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## All Terrain Vehicles Commission Meeting Minutes

Meeting held 12th to the 13th March, 2016

PRESENT: Darrell Knight (Chair), Len Picciello  
APOLOGY: Martin Stone  
MEETING OPENS: Saturday 12th March

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	Final Decision
ATV211	-	Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	Apology from Martin Stone	-	-	-
ATV212	-	Confirmation of minutes	Minutes of the 2015 meeting are confirmed as a true record of the meeting.	-	Confirmed	-	-	-
ATV216 & DT598	MA	ATV MX Class at National Championship	N/A	<p>Any classes would undoubtedly have to line up with the current Junior ATV GCR specifications in Section 15 for other discipline areas (MX etc.).</p> <p>Appropriate classes from table in GCR 15.2 Junior Aust Championships. Flexing of these descriptions should be very strongly resisted (tonnes of painful work in there).</p> <p>7 to under 11 Limited 60cc to 90cc 2-stroke &amp; 85cc to 110cc 4-stroke 8 to under 12 Comp 60cc to 90cc 2-stroke &amp; 85cc to 125cc 4-stroke 12 to under 16 Comp Up to 200cc 2-stroke &amp; 250cc 4-stroke</p> <p>You would know best about Dirt Track grid sizes and race formats. But I will suggest that the best measure might be to go in boots and all and offer the classes with sealed minimum number.</p> <p>Meaning the class should be offered and catered for by the Promoters of Championship events, but does not have to be run if the minimum numbers are not met.</p> <p>In Section 15, 15.3.2.2 c) we state that the Minimum Number for Junior ATV Championship classes must be 6 entries (but I believe this could be varied by SR).</p>	<p>ATVC support the addition in principal.</p> <p>To be run as a support class suggested for implementation year, which will likely be 2017 with a view to possible Championship Status for 2018. (Note: the 2016 event being Easter 2016 and only 2 weeks away).</p> <p>DTC and ATVC discussed Junior ATV classes on their own merit and support on that basis, however, with MA generally considering reducing Motorcycling Championship classes down from 270, and All Com Item ALL19 re minimum ages for classes being 10 or 12 years old. This class could be supported for addition and then removed within the same process.</p> <p>DTC and ATVC to discuss after 2016 event. Championship event discipline combinations. Event sizes, fit and format to be further researched.</p> <p>12-16 year old National Championship class recommended for Championship status.</p>			

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ATV218	Sandra Siemensma	Discipline Specific Officials for ATV	N/A	<p>Please consider grading officials on discipline only for the following reasons.</p> <p>Not every parent aspires to have a child in every discipline. Not every club member aspires to compete in every discipline.</p> <p>Not every discipline has hundreds of competitors, smaller disciplines really struggle with the number of available officials within their own disciplines.</p> <p>At the end of the day we are all volunteers, only interested in the particular discipline our children or our members compete in. For example, I am not, nor would I ever be interested in officiating at any other discipline except quads.</p> <p>If officials can concentrate and put all their energy into the rules and regulations into the discipline of their choice this can only enhance that particular discipline.</p> <p>If this rule was to be included it would also ensure that the officials at state or national titles know exactly what is required at those events. For example we do not currently have any L4 officials for the quads within our club, so if we were once again to host a national event we would be allocated those officials from a bank of people many who have not even attended a quad event.</p>	<p>ATVC strongly support and recommend this request which has been a considerable problem for many years. ATVC also recognise that this is a matter for NOC and MA Technical.</p> <p>Simply not supporting this recommendation will needlessly stress an isolated and small discipline. ATV specific higher level 'endorsement' should be considered similar to the existing precedent set for Speedway and other unique disciplines.</p>			
ATV219	N/A	Hybrid Machines	N/A	<p>At a recent Dirt track race meeting it was noticed by a fellow MA member that a 700cc engine was fitted to an OEM 450 Rolling Chassis. Photos were provided. It was obvious the Main Frame/Chassis had been heavily modified to accommodate the larger engine. On this occasion the welding and work around the area that wasn't covered by body covers and accessories looked neat. The real issue I see is that anyone with no experience can build or modify Frames/Chassis and race it at a spectator event. Currently no qualification or certification is required. Its simply left up to the scrutineer on the day.</p> <p>I cannot see how a Modification of this magnitude could be deemed safe without proper assessment by a Qualified Engineer. Who could possibly know what is really behind a Major Modification and or a low budget non production Chassis/Frame from a visual inspection? I believe our competitors, fellow racers and spectators are currently at unnecessary risk from a potential Catastrophic failure. I motion that its our duty of care to see that our members and the public have the best possible chance to go home safely.</p>	<p>This proposal is not supported by ATVC.</p> <p>ATVC recommend that inspection responsibility is seen to fall within normal event scrutineering process where all manner of other engineering modifications are included.</p> <p>The ATVC considered that the two top tubes of this example frame had indeed been modified, and appeared to be quite well done. This example was passed by scrutineers on the day and no incident resulted. The main concerns with imposing an engineering requirement on frame welding or modifications is that such a ruling would immediately effect a great number of top level competition machines today. Most common MX machines have frame-work, after OEM welding or full gusset kits welded in.</p> <p>Questioning the structural integrity of ATV frames also raises concerns of setting a precedent of justifying any other modification that could affect frame strength or critical component integrity and security. To name one extremely common modification such as wider front A-arms, these add considerable lever forces to standard frames, and are not supported by OEM frame manufacturers. Many riders of these machines correspondingly weld full gusset kits into these frames to avert failures, which still occur. Yet this common example has never required certification.</p>			

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				<p>It is my opinion that Heavily modified frames or non OEM non production Chassis/Frames should be properly tested and certified by an appropriate welder or engineer. The welder or engineer could offer a certificate to the owner so it can be offered to the scrutineer on day of race.</p> <p>I propose we Amend/Add Rule to the effect: Hybrid ATV's with Major Modifications to Frame/Chassis or Non production Frames/Chassis be certified by an appropriate engineer. Certificate to be offered to the scrutineer at each race meeting.</p>	<p>The ATVC also noted that high level competition bikes often crack or damage components over time and are quite regularly repaired by welding, but we do not know of one single case where such a failure has caused a catastrophic accident. Usually the rider can still complete the event and return to pit safety. ATVC also shared the concern that any engineering approval would only be valid for that day / event. Welding does indeed cause it's own frame stresses, invites fatigue, is rewelded and so on.</p> <p>Requiring modification certification is seen to be onerous, expensive, still will not prevent failures, and will open up a can of worms as to what modifications must or need not be engineered and how often. For the above reasons the majority ATVC did not support engineering certification and does believe the current system where inspection responsibility is left to the accredited scrutineer on the day is most appropriate.</p>			
ATV220	MA	15.11.6	Scoring Table	<p><b>Amend Rule</b></p> <p>There are only 6-8 Starters in ATV Competition, not the 30 that is outlined. Should the points system be condensed to cater for the limited number of participants: finishing "last" in ATV should be awarded a similar number of points as in other disciplines - not the same as finishing "6th"...</p>	<p>Recommendation not supported by ATVC.</p> <p>Points system is consistent with 2 wheel MX discipline and across most all ATV disciplines (except speedway).</p> <p>Some ATV Enduro events have had more than 30 entrants, and MX can have up to 20. In any case, more advantages than disadvantages are seen to come from adoption of the 35 point system.</p> <p>However, the following recommendation is made which will avert some DNF disadvantage, while rewarding participation, but still inflicting significant points disadvantage/penalty. This addition is seen to advantage the vast majority of likely scenarios and also keep the competition pressure alive for subsequent place getters.</p> <p>15.11.6.5 An entrant suffering a DNF will attract 21st place points (10pts) or last place points, whichever is the lesser. If two DNF's occur in one race they will be awarded subsequent 21st and 22nd place points, and so on, with the latest DNF finishing highest of the DNF's.</p>			
ATV221	MXC	MX1169	Split / staggered starts	The MXC recommendation will be a very valuable feature particularly at low volume smaller club level ATV events.	ATVC supports MXC recommendation.			
ATV222	ATVC	Junior National Championship Classes		<p>Remove Australian Championship status for children under the age of 12 years</p> <p>Including: 60cc to 90cc 2-stroke &amp; 85cc to 110cc 4-stroke</p>	<p>ATVC in consultation with MXC believes that the minimum age for Junior Championship Status classes should be 12. Classes under 12 should still be offered for normal competition support classes.</p> <p>Refer MX1172. ATVC recommendation aligns with and supports MXC and thanks for their input.</p>			

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MEETING CLOSES: Sunday 13th April

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