

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HRR558	HRR526 Rule 16.2.1.2 (c)	Comm	Addition to rule	Rule 16.2.1.1 (c) to read: P3 500 machines are not allowed to compete in the Formula 700 class	This adjusts the rule to allow fairer competition.	MA	Board has recommended the commission re word this rule taking into account machine manufactured as racing machines.
HRR559	HRR529 Rule 16.1.2.2	Comm	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	MA	Board has endorsed this recommendation
HRR560	HRR530 Add Rule 16.5.2.4	Comm	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	MA	Board has recommended the commission to reword this rule taking into account machine manufactured as racing machines.

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HRR561	HRR534 Rule 16.10.1.2	Comm	Currently rules 16.8.2.7 and 16.10.1.2 overlap each other and are confusing.	The Commission recommends that rule 16.8.2.7 be deleted, and that rule 16.10.1.2 be written as: The following carburetors are allowed: a) All non-period Amal carburetors up to 40mm, or b) Dellorto SS1 and Dellorto concentric non-pumper carburetors up to 40mm, c) Keihin CR & PW round bore series carburetors up to a nominal 30mm. d) Mikuni VM round slide carburetors up to 40mm, e) Gardner Type C carburetors up to 40mm. f) All period carburetors.	To ensure consistency in the rules, and to take out an oversight in rewriting the MOMs in 2010	MA	Board has endorsed this recommendation
HRR562	HRR538 Rule 16.5.4.1 (b) P5 Rim Widths	Comm	Increase rear rim width	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 :- 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	MA	Board has endorsed this recommendation
HRR563	HRR539 Presentation of machines	Comm	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 have been several instances of poorly presented machines being submitted for Log Book applications, and at race meetings.	MA	Board has recommended re wording this to read all machines should be prepared to a high standard of cosmetic appearance.
HRR564	HRR540 Oil pressure lines on P4, P5 and P6 machines.	Comm	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."	This is a safety issue to minimise the incidence of oil spills caused by failure of hose clips and/or poorly designed fittings	MA	Board has endorsed this recommendation

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HRR565	HRR541 2012 Historic Championships	Comm	The Commission have received two applications to conduct the 2012 Championships. 1. Queensland. 2. NSW.	The Commission strongly recommends the application from the PCRA of NSW be accepted. This event will be conducted at Eastern Creek in November 2012.	There has not been a Historic Road Race Championship in NSW for some years. Eastern Creek is a fine venue that is currently underused for MA motorcycle sport.	MA	Board has endorsed this recommendation
HRR566	HRR542 Overseas competitors and relevant rules.	Comm	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. This clause must be in the supplementary regulations of all Historic Road Race meetings where overseas competitors are taking part.	It is apparent that some competitors from other countries are taking advantage of the current situation where they are able to use the best combination of components and rules from two associations to give a competitive advantage	MA	Board has endorsed this recommendation
HRR567	HRR544 Rule 16.4.0.15	Comm	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. This item is in tandem with HRR564	MA	Board has endorsed this recommendation
HRR568	HRR546 Commission meetings	Comm	The Commission was disappointed that for 2011 we met alone. This did not allow for any interaction between this Commission, members of other Commissions and MA staff.	The Commission strongly recommends that MA revert to the style of meeting as was previously run.	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	noted
HRR569	HRR549 Allowable components	Comm	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	Board has endorsed this recommendation

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HRR570	HRR550 Allowable number plate fonts in Historic racing.	Comm	There have been difficulties raised at some HRR events when scrutineers have tried to enforce the number plate fonts as shown in rule 12.6.4.1.	The Commission recommends that rule 12.6.4.1 does not apply to log booked historic machines. Period type legible numbers can be used.	As transponders are used at the majority of tracks, the number font for historic machines should reflect the eras that they come from.	MA	Board has endorsed this recommendation
HRR571	P6 Classes to be added for 2012.	Comm	The Commission recommends that the P6 class be added to the Chapter 13 Australian Championship lists.	Add to Historic Road Racing list in Chapter 13. Period 6 250 Production. Solo. 250cc Period 6 Formula 750. Solo. 526cc to 750cc Period 6 Formula 1300. Solo. 788cc to 1300cc	The numbers of P6 machines are now substantial, and the period deserves Championship status.	MA	Board has endorsed this recommendation
HRR572	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. Up to 38mm.</p>			MA	Board has recommended this item be referred back to the commission for further discussion.

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
HRR573	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 front and rear. <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	Board recommends adding the following wording to the proposed cycle car rules: " anybody considering building a cycle car must send an interim logbook application along with plans and specifications to the commission for approval"

Distribution:

MA Board
HRR Commissioners

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