

PRESENT: Marcus de Caux and John Simms
APOLOGY: NIL
MEETING OPENS: April 6, 2019

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Commissions FINAL Recommendation
HRR794	Welcome / apologies	Chair welcomes those present and opens the meeting.					
HRR795	Confirmation of minutes	Minutes of the 2018 meeting are confirmed as a true record of the meeting.					
HRR796	9.21.1.1 c)	Inverted forks may only be used if originally fitted to the machine by the manufacturer.	<p>Inverted forks may only be used if originally fitted to the machine by the manufacturer or manufactured in the period for the Grand Prix competition (excludes production-based classes)</p> <p>1. The frames for GP machines (Honda RS250, Honda RS125 etc.), were used to build bikes ridden in the world and domestic championships. The current rule 9.21.1.1 doesn't allow for bikes to be presented as they were built in the period resulting in the purchase of new forks to comply with the current rule.</p> <p>2. Other manufacturers (JJ Cobas, Nico Bakker, Aprilia etc.) can use these forks in the same class. This is GP not production.</p> <p>3 This rule is inconsistent with similar rules for other periods, e.g., period 5 - references that items maybe prohibited or only allowed if they were manufactured in the period (ref 9.20.1.2, 9.20.1.4 and 9.20.3.</p>	The Commission does not agree with this proposed rule change. Unless USD forks were originally fitted to the motorcycle they can't be retro fitted. ABE forks in the UK havelisted RS125 fork tubes (P/No 1913A. Thus negative argument for replacement fork tubes not being available.	<p>*ABE Engineering (ABE Forks UK) part number 1913A (which the commission have used to justify rejecting the proposed rule change) is in fact a part number for a disc and that they do not make fork tubes. The commission makes no mention of 2nd or 3rd points, which highlight the inconsistencies within the Historic Road Race Chapter , Inverted forks, that represent the period, may only be used; i. for 125cc GP machines or; ii. if originally fitted to the machine by the manufacturer (Mitch Kavney)</p> <p>*Honda RS 125 are the main machines in contention (Michael Combley, Mitch Kavney, Jason Dunn). Log Book MA3801 (Jason Droddell) was incorrectly approved in the past. This has been added to the HLB recall regisiter (Pip H, and Lana M, VIC)</p> <p>*The beginning of Chapter 9 states "The express purpose of these Rules is to ensure the motorcycles are in a condition that is visually compatible with the period of racing being portrayed." "These Rules are to be interpreted so as to ensure that motorcycles are presented in the spirit of the period." (Jason Dunn)</p> <p>* John Daley (Victorian Historic management Committee) - concur</p> <p>* Michael Combley - Inverted forks fitted to these machines should reflect the types of front forks available within the dates that Period 6 covers.</p> <p>* Jason Dunn - existing rule is inconsistent with the express purpose of the rules set out at the beginning of the chapter, being "to ensure the motorcycles are in a condition that is visually compatible with the period of racing being portrayed...All machines should be prepared to a high standard of cosmetic appearance." The existing rule prohibits the use of WP USD forks, despite the fact that the majority of the bikes on the 125GP grid were using them at the time. The rule is preventing competitors from presenting bikes that are visually compatible with the period of racing being portrayed. The majority of bikes</p>	The Rules & Tech Committee do not agree with the Commission. Changes Accepted.	
HRR797	NEW RULE 9.13.1.3	NILL	<p>Period 3, 4; and 5. Engine bore may not be increased by more than 5%. The stroke must remain standard. Modifications are permitted provided those modifications were done to similar machines during the period being represented.</p> <p>There are machines competing which did/could not have existed in the periods being represented.</p> <p>Bultaco 350 cc machines in Period 3, The first 350cc Bultaco did not exist until the late 1960's. Honda CB77 350cc machines in Period 3, Kits to enlarge the capacities of these machines were not produced until the mid-1960's. Honda CB750 machines in Period 4. The largest capacity kit available pre 1972 was 1032cc, there are machines with capacities well in excess of this competing in Period 4. Suzuki GSX 1100cc Machines in Period 5. There are machines competing with capacity approaching 1300cc which could not have existed in the period.</p>	Unfortunately these rules have been in place for many years. The attendance in these classes is declining. Changing this rule would not increase race numbers.	* John Daley (Victorian Historic management Committee) - concur	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
HRR798	NEW RULE 9.6.0.1 c)	Machines 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.	<p>c) Unlimited class machines may enter the next era but must run as per the rules of the logbook era.</p> <p>All other classes have the ability to race 2 classes with one bike except for unlimited classes. Request that Unlimited Class are given the same opportunities as all other classes.</p>	We can understand the proposed rule change. However there is always one class that will miss out e.g. Period 6.	* John Daley (Victorian Historic management Committee) - concur	The Rules & Tech Committee do not agree with the Commission. Changes Accepted.	
HRR799	9.20.3.2	The following machines or their major and minor components: a) Yamaha TZ250H b) Yamaha TZ250J c) 1981 Suzuki RG500 d) 1982 Suzuki RG500	<p>The following machines or their major and minor components: a) 1981 Suzuki RG500 b) 1982 Suzuki RG500</p> <p>Allow Yamaha TZ250H and TZ250J to race in Period 5 classes (forgotten era) Yamaha TZ250 has a steel frame, 18" wheels, non-slick tyres, single pot front brake, non-floating discs. It would be more competitive in Period 5 at club level. There are Yamaha TZ350 racing in Period 5. In Period 6 New Era the TZ250 is racing against much lighter and more technical bikes.</p>	The Commission purposely excluded Yamaha TZ250 H & J models in Period 5 because the engine is technically superior to the previous TZ engines.	* John Daley (Victorian Historic management Committee) - concur	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
HRR800	9.15.28	Front and rear brake caliper mounting bolts to be lock wired I the tightened position.	<p>Delete rule</p> <p>This has been proposed for deletion from the Road Racing also.</p>	The Commission does not agree with this rule being deleted.	* John Daley (Victorian Historic management Committee) - concur	The Rules & Tech Committee do not agree with the Commission. Changes Accepted.	

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Commissions FINAL Recommendation
HRR801	9.6.1.5	Issuing of a log book is regarded as prima facie acceptance by MA of proof of eligibility of machines and modifications as presented. This does not remove the rights of challenge and protest.	How to manage log books which are challengeable moving forward. Do we: - Generate a withdrawn list - Add expiry dates on log books	The Commission does not agree with expiry dates on Log Books. However, a withdrawn list for Logbooks that are not compliant or were incorrectly issued is a good idea. It can be sent to all the states or clubs that promote Historic road racing.	* John Daley (Victorian Historic management Committee) - agree that MA should periodically issue a list of cancelled/withdrawn logbook	The Rules & Tech Committee agree with the Commission. No expiry date will be added to Historic Log Books, however a list of recalled log books will be available online in future.	
HRR802	ALL	CHAPTER 9 HISTORIC ROAD RACING	Review entire chapter: 1. Confirm if any rules are repeated and amalgamate where necessary into a 'general' or 'all classes' section. 2. Re-word any rules that can be miss-interpreted, to be clear and concise. 3. Delete any rules which are policy. All policies to be detailed outside of the MoM's. 4. Delete or re-word any rules which contradict one another. 5. Add any suggestions or additional rules. 6. Review rules which make reference to another rule, and confirm the reference is still applicable.	9.18.2.2c.) 9.19.2.3	* John Daley (Victorian Historic management Committee) - believe it is an overall revision is overdue. The confusing/ inconsistent 75% vs. 50% completion rule is a case in point.	The Rules & Tech Committee acknowledge this item and will work with the Commission. Commission to confirm the below changes WAS/IS 9.18.2 Permitted Uses: Period 3 9.18.2.2 The following carburettors: c) Keihin CR and PW round bore series carburettors up to a nominal 30mm, for 4-cylinder machines. Size is not restricted for single and twin cylinder machines. 9.19.2 Permitted Uses: Period 4 9.19.2.3 Keihin CR Special round slide carburettors up to 33 35mm bore size, for 4-cylinder machines. Size is not restricted for single and twin cylinder machines. PROPOSED 9.18.2 Permitted Uses: Period 3 9.18.2.2 The following carburettors: c) Keihin CR and PW round bore series 9.19.2 Permitted Uses: Period 4 9.19.2.3 Keihin CR Special round slide carburettors	agreed
HRR803	9.14.1.1 9.14.1.2 9.14.6.1	9.14.1.1 Engine capacity must not exceed 1300cc. 9.14.1.2 Period 6 only: oversize limit of 5% by boring only above the original manufacturer's total engine capacity, provided that the upper limit of 1300cc is not exceeded. Stroke to remain standard. 9.14.6.1 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%.	Do we need to clarify these points? Ability to be 5% over 1300cc or if this is the absolute limit?		This point did not make it in time for public feedback	The Rules & Tech Committee acknowledge this item and Commission recommendation needed on; 9.14.1.2 Period 6 Formula Classes only: oversize limit of 5% by cylinder boring only above the original manufacturer's total engine capacity, provided that the upper limit of 1300cc is not exceeded. Stroke to remain standard. 9.14.6 Engine Capacity Tolerances 9.14.6.1 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%. (As we believe we should be leaving in P6 in 9.14.1.2 we believe this 9.14.6.1 should remain in.) Committee requests a report on all banned bikes and rationales. 9.19.3.5, 9.20.3.2, 9.21.3.7, 9.25.3.1, 9.26.3.8	agreed
HRR804	9.21.4.2 j	Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): a).. b).. .. j) Rear shock and/or spring ..	commission undecided	Mitch Kavney - as is a production class my opinion is it should be an OEM and allow internals to be modified. John Simms - In the past we have been very open on rear shocks . They can be replaced or modified . We are talking about components that are 30 years old. If the spring or shock internals are re valved that is up to the applicant .We have done the same with exhaust systems Jake Skate - believe can be modified or replaced as theoretically you can modify the spring, internals, body etc. It doesn't say, "modify but must remain externally the same."	This point did not make it in time for public feedback	The Rules & Tech Committee acknowledge this item and Commission to confirm wording; j) Rear shock internals and/or spring can be modified or replaced. Body must remain original	no change to current rule at this time
HRR805	9.21.4.2, d	Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): ... d) Machines are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165,	commission undecided	Mitch Kavney - needs to be revised. I agree with allowing 17" wheels however I think it needs to be reworded. You could legally run Marchesini or similar type wheels which I don't think is in the spirit of the Production Classes. John Simms - I don't think that we need to alter the wording on wheels . If they have fitted non Production wheels then the bikes will not be approved	This point did not make it in time for public feedback	The Rules & Tech Committee acknowledge this item and Commission to clarify a list of Permitted Modifications and Prohibited Modifications. Modifications and Replacements to be specified. Rules & Technical suggest to commission that Rims can be replaced with wheels of the same material, manufacturer and that resemble rims of the period. Commission to confirm.	d) Machines are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165. Rims can be replaced with wheels of the same material, manufacturer and that resemble rims of the period.
HRR806	9.21.3.1	9.21.3 Prohibited Uses: Period 6 9.21.3.1 Radial brakes are prohibited.	9.21.3 Prohibited Uses: Period 6 9.21.3.1 Radial brake calipers are prohibited.	Mitch Kavney - I believe that given there is evidence that Radial MC's were used in Period 6 this rule should be updated to read "Radial brake calipers are prohibited". This will not affect production or formula classes as there is already restrictions to stop these being used in those classes but will allow the GP classes to use equipment that was available.	This point did not make it in time for public feedback	The Rules & Tech Committee support the Commission. Changes Accepted.	
HRR807	9.21.3.8	P6 250 Production - Slick or grooved slick tyres prohibited	* Peter West (Hartwekk MCC Member) - requests rain tyres be an exception to this rule due to safety reasons. This seems to be the only P6 class no allowed to use slicks or wets.		This point did not make it in time for public feedback	The Rules & Tech Committee acknowledge this item and Commission input needed. Road legal wet weather tyres can be used.	no change to current rule at this time

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Commissions FINAL Recommendation
HRR809	9.4.0.1	(P6 250 Production Cross Entering to 250 Lightweight or 263cc-500cc) 9.4.0.1 Period 6 250 Production Note: machine must have either a compliance plate fitted or supporting documentation of the year of manufacture. 9.6.0.1 Machines 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.	John Simms - 250 Proddys should not be able to cross enter to race with the Lightweights. Reason : Riders have been entering both Period 6 250 cc Lightweight and Period 6 250cc Production. At the 2017 Australian HRR Championship a P6 Production bike placed in the 250cc Lightweight Championship. Request - to add to P6 250 Production Class Eligibility in 9.4.0.1 - " No cross entry permitted to the other Period 6 250 Class " " Period 6 250 Production " be in one line not two Jake Skate - is 250 Lightweight a better next capacity class step for 250 Production than P6 senior? This could be achieved by calling Lightweight 132-251cc. Therefore making it the next available capacity class up. Lightweight is the smaller class to benefit from P6 Production cross entry to keep it with championship numbers vs the senior class with all the 400's now. Mitch Kavney - they should be able to race with P6 Lightweight Mark Aitchison - Aprilia 250cc production bikes we were eligible to cross enter both 250cc Production class + the >400cc class as part of the MNSW RB400 state series. Promoted 'fuller grid status' when. These 250cc bikes were more than competitive on lap times vs the larger capacity machines & there were no objections from respective competitors. Classes were independently awarded & championship points scored separately. Pip Harrison - This class was created earlier in the year so does not appear in the printed version of the MoMS, however it still allows for the Period 6 250 Production machines to enter two classes. Senior Solo 263 to 500cc (Period 6 Only) Period 6 250 Solo 250cc Production		This point did not make it in time for public feedback	The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	

MEETING CLOSE: April 7, 2019