

PRESENT: Derek Rumble - Chair ( DR ) , Julie Waters ( JW ) Tim Hewitt ( TH )

APOLOGY:

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  |
|----------|---------------------------------|--|---|---|-----------------------------|--|---|
| RR1332   | Welcome / apologies             | Chair welcomes those present and opens the meeting.  |   |   | -                           |  |   |
| RR1333   | Confirmation of minutes         | Minutes of the 2018 meeting are confirmed as a true record of the meeting.   | Approved - Moved JW, Seconded TH  |   | -                           |  |   |
| RR1334   | 8.11.3.1                        | Unless otherwise specified in supplementary regulations, Road Race discipline number figures must be Arial Rounded MT Bold font or one of the fonts outlined in GCR 8.11.5; in all fonts used the serif on number '1' may be shortened or removed but not extended.  | Unless otherwise specified in supplementary regulations, Road Race discipline number figures must be Arial Rounded MT Bold font or one of the fonts outlined in GCR 8.11.5; in all fonts used the serif on number '1' may be shortened or removed but not extended. <b>In the case of the Arial Rounded MT Bold font, the serif on number "1" must be removed.</b><br><br><i>Number "1" on Arial Rounded MT Bold font can be easily read as "7" during high speed road racing.</i>  | 8.11.3.1 Unless otherwise specified in supplementary regulations . Road Race discipline number figures must be Arial Rounded MT Bold font or one of the fonts outlined in GCR8.11.5: In the case of the Arial Rounded MT Bold font , the serif on number"1" must be removed.  |                             | The Rules & Tech Committee support the Commission. Changes Accepted.                                 |   |
| RR1335   | NEW RULE<br>8.25.7.1 d) e) & f) | 8.25.7.1 Engines in Formula Two must be 4-stroke: and comply with the following:<br>a) For two cylinder engines, with an engine capacity of no more than 1000cc,<br>b) For three cylinder engines, an engine capacity of no more than 675cc,<br>c) For four cylinder engines, with an engine capacity of no more than 600cc. | 8.25.7.1 Engines in Formula Two must be 4-stroke: and comply with the following:<br>a) For two cylinder engines, with an engine capacity of no more than 1000cc,<br>b) For three cylinder engines, an engine capacity of no more than 675cc,<br>c) For four cylinder engines, with an engine capacity of no more than 600cc.<br><b>d) Engines must be commercially manufactured and readily available to the public,</b><br><b>e) Bore and stroke must be as specified by engine manufacturer,</b><br><b>f) Increasing the bore size to reach class limits is not allowed.</b><br><br><i>Ref 8.24.8.1 includes the above clauses d) e) &amp; f) require consistency and clarification of engines for F2 Sidecars</i>  | Endorse the addition of d) and e) . (f) is not applicable as e) covers this . Accordingly 8.24.8.1 (f) is to be deleted   |                             | The Rules & Tech Committee support the Commission. Changes Accepted.                                 |   |
| RR1336   | NEW RULE                        |  | <b>Use of front brake disc cooling ducts that securely bolts to both sides of the front mudguard, in the Australian Superbike, Supersport and Superstock classes.</b><br><br><i>2019 FIM technical regulations, brake systems cooling ducts are now allowed - see page 114, section 2.4.10.7 Brakes, part N. This came about due to safety issues in 2018 after concerns were raised when some teams, especially the factory Kawasaki squad, were hit by major brake problems when racing at heavy braking circuits or when racing in hot temperatures. The FIM reacted promptly to this safety concern by giving special dispensation to teams for two rounds in 2018 allowing all teams the option of using brake cooling devices/systems. After the rounds were completed the FIM reviewed the use of brake cooling systems and have now amended their technical regulation to allow them.</i><br><br><i>2018 press release here:<br/><a href="http://www.worldsbk.com/en/news/2018/Brake+cooling+system+to+be+allowed+at+Imola">http://www.worldsbk.com/en/news/2018/Brake+cooling+system+to+be+allowed+at+Imola</a></i><br><br><i>Also here:<br/><a href="https://www.motorcyclenews.com/sport/world-superbikes/2018/may/wsb-brake-cooling-allowed-to-prevent-more-problems/">https://www.motorcyclenews.com/sport/world-superbikes/2018/may/wsb-brake-cooling-allowed-to-prevent-more-problems/</a></i> | While the Commission in principle approves the proposal , detailed specification of ducts - dimensions etc - to be submitted for approval prior to our endorsement. This must be generated by MA (Rules and Technical in correspondence with the Road Race Commission.) Our rationale is to ensure that safety is not compromised, and no advantage (aerodynamic or otherwise) is gained by use of a particular design , and that allowing the use of ducts does not abuse the intent of the proposal . |                             | The Rules & Tech Committee request further information from the Commission before a decision is made | No changed at this time. Insufficient number of reasons for allowing these. |

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| RR1337 | 8.21.5.1 b)             | Fuel injection/ ignition control units that plug into the original electrical connectors with no modification to the wiring harness or additional connections to other sensors. Standard OEM ECU must be retained and operative. | Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness or additional connections to other sensors, <b>except throttle position. Optional inputs to fuel injection/ignition control units may not be used.</b> OEM ECU must be retained and operative.<br><br><i>As throttle position sensor is never plug and play, always you need to modify the wiring harness to take this feed. This clarifies that you cannot be taking wheel speed sensor inputs the same way. As currently I would argue that if you can take the throttle position sensor this way, you can take the wheel speed this way.</i> | Endorsed  | * Nick Favazzo, MCRCWA & WA Road Race Committee - Proposed wording unclear, recommend the below;<br>Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness or the connection to other sensors with the exception of the connection of the unit to the throttle position sensor. Optional inputs to fuel injection/ignition control units may not be used. OEM ECU must be retained and operative. | The Rules & Tech Committee support the Commission. Wording to be confirmed by the commission<br><br>suggested wording from Jake<br>Fuel injection/ ignition control units that plug into the original electrical connectors with no modification to the wiring harness, except throttle position sensor connection; additional connections to optional sensors, inputs & modules are not allowed. Standard OEM ECU must be retained and operative<br><b>UPDATED TO;</b><br>Fuel injection/ ignition control units that plug into the original electrical connectors with no modification to the wiring harness, (or) except throttle position sensor | UPDATED TO;<br>Fuel injection/ ignition control units that plug into the original electrical connectors with no modification to the wiring harness, except throttle position sensor connection; additional connections to optional sensors, inputs & modules are not allowed. Standard OEM ECU must be retained and operative. |
| RR1338 | 8.18.7.1                | The following may be added:  | <i>Confusion, would like to discuss to elevate this</i>  | Noted   |   | The Rules & Tech Committee acknowledge this request.<br><b>No changes will be made at this time.</b>   |  |
| RR1339 | NILL                    | Homologated tyre list 2019   | <i>General discussion on tyre list, manufactures etc. complying</i>  | Noted   |   | The Rules & Tech Committee acknowledge this request.<br><b>No changes will be made at this time.</b>   |  |
| RR1340 | NILL                    | Scrutineering of bikes   | Would like to see a change here and implement 2020 awards, similar rules to BSB configuration of scrutineering when I will table at our commission meeting.<br><br><i>Will eliminate the he said she said straight up as what we have i.e. checking comms and the like needs updating.</i>   | Noted - the current GCR's are satisfactory . The ASBK and / or other Promoters may wish to revise and implement procedures and monitor same to ensure consistency in eligibility functions. Such procedures would need to be included in relevant Supplementary Regulations . |   | The Rules & Tech Committee acknowledge this request.<br><b>No changes will be made at this time.</b>   |  |
| RR1341 | APPENDIX A              | Australian Standards regarding helmets for dirt and road disciplines   | Would like to discuss with all o the level of some manufacturer and the helmet standard being approved and allowed on track.<br><br><i>Rider safety, quality and structure etc. Understand this is probably not our role but feel we need to start setting the level of helmets being allowed on a race rack to eliminate disaster as much as possible.</i>  | Noted   |   | The Rules & Tech Committee acknowledge this request.<br><b>No changes will be made at this time.</b>   |  |
| RR1342 | 8.17.3.2                | Front brake caliper mounting bolts to be lock wired in the tightened position. The use of R-clips, bowtie clips, and spring clips in conjunction with lock wiring is permitted.  | <b>Remove</b>  | Endorsed  | * Nick Favazzo, MCRCWA & WA Road Race Committee - Lockwiring of Calipers<br>* MCRC does not support the removal of this rule.<br>- A lack of incidents proves that the rule is effective<br>- The lockwiring (whilst it may not be fully functional through the use of clips etc) it acts as a secondary check on a critical fastener.  | The Rules & Tech Committee support the Commission. Changes Accepted.   |  |
| RR1343 | NEW RULE 8.18.7.1 e vii | NILL   | <b>GPS lap timers that are also capable of collecting data.</b><br><br><i>There are now several models of GPS lap timers that are available and capable of data collection at a reasonable cost.</i>   | Endorsed  | * Nick Favazzo, MCRCWA & WA Road Race Committee - Permitted additions;<br>* Extend to Supersport (to allow fitment of gps units with logging capabilities of unit internal sensors). Unless there is a particular reason we don't know as to why SSPT shouldn't be allowed.<br>* Note 18.17.1.4 does not allow electrical connection of the unit to the bike other than for power.  | The Rules & Tech Committee support the Commission. Changes Accepted.<br>All road racing classes.<br>8.17.1.4<br>a. GPS and or Infra-red lap timers may be fitted.<br>b. GPS lap timers that are also capable of collecting data unless stipulated in Supplementary Regulations.  |  |
| RR1344 | 8.17.3.3                | Motorcycles may be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another machine.              | Motorcycles <b>must</b> be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another machine.<br><br><i>To prevent accidental application of the front brake when close to another motorcycle.</i>   | Commission do not endorse this change - It remains that these may be fitted if the rider requires this protection   |   | The Rules & Tech Committee support the Commission. 8.17.3.3 To be added to All Classes Permitted Additions, plus "unless mandated in Supplementary Regulations. Brake lever protection is strongly recommended.<br>SBK 8.18.7.1 e vii<br>SS 8.19.7.1 e.<br>SST 8.20.6.1 e.<br>PROD 8.21.5.1 e<br>GP MONO 8.22..  |  |

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| RR1345 | 8.28.2.2 | Only treaded tyres may be fitted.  | <p><b>Remove</b></p> <p><i>In all other class of juniors are allowed to use slick tyre including OJC</i></p>  | Endorsed   |  | The Rules & Tech Committee support the Commission. Changes Accepted. |  |
| RR1346 | 8.28     | <p>8.28.1 Machine Eligibility<br/>8.28.1.1 Machines must be 4-stroke and OEM.<br/>8.28.1.2 Data loggers are not allowed.<br/>8.28.2 Permitted Modifications<br/>8.28.2.1 The following may be modified:<br/>a) External gearing,<br/>b) Carburetor jetting,<br/>c) Handlebars and footrests, provided original mounting points are used.<br/>8.28.2.2 Only treaded tyres may be fitted.<br/>8.28.2.3 Tyre warmers may be used.</p> | <p><b>Junior 160cc Solo rules - should we update to represent the OJC regulations.</b></p> <p><i>Minimal rules are listed, OJC rules are more detailed.</i></p> | <p>Not Endorsed in current format - More information to be provided for Rules and Technical. The current rules encourage participation utilising a variety of machines at various levels of competition . Since the mneeting we were furnished with the following - ENDORSED.</p> <p>1 MACHINE ELIGIBILITY<br/>1.1 Up to 160cc 4-stroke Single-Cylinder Manual</p> <p>2 TYRES<br/>2.1 Tyres must be as per the Supplementary Regulations.<br/>2.2 Tyre warmers may be used</p> <p>3 COMPULSORY MODIFICATIONS<br/>3.1 The following must be removed:<br/>a) Head lamp,<br/>b) Tail lamp,<br/>c) Reflectors,<br/>d) Horn,<br/>e) Traffic indicators,<br/>f) Mirrors,<br/>g) Centre and side stands,<br/>h) Registration plate / bracket and label holder,<br/>i) Passenger footrests.</p> <p>4 PERMITTED MODICIATIONS<br/>4.1 The following may be replaced or modified:<br/>a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original.<br/>b) Spark plug type.<br/>c) External gearing and chain, but not chain pitch.<br/>d) Brake pads, linings and brake hoses.<br/>e) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM.<br/>f) Front suspension, springs, fork oil and fork top caps may be modified or replaced to include preload adjusters, but the external appearance of the forks must not be changed.<br/>g) Rear suspension damping units and springs.<br/>h) Handlebars, handlebar ends, grips and handlebar mounted levers..<br/>i) Where applicable carburettor jetting can be changed<br/>j) Footrests and foot controls, but the replacements must be mounted at the original mounting points.<br/>k) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked.<br/>l) The mounting point on the frame for the side stand may be shortened.</p> <p>4.2 The following may be removed:<br/>a) Pollution system,<br/>b) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.</p> |  | The Rules & Tech Committee support the Commission. Changes Accepted. |  |

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| RR1347 | 8.18.1<br>18.19.1<br>8.20.1.1<br>8.21.1.1<br>8.22.1.1 |                     | ALL CLASSES - eligibility, must provide technical data and parts as requested   | Endorsed - Refer to 8.6.0.4               |   | The Rules & Tech Committee support the Commission. Changes Accepted. Add 8.6.0.4 to all classes.<br>8.6.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.<br>8.18.1<br>18.19.1<br>8.20.1.1<br>8.21.1.1<br>8.22.1.1 |
| RR1348 | 8.12.13   |                     | Refer to Road Race Supp Regs and update stop and re-starts in the MOMs  | In progress.                              | <p>* Nick Favazzo, MCRCWA &amp; WA Road Race Committee - Following may be added;</p> <p>* Further discussion and tidy up of rules surrounding Data Acquisition is required, confusion and differences between Supersport, superbike, general rules (i.e. 8.17.1.4) and Bulletins (i.e. bul.1976).</p> <p>* GCR 8.17.1.4 restricts any connections other than power being made to the bike, the bulletin/8.18.7.1 does not allow other sensor connections.</p> <p>- Clarify what connections can be made (i.e. CAN/RS232/K-line to the ECU or connections to OEM sensors)</p> <p>- Clarify if any sensors can be fitted and allow some sensors to remain fitted but unplugged if so desired (i.e. brake pressure sensors, continually removing and reinstalling is a potential failure point). Easy enough to just unplug.</p> <p>- For parity across all machines, MA produce a list of OEM sensors across the range of machines (i.e. all OEM Superbike/Supersport sensors). Bikes wanting to add a sensor to log, can add from that list. This limits tyre temp sensors, linear (suspension) potentiometers etc, but allows all competitors to log the same data without forcing teams to upgrade to the newest/latest bike with OEM logging to do so.</p> <p>* Discussion and clarification on the flashing of ECUs and rider aids (with consideration on how to enforce).</p> | The Rules & Tech Committee support this update. This item is in progress.  |
| RR1349 |   |                     | <p>Junior Classes:</p> <ol style="list-style-type: none"> <li>1. Confirm what is a championship class and what is a cup class.</li> <li>2. Reduce the number of championships.</li> <li>3. Review Junior Age Groups/ Classes</li> </ol>   | Junior age groups are currently working . |   | The Rules & Tech Committee have decided that by 2021 new age groups/classes are to be confirmed. The Rules & Tech Committee to put suggested age groups/classes to new Commission for consideration. International pathways and FIM age groupings and race distances to be considered and potentially align with in future.                |
| RR1350 | ALL   | CHAPTER 8 ROAD RACE | <p>Review entire chapter:</p> <ol style="list-style-type: none"> <li>1. Confirm if any rules are repeated and amalgamate where necessary into a 'general' or 'all classes' section.</li> <li>2. Re-word any rules that can be miss-interpreted, to be clear and concise.</li> <li>3. Delete any rules which are policy. All policies to be detailed outside of the MoM's.</li> <li>4. Delete or re-word any rules which contradict one another.</li> <li>4. Add any suggestions or additional rules.</li> <li>5. Review rules which make reference to another rule, and confirm the reference is still applicable.</li> </ol> | Provided to Rules and Technical at MA     |   | The Rules & Tech Committee to put suggested changes to new Commission for consideration.   |

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| RR1351 |           | <p>Endorsements will be issued for:</p> <ul style="list-style-type: none"> <li>• Up to 85cc 2-stroke / 160cc 4-stroke</li> <li>• 125cc 2-stroke / 250cc 4-stroke</li> <li>• Road Race 13 to under 16 race with Seniors</li> <li>• Road Race 15 years SS600 Class</li> </ul>   | <p>Endorsements will be issued for:</p> <ul style="list-style-type: none"> <li>• <b>Road Race Up to 70cc</b></li> <li>• Up to 85cc 2-stroke / 160cc 4-stroke</li> <li>• <b>Road Race 125cc 2 stroke / 250cc 4-stroke</b></li> <li>• <b>Road Race Up to 400cc 4 stroke machines eligible for the SSP300 class</b></li> <li>• <b>Road Race 13 to under 16 racing with Seniors in approved classes – refer GCR 8.8.0.9 and 8.8.0.10 c)</b></li> <li>• Road Race 15 years SS600 Class</li> </ul> <p><i>Road Race Up to 70cc - this is an endorsement included in the Endorsement Policy.</i></p> <p><i>Road Race 125cc 2 stroke</i><br/> <i>The purpose of this endorsement is to allow the use of older two stroke 125GP bikes and not let juniors onto old 250cc GP bikes (which are still around)</i></p> <p><i>Road Race Up to 400cc 4 stroke machines eligible for the SSP300 - To allow the use of the current range of SSP 300 bikes available. The increase of the 4 stroke to "400cc" is to allow for the Kawasaki Ninja 400, now that it is an eligible bike for SSP300, not to let a junior ride any "Supersport" style bike up to 500cc. Need to remember that this endorsement is already utilised at club level racing and historic racing.</i></p> <p><i>Road Race 13 to under 16 racing with Seniors in approved classes – refer GCR 8.8.0.9 and 8.8.0.10 c) - The purpose of this endorsement is to allow juniors to ride with senior competitors where there is a category created by promoters/clubs in their SR's for a competition by riders on "similar" machines. Typically, it is "grey import" racing or</i></p> | <p>The Commission agrees with these endorsements however still questions if <b>Road Race 13 to under 16 racing with Seniors in approved classes</b> is required.</p> <p>If a junior is competent and endorsed to race a machine in the GP Mono, 250/300/500 production and/or SS600 class, why are they not automatically competent to race in these classes when they are combined (juniors and seniors)? There is concern this will not/ is not be administered correctly.</p> |   | <p>The Rules &amp; Tech Committee advise this item has been addressed and is available in the MA License Conditions and Endorsements document at <a href="http://www.ma.org.au/support/policies/">www.ma.org.au/support/policies/</a></p> <p>8.8.1.1 For information on endorsements please refer to the MA License Conditions and Endorsements document at <a href="http://www.ma.org.au/support/policies/">www.ma.org.au/support/policies/</a></p> |  |
| RR1352 | 8.12.10.1 | <p>For events where speed is the determinant:</p> <p>a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:</p> <p>i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and</p> <p>ii) Thereafter to each competitor who:</p> <ul style="list-style-type: none"> <li>• Has completed not less than 75% of the event distance</li> <li>• Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.</li> </ul> | <p>For events where speed is the determinant:</p> <p>a) A chequered flag must be displayed to:</p> <p>i) the first competitor to complete the event, <b>as they cross the finish line</b>, who will, subject to the results of any protests, be the winner, and;</p> <p>ii) thereafter to each competitor who <b>crosses the finish line, with the sequence of completion being the determinant of placings.</b></p> <p><i>A flag marshal isn't expected to know who has completed less than 75% of a race and not wave a flag to them. The 75% completion is only relevant for re-starts. Believe this rule need to be worded better.</i></p>  | <p>The Commission agrees to adopt this Rule Change.</p>  | <p>*<b>Lana McMahon</b> - Agree this needs to be reworded. If we reword this rule we require an addition rule that explains competitors who complete less than 75% of the race will be deemed DNF (did not finish). The 75% completion is related to re-starts and competitors receiving DNF.</p> <p>This rule also appears in other disciplines:<br/>   Historic Road Race: 9.10.5.1<br/>   Motocross/ Supercross: 10.16.5.1<br/>   Classic Motocross and Classic Dirt Track: 11.9.7.1<br/>   Dirt Track and Track: 15.11.7.1, 16.11.6.1<br/>   Supermoto: 17.11.6.1</p> | <p>The Rules &amp; Tech Committee acknowledge this request but no changes will be made at this time.</p>   |  |
| RR1353 | 8.17.3.2  | <p>Front brake caliper mounting bolts to be lockwired in the tightened position. The use of R-clips, bowtie clips, and spring clips in conjunction with lockwiring is permitted.</p>  | <p><b>DELETE THIS GCR</b></p> <p>Rationale: This is a rule than was introduced in relatively recent years, in direct response to a specific, one off occurrence. It could be removed on that basis that it addressed a one-off occurrence. This also creates delays for riders who wish to change tyers.</p>  | <p>The Commission agrees to adopt this Rule Change.</p>  | <p>* <b>Nick Favazzo</b>, MRCWA &amp; WA Road Race Committee - Disagree with removing this rule - as per RR1342</p>   | <p>The Rules &amp; Tech Committee support the Commission. Changes Accepted.</p>  |  |

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| RR1356 | 8.12.12      | 8.12.12 Stopping Events<br>8.12.12.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 2/3rds of the event distance or time, whichever is the less, has been run.<br>8.12.12.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:<br>a) Caused the incident, or<br>b) Having been involved in the incident, could not continue in the event. | Simon Maas, Tom Williams, Martin Port, Peter Smith, Peter Doyle;<br>(see attached for original order/layout or proposed points)<br><br>8.12.12 Stopping Events<br>8.12.12.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 2/3rds of the event distance or time, whichever is the less, has been run.<br>8.12.12.2 The results, established after the review of the incident by the Clerk of Course and so declared will be based on the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap, but may exclude those competitors who:<br>a) Are proven to have been the cause of the incident,<br>b) Having been involved in the incident, could not continue in the event.<br><br>note: Conclusive proof of being the cause of the incident must be established before excluding any competitors. |  |  | Accept but wording to be more clear.<br>Remove - Conclusive proof of being the cause of the incident must be established before excluding any competitors. |  |
| RR1357 | 8.12.13.1    | 8.12.13 Stopping and Re-Running Events<br>8.12.13.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:<br>a) Given an advantage to the team of which the offender is a member, or<br>b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event, may declare the event void and order a re-run .  | Peter Smith - These two rules should also be reviewed for relevance. Need to discuss context/intent, could be a time bomb for crashed riders demanding to be reinstated in the final results after being taken out by another rider and not able to restart as per 8.12.12.2 b)  |  |  | The Rules & Tech Committee acknowledge this item   |  |
| RR1358 | 8.12.13.4    | 8.12.13.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.<br>8.12.13.4 In any re-run:<br>a) Any competitor who:<br>i) Fell in the stopped event as a result of having been fouled,<br>ii) Intentionally laid down his or her machine in the interests of safety,<br>or<br>iii) Left the course in the interests of safety, may participate.  | Simon Maas, Tom Williams, Martin Port, Peter Smith, Peter Doyle;<br>(see attached for original order/layout or proposed points)<br><br>8.12.13.4 In any re-run, and subject to any ongoing review of the incident:<br>a) Any competitor who:<br>i) Fell in the stopped event as a result of having been fouled,<br>ii) Intentionally laid down his or her machine in the interests of safety,<br>iii) Left the course in the interests of safety, or<br>iv) cannot be proven at the time of the re-run to have been the cause of the incident, (If proof of being "the cause of the incident" cannot be indisputably established before the re-run is scheduled to start, any competitors under review may participate, subject to item c) of this rule)<br>may participate.   |  |  | The Rules & Tech Committee need rationale or will not be considered.<br>To be reworded and resubmitted   |  |
| RR1359 | 8.12.13.4 b) | 8.12.13.4 In any re-run:<br><br>b) Any competitor who:<br>i) Caused or contributed to the event being stopped,<br>ii) Failed to start in,<br>iii) Retired from,<br>iv) Was excluded from, or<br>v) Had been lapped during the course of the stopped event, may not participate.  | Simon Maas, Tom Williams, Martin Port, Peter Smith, Peter Doyle;<br><br>b) Any competitor who:<br>i) Is proven at the time of the re-run to have caused or contributed to the event being stopped, (Conclusive proof of being the cause of the incident must be established before excluding any competitors)<br>ii) Failed to start in,<br>iii) Retired from,<br>iv) Was excluded from, or<br>v) Had been lapped during the course of the stopped event, may not participate.   |  |  | To be reworded by The Rules & Tech Committee and resubmitted to Commission   |  |

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|--------|---------------------------|-----|---|--|--|--|--|
| RR1360 | 8.12.13.4 c)<br>NEW POINT | nil | Simon Maas, Tom Williams, Martin Port, Peter Smith, Peter Doyle;<br><br>c) Any competitor who, after review of the incident:<br>i) is proven to have caused the event being stopped, (Conclusive proof of being the cause of the incident must be established before excluding any competitors)<br>ii) Failed to start in,<br>iii) Retired from,<br>iv) Was excluded from, or<br>v) Had been lapped during the course of the stopped event, may be excluded from the results of the re-run event. |  |  | Accepted by The Rules & Tech Committee |  |
| RR1361 | Appendix A 1              |     | New FIM Helmet standards, add to MoMs list Appendix A 1.  |  |  | Accepted by The Rules & Tech Committee |  |

MEETING CLOSES: April 7, 2019