



# Historic Road Race Commission

## Meeting Minutes

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**PRESENT:** Marcus de Caux and John Simms

**APOLOGY:**

**MEETING OPENS:** April 6, 2019

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions 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 <b>or manufactured in the period for the Grand Prix competition (excludes production-based classes)</b></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.
HRR797	NEW RULE 9.13.1.3	NILL	<p><b>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.</b></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 ncrease race numbers.
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><b>c) Unlimited class machines may enter the next era but must run as per the rules of the logbook era.</b></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.

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Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
HRR799	9.20.3.2	The following machines or their major and minor components: a) Yamaha TZ250H b) Yamaha TZ250J c) 1981Suzuki RG500 d) 1982 Suzuki RG500	The following machines or their major and minor components: <b>a) 1981 Suzuki RG500</b> <b>b) 1982 Suzuki RG500</b>  <i>Allow Yamaha TZ250H and TZ250J to race in Period 5 classes (forgotten era)</i> <i>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.</i>	The Commission purposely excluded Yamaha TZ250 H & J models in Perid 5 because the engine s technically superior to the previous TZ engines.
HRR800	9.15.28	Front and rear brake caliper mounting bolts to be lock wired l the tightened position.	<b>Delete rule</b>  <i>This has been proposed for deletion from the Road Racing also.</i>	The Commission does not agree with this rule being deleted.
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.
HRR802	ALL	CHAPTER 9 HISTORIC ROAD RACING	<b>Review entire chapter:</b>  <b>1. Confirm if any rules are repeated and amalgamate where necessary into a 'general' or 'all classes' section.</b> <b>2. Re-word any rules that can be miss-interpreted, to be clear and concise.</b> <b>3. Delete any rules which are policy. All policies to be detailed outside of the MoM's.</b> <b>4. Delete or re-word any rules which contradict one another.</b> <b>4. Add any suggestions or additional rules.</b> <b>5. Review rules which make reference to another rule, and confirm the reference is still applicable.</b>	9.18.2.2c.) 9.19.23

**MEETING CLOSES:** April 7, 2019