

Road Race Commission Meeting Minutes - Final

Minutes of the Road Race Commission meeting held at the offices of MA on 22-23 May. Meeting convened 1225

PRESENT: Phil Tainton (Chairman), David Catchpole, Mark Bracks,

APOLOGY: Derek Rumble (dialogue and comments via teleconference at 6pm Tuesday, 22 May 2012)

IN ATTENDANCE: Barry French, David White, Yarrive Konsky

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Action Date
[item number]	[as agenda]	[as agenda]	[as agenda]	[final decisions in discussion]	[important discussion leading up to decision]	[person to action]	[date to action by]
RR915	Welcome / apologies	PT	Chairman welcomed those present and declared the meeting open	-	-		
RR916	Confirmation of minutes	PT	Reviewed minutes and proposals to board from last face-to-face meeting on the 11 th July 2011 as follows	-	-		
RR917	Business Arising: item: RR896	PT	Supertwins class in ASBK from P martin	Phil Tainton to follow up	Time is right to consider this as a support class		
RR918	Business Arising: Item: RR 900	PT	Air filters Change from Must use to may use	No action as issue has been resolved in 2012 GCR	-		
RR919	Business Arising: Item: RR909	PT	Tyre marking	Defer until end of season	Explore option of marking pens. Present tyre marking is working but monitor any possible problems.		
	Reading of Rule Change requests						
RR920	Superstock eligibility	PT	Open 600cc Superstock to 'B' grade riders	Refer to General Business	Proposed rule changes for 600cc Supersport and Superstock class to be discussed in general business		

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RR921	Minimum races for new licence holders	Don Street	All first time licence holders compete in a minimum 12 races on machines no greater than 490cc before entering open meetings	RRC recommends minimum 4 meetings: 2x club/inter club + 2 club/interclub/state up to 600cc capacity on completion of A MA accredited coaching class(es). Coach will review times and results to approve eligibility to participate in Open meetings. Minimum age 16	600cc because no relative machine of 490cc capacity and with approved coaching		
RR922	Rule change 4.2.8	Don Street	The Promoter to whom such an application is submitted may accept or reject it. If the application is rejected the following must be completed...	RRC does not support this change	The present rule adequately covers this situation but the RRC recommends that if the applicant, if refused should have a right of appeal		
RR923	Fuel additives	PM Lubricants?	Use of Fuel Conditioner to protect fuel injection components	RRC Rejects this recommendation	RRC does not support fuel additives and has had no reports from competitors having mechanical problems relating to not using an additive		
RR924	Rule change 3.8.4	Dave Fuller	Extended from three to six months	RRC does not support this recommendation	Ongoing concerns of younger riders on larger capacity machines		
RR925	Rule change 15.8.0.8	Steve Toms	MA approved fuel metering devices to stop std ECU's being "flashed"	Referred to General Business	-		
RR926	15.6.0.6 and 15.9.0.5		Engine, gearbox and radiator drain hoses venting to be changed	Not supported	Current rule adequately covers drain lines into airbox. If fluids do get into the engine from the air-box there is something definitely wrong with the machine		
RR927	Rule changes to ASBK classes	John Redding	Resubmission of proposed rules changes of Superbike Prostock and 600cc classes	Not supported	-		
RR928	Grading suggestion	Ralph Splett	Change rules of grading	Recommended further discussion In General business	RRC has had Ongoing thoughts for many years regarding a national grading system		
RR929	15.10.0.3 i)	Eric Saunders	OEM Chain guard must be removed to be placed under 15.10.0.5 The following may be removed, a) OEM chain guard.	Recommended and also to be entered into Production rules 15.11 therefore remove rule 15.10.0.3 i) add rule 15.10.0.6 the following maybe removed add rule 15.10.0.6 a) OEM Top chain guard also remove rule 15.9.0.3 i) OEM top chain guard and in rule 15.9.0.6 b) add the words "OEM top rear" chain guards	Uniformity, simplicity and Reflect the option as listed in Superbike, Superstock, 600cc classes		

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RR930	12.6.4.1	Simon Dickson	Allow any font for race numbers	Not supported	Fonts for road racing are satisfactory and we don't have any problems with timing and stewards		
RR931	12.6.4.1	Paul Dawson	Arial Rounded MT Font is hard to read and #1 and #7 are confusing	RRC supports that this may be so	Recommends wording rule change. After Arial Rounded MT bold, insert the words “the serif on number one (1) may be shortened or removed but not extended.”		
RR932	12.6.4.1	Sarah	Font is free	See RR930	-		
RR933	Moto3 machines 15.12.0.2	Lachlan kavney	Moto3 eligibility for competition	Referred to general business	RRC Commission has been defying the local rules for the inclusion of Moto3 machines as soon as possible		
RR934	12.5.1.3	Ralph Freeman	Introduction of a bond	RRC supports this recommendation	Amendment to rule 12.5.1.3 and to be reworded as follows “If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. This bond will be refunded in full if the measured engine is found to be illegal. If the measured engine is found to be legal any reasonable costs in reassembly up to a maximum of \$500 will be deducted and the remaining bond returned to the protesting party”.		
RR935	Engine number be included in entry form	John Langfield	Include a requirement for the engine number of a machine be included in the entry form	RRC does not support this ruling as a GCR rule	More prudent to the Supplementary Regulations of particular event discipline		
RR936	15.24.8.4, 12.24.8.5 a) and b)		Addition to Stopping race after a chequered flag	RRC support inclusion of FIM Superbike race placing rule 1.26.1 Exception 1,2, 3	Update GCR's to reflect FIM guidelines in the event of such a scenario		
RR937	15.10.0.1 e)	Qld RR Sub committee	e) Suggest 'be a current model' be removed so older models can run in the 250cc Production class	RRC recommends rule 15.10.0.1 e) change to include the words, “or as stipulated in event specific Supplementary Regulations”	It allows riders with older production machines to take part in in club/ inte- club and state championships		

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RR938	15.8.0.6 (i); 15.9.0.3(i); 15.10.0.2 (i)	Qld RR Sub committee	Move to read instead of 'must be removed' to 'may be removed.'	RRC supports this	Mirrors other classes and satisfies current OH&S		
RR939	15.16	Qld RR Sub committee	Remove rules for Yamaha FZ6	RRC supports this recommendation	Class no longer relevant.		
RR940	3.8	MNSW	Re-write Junior Coaching program	RRC does not support this recommendation	MoM's Guidelines are adequate and superior to the suggestions that RRC feels will be negative in rider training.		
RR941	National Grading	David White	A national grading system to introduced	RRC support the request to be implemented at the earliest opportunity	RRC have been suggesting for many years to implement this welcome suggestion		
RR942	Rule change 15.6.0.7.g)	RRC	Remove rule	-	Already listed in 15.6.0.4 h)		
RR943	15.7.0.10 g)	RRC	Remove rule	-	Already listed in 15.7.0.7 g)		

RR944	Moto3 Rules		Introduce as soon as possible to be applied for the remainder of 2012	RRC to write rules for Moto 3 for 2012 with the view after consultation with competitors to have only one GP class for inclusion in 2013 GCR's which could closely mirror the FIM rules for this class	Bikes are already being raced in Australia		
RR945	15.13.0.1	RRC	Rule change 15.13 remove the heading "250 GP MONO" and replace with the heading " MOTO 3 GP "	Moto3 machines to be included in 2013 GCR's with small changes to FIM rules.	This new GP class in small capacity racing will also serve as very cost effective entry level class as well as an FIM aligned GP class		
RR946	Rule addition to 15.1.2.3		Add rule 15.1.2.3 Front brake lever protection guard Inclusion of FIM rule 2.7.3.5 from FIM GP Regulations 2012	' must ' to be removed and replaced with ' may be added ' and conclude with ' at the sole discretion of the scrutineer '	The Commission feels that whilst this can be a good idea for front brake lever protection, it posses possible risk to other fallen riders that maybe injured by this type of device in the event of a collision		
RR947	Rule addition to 15.6.0.9	RRC	Add rule 15.6.0.9 x) Manually operated electronic gear shifters	The Commission recommends the addition of electronic gear shifters to this class	Quickshifters to be allowed to negate flouting of the rules via electronic means and many bikes are now standard with quick shifters		
RR948	Rule addition to 15.9.0.8	RRC	Add rule 15.9.0.8 n) wiring loom, plug in fuel injection control units and the manufacturer nominated race kit or MA approved ECU	To allow the use of aftermarket ECU's and modified or replaced wiring harness's	After consultation with the competitors in this class and scrutineers, it was agreed that ECU's have become impossible to police		

RR949	Rule addition to 15.9.0.8	RRC	Add rule 15.9.0.8 o) Manually operated electronic gear shifters	The Commission recommends the addition of electronic gear shifters to this class	Quickshifters to be allowed to negate flouting of the rules via electronic means and many bikes are now standard with quick shifters.		
RR950	Combine the two 600 classes of Supersport & Superstock to make one only 600 Supersport class open to all grades	RRC	To modify the existing Supersport 600 rules 15.7 as follows	-	The Commission recommends having only one class of 600 Supersport as declining grid numbers make for a poor spectacle and have this class open to all grades of riders and make the rules more affordable and ease of scrutineering based on rider feedback from open meetings with competitors		
RR951	Rule rewording 15.7.0.12	RRC	The Following “parts” may be “added or” replaced.....	Some parts are added to the machine and not just replace the OEM part	Better clarification of the rules		
RR951	Rule rewording 15.7.0.12 h)	RRC	Rule 15.7.0.12 h) Change to read “Wiring loom, plug in fuel injection control units and the manufacturer nominated race kit or MA approved ECU”	Simplification of rule to read same as the Superbike rule on ECU’s	After consultation with the competitors in this class and scrutineers, it was agreed that ECU’s have become impossible to police		
RR952	Rule removal 15.7.0.12 o)	RRC	RRC recommends removing of this rule to provide more of a stock engine	Agreed	To lessen the cost the Supersport class and aim more towards a stock engine		
RR953	Rule removal 15.7.0.12 q)	RRC	RRC recommends removing of this rule to provide more of a stock engine	Agreed	To lessen the cost the Supersport class and aim more towards a stock engine		
RR954	Rule removal 15.7.0.12 r)	RRC	RRC recommends removing of this rule to provide more of a stock engine	Agreed	To lessen the cost the Supersport class and aim more towards a stock engine		
RR956	Rule removal 15.7.0.12 a)	RRC	RRC recommends removing of this rule to provide more of a stock engine	Agreed	To lessen the cost the Supersport class and aim more towards a stock engine		
RR957	Proposal of a tyre rule for all tyre distributors	RRC	The Commission recommends an open tyre rule for the ASBK with restrictions on compound quantities and price per set	That the RRC would be in consultation with the promoter and Dunlop in order to find an amicable solution	This would open the door for other tyre manufacturers to be involved and ultimately lessen the cost of racing to the competitor by creating competition in the market place as well as making opportunity’s for riders in other series that use other brands of tyres		
RR958	Women’s 250cc Production Championship		Introduce a championship for women to encourage participation and with a separate competition will assist the class to grow	-	-		
RR959	Eastern Creek		The commission urges the settlement of racing at Eastern Creek at the earliest opportunity	-	The RRC feels that not racing in NSW is the one biggest problem to declining numbers in the SBK road race events and general feeling amongst the competitors is that not enough is being done to secure a round of our National Championship at this circuit		

RR960	Scrutineering	Commission proposes MA purchase more items (scales for weighing motorcycles of all classes) and employ a technical inspector that has an intimate knowledge of racing	-	Since the turn to Electronic fuel injection, the scrutineering has been left behind and is regarded as a very weak area and is costing us competitors as they become discouraged		
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Meeting closed 23rd May 2012

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All present

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