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Classic Motocross & Classic Dirt Track Commission Meeting Minutes

Meeting held 12th to the 13th March, 2016

PRESENT: David Tanner (Chair), Shane Fraser, Nick Maxfield
IN ATTENDANCE: Greg Scriven, Alan Halley, Michael Hughes
APOLOGY: NIL
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
CMX406		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	Note to the MA Commission Charter	-	-	
CMX407		Confirmation of minutes	Minutes of the 2015 meeting are confirmed as a true record of the meeting.	-	Confirmed	-	-	
CMX408	Claire Boston President of the Vintage Motocross Club of Western Australia	13.8.1.5	Side number plates must: a. Be fitted above a horizontal line drawn through the rear axle, b. Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest,	Remove this requirement or change so it does not pertain to classic (Pre 78) bikes This is quite a modification to a pre 78 bike and effectively was negated from the late 70s onwards by the manufacturer's standard number plates. It is also currently negated by the fact that at major meetings - titles etc. the use of transponders is mandatory and is used as the main means of rider identification and placement. Titles also require the back number plate as identification. It is also not really relevant to clubs who do not run for points, such as the Vintage Motocross Club of WA. The bikes have a front number plate and side number plates, which due to the manufacture of the bikes, do not meet this rule's requirements.	CMXC recommend to remove 13.8.1.5 The rule is unrequired and an unnecessary imposition to riders.			
CMX409	Colin Metcher	Race Secretary		I wish to submit that for Classic/Post Classic motocross the rule that the Race Secretary cannot compete be relaxed. The Race Secretary has no authority of management of the meeting in the sense that the Clerk of Course and Steward do. While taking of entries, timing, etc. is performed electronically, the Race Secretary's commitment on the day is vastly reduced. With the above in mind, the Race Secretary's work is virtually done before the meeting starts. The Race Secretary would still be responsible for that officials function, but practice in running two Australian Championships and two Queensland Championships, plus our own club events shows that on the day their constant presence/supervision is not needed. Getting enough qualified officials is an ongoing problem for small clubs, and this recommendation would go a long way to alleviate this, particularly this year when we are running both Classic and Post Classic Australian Championships.	CMXC support the proposal at club and interclub level, however at National events there should be a nominated assistant to take over the roll - subject to the approval of the CoC. Note: As a member of this club David Tanner declares a Conflict of Interest with regards to Item CMX409.			

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CMX410	Kevin Mortimer	Track Closure Pre-National Championships	N/A	<p>Include GCR's similar to MX: e.g. The track is closed 8 days before a Championship round.</p> <p>Brisbane MCC are running the Australian Post Classic MX Championships on the 23/24 of July at Harrisville. The calendar schedules a practice day (Saturday) and then a club championship round(Sunday) at Harrisville the week before this meeting 16th & 17th July.</p>	<p>CMXC support the proposal.</p> <p>Note to general rules for Australian Championships - suggest no track use 8 days before national championship.</p>			
CMX411	Kevin Mortimer	Clash of Dates	N/A	<p>The SCB of a Australian Championship round probably doesn't schedule a MX in the same area on the date of the Australian Championship.</p> <p>The HEAVEN VMX club have scheduled a race meeting on the same days as the Australian Post Classic MX Championship at Harrisville. Their meeting is the Hawkesbury River Classic at Dargle. While this meeting is a reasonable distance away from Harrisville I'm sure it could have an affect on the Australian Championship. Classic/Post Classic MX & DT only have a limited number of competitors to draw from, especially those willing to compete at major Classic meetings.</p> <p>I believe a little bit of co-operation is needed, we have already seen the effect scheduling Aust Classic MX and Classic DT on the same weekend can have even with the distance between those two championships.</p>	<p>CMXC support the proposal.</p> <p>It would be desirable if similar events (especially those within the same discipline) were not be scheduled on the same day as an Australian Championship.</p>			
CMX412	Kevin Mortimer	Eligible Machines	N/A	<p>Will the Maico Only S1 bikes from the UK be considered eligible for the Evolution class? I have attached three photos. These bikes are built from scratch using refurbished and reproduction parts and a frame made from scratch to suit the 1983 model Maico motors from single shock bikes from that year. They are very expensive around about 8,000.00 pound in the UK. They are built for the Twin Shock class in the UK. If this bike is permitted to be used it will open the class up to further similar bikes. Racebase a firm in the UK http://www.thesuspensionguru.com/ make Maico replica frames to suit motors from all four Japanese manufacturer from linkage suspension machines. The potential for these frames and others to be used is real. If the Maico Only S1s are permitted in the class.</p>	<p>CMXC advise that the machine is eligible under the Evolution class rules.</p> <p>Bike would not be acceptable for pre 85</p>			
CMX413	Kevin Mortimer	Rule Interpretation	N/A	<p>Can parts of linkage bikes (non evolution class bikes) be converted to fit an Evolution Class bike?</p> <p>The answer should possibly be included in the MoMS to ensure clarity for all involved.</p>	<p>CMXC recommend an addition to Evolution GCR's:</p> <p>Components will be used as designed, forks will have been designed for drum brakes, frames will be as designed.</p> <p>Delete - "after the period" from 13.14.6.1</p>			

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CMX414	Kevin Mortimer	13.13	<p>13.13.1 Eligible Machines</p> <p>13.13.1.1. Only machines conforming to the requirements set out in this chapter will be accepted for competition.</p> <p>13.13.1.2. The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and parts manual publications dates are not proof of eligibility.</p>	<p>new rule probably insert after 13.13.1</p> <p>13.13.?? Eligible Components</p> <p>13.13.?? Major components are:</p> <ul style="list-style-type: none"> a) All engine and gearbox castings b) Frames c) Swingarms d) Brakes e) Suspension (front and rear) <p>13.13.?? All other components shall be considered as minor components.</p> <p>13.13.?? Replicas of components can be made provided they are a reasonable copy of the original part. Replicas of aftermarket components are also allowed, provided they are a replica of a component available during the era of the machine. Components can be improved for safety reasons but must be approved by MA.</p> <p>13.13.?? The following components will be considered to be free provided they remain visually compatible with the period of the machine.</p> <ul style="list-style-type: none"> a) Rear shock absorber/s b) Front fork internals c) Ignition d) Levers and controls e) Rims f) Foot pegs (wider pegs may be used) g) Exhaust 	CMXC do not support this proposal.			
CMX415	Kevin Mortimer	13.13.4		<p>Addition to current 13.13.4.</p> <p>13.13.4.?? Modern larger diameter handlebars are permitted for Pre 78 to Pre 90.</p> <p>Rationale for these suggested changes is as follows:</p> <ul style="list-style-type: none"> a) The current rules apart 13.14.1.2 & 13.14.2.2 do not permit replicas of either the OEM frames or after market frames that were available in a machines era. b) There is also no mention of what is acceptable and what is not. It has become common practice to fit new shock absorber/s and there is unwritten rules as to what is permitted for each era. It is common to modify front suspension with modern internals. c) Also it is common when replica parts are made they are improved for safety reasons. I think they need to be approved (by MA) so it isn't open slaughter. d) This also addresses the problem of metal fatigue. Replicas can be made in better material. e) The other things that are changed from standard are: <ul style="list-style-type: none"> i. Ignitions ii. Footpegs iii. Handle bars iv. Levers and controls 	CMXC do not support this proposal.			

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CMX416	Kevin Mortimer	13.14.6.2	13.14.6.2. Modifications converting later equipment to comply will not be allowed.	<p>13.14.6.2. Modifications converting later equipment to comply will not be allowed.</p> <p>Take the word "later" out. Previously 13.14.6.3. said "All components will be of the period the machine was manufactured". This meant (in my opinion) each machine had its own period. So components after the year of manufacture of that machine couldn't be modified to make them fit. Now with the rule changed later equipment could be argued to be only that equipment after Pre 90. So any equipment in the pre 90 range could be modified to fit. This is totally wrong and not within the true spirit of the class as first introduced in Queensland in 1997, seven years before in was in the MoMS. Despite what has been said (but not written down) the Evolution class is not a straight out technology class. It is however a class that has in the past and should continue to represent the change over in technology from air cooled, drum brakes and no linkage suspension to water cooling, discs brakes and single shock linkage suspension.</p> <p>This class has been and should continue to be a representation of not only the change over in technology but the bikes which represent that change over. Not bikes that never existed back in the era.</p> <p>I think it is reasonable to permit some follow on components, but not complete new bikes built from different bits.</p> <p>So I believe the word "LATER" has to come out of 13.14.6.2.</p> <p>I also believe consideration needs to be given to permitting carburetors both round and flat slide to be free for the Evolution, Pre 85 and Pre 90 class. Most new carbys still look the same as the carbys from the era and provided more modern computer tuneable carbys aren't used there shouldn't be a major problem. Most scrutineers don't even know what to look for.</p>	Refer CMX 413			
CMX417	Heaven VMX Inc.	Rear Sprocket Guard	N/A Rule has been deleted : 13.13.6.6	<p>Reinstate Rule</p> <p>13.13.6.6 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.</p> <p>This rule has been in and out of the MOMS a few times. It has been ignored at several National Title events even though it was clearly in the MOMS. There is a clear safety advantage in having the rear sprocket guarded as described in the rule and it is not difficult for every machine to comply.</p> <p>The administration of our sport's has a duty of care and that duty is brought into doubt when a clear and genuine real risk to the safety of riders or officials is identified and a rule is implemented to mitigate that risk, if that rule is then removed without controlling the risk in some other fashion. All modern bikes comply with the rule as manufactured and HRR requires bikes to comply yet our branch of the sport just removes it leaving early bikes of Pre78 and earlier clearly presenting a real risk of injury to both riders and officials.</p>	CMXC ask for feedback from SCB and the Rules & Technical Committee.			

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CMX418	Heaven VMX Inc.	13.8.1.5	13.8.1.5 Side number plates must: a) Be fitted above a horizontal line drawn through the rear axle, b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest,	<p>Change Rule</p> <p>13.8.1.5 Side number plates must: a) Be fitted above a horizontal line drawn through the rear axle, b) Be fitted as originally designed by the manufacturer. If the machine was not originally fitted with number plates or if desired the number plates should be installed so that the front edge of the plate is behind a vertical line drawn at 100mm to the rear of the rider's footrest.</p> <p>The current rule is difficult to comply with as written as most models 1978 and earlier where not designed to allow number plates to be fitted so far to the rear of the machine. Many owners/riders do not wish to damage their often valuable machine to fit number plates in a fashion not used when the machine was a current model.</p>	Resolved CMX 408			
CMX419	Heaven VMX Inc.	13.14.6	Evolution Class	<p>Remove entire Evolution class from MoMS and replace with Pre 82</p> <p>13.14.6 Acceptable machines and components: Pre '82 Class Solo</p> <p>13.14.6.1 Acceptable for the Pre82 class are machines and components built up to and including the 1981 model. The only exception to this rule is where the model remains unaltered after this date, are excluded under rule 13.14.6.2 or included under rule 13.14.6.10.</p> <p>13.14.6.2 Machines or components from machines sold with water cooled engines and/or linkage suspension are excluded. Adopting brakes or wheels from period machines sold as road bikes is not permitted for motocross but is acceptable for dirt track.</p> <p>13.14.6.3 Modifying machines or components to comply will not be allowed. Period after market components or replicas thereof, available for complying models is acceptable. It is acceptable to build a machine by combining components from complying models.</p> <p>13.14.6.4 Engines, gearboxes and front forks must remain externally unchanged.</p> <p>13.14.6.5 Any carburettor type commercially available prior to 31 Dec 1981 may be used.</p> <p>13.14.6.6 All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 13.10.</p> <p>13.14.6.7 Folding footrests must be fitted.</p> <p>13.14.6.8 Countershaft sprocket covers will be fitted.</p> <p>13.14.6.9 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.</p> <p>13.14.6.10 Acceptable follow on models for the Pre82 class and must also satisfy 13.14.6.2 and 13.14.6.3 are: a. Yamaha DT175 b. Suzuki TS185 c. CR/OR/WR/TE/AE Husqvarna models up to the 1984 model without water cooling d. CanAm 1982 twin shock Sonic Models e. 1982 model Yamaha IT250 and IT465 f. 1982 model Maico GS250 & GS490</p>	CMXC do not support this proposal.			

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				<p>The 2016 rules (13.14.6) relating to the Evolution class were comprehensively altered for the 2016 MOMS in a manner which completely and irreversibly destroys the intent and history of the class. The changes were contrary to all minuted submissions, suggestions and discussion by Commissioners, riders or clubs during the review process of the MOMS in 2015. The 2016 Evolution rules appear to have been compiled and implemented outside of the published MOMS review process. It is disturbing that the CMX Commission appears to have taken a deliberate and wilful decision to damage our branch of the sport as the changes were completely un-minuted and was not even available for comment prior to publishing. It was interesting that some members of one smaller Queensland VMX club spread the general idea of the rules on social media some weeks before the MOMS were available.</p> <p>The 2016 changes have completely destroy the Evolution class as it no longer represents any period of racing or style of machine in the history of MX. The two largest Classic MX clubs in Australia, which includes Heaven VMX have now removed Evolution class from their programs and replaced it with Pre82 as outlined above. This must, or should, raise alarm that a significant portion of the CMX membership feels that the MA process has failed them so badly that they move away from the standard class format at club and even open level meetings.</p> <p>The 'new' Evolution rules have been meant with complete contempt by virtually every rider in Heaven VMX even the couple who previously wanting to include some parts such as '82/'83 Yamaha and Honda forks.</p> <p>We ask the CMX Commission to now recognise that an error has been made and correct it in a clear and definitive fashion by removing Evolution class completely and introducing Pre82 as we have proposed including the inclusion and exclusion clauses. This will bring all classes in Classic MX & DT to the same basic class model. We would suggest that it should be applied immediately (before most clubs commence their 2016 programs) to minimise damage.</p>				
CMX420	Heaven VMX Inc.	13.14.1.2 & 13.14.2.2	Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.	<p>Delete Rules</p> <p>This was rejected by the commission last year and we request closer consideration and feedback on the deliberation process as just minuting the Commission does not agree is not an adequate reason. Considerate of the era is none descriptive and does not give any real guidance to an entrant or rider. This style of rule wording is not to be found anywhere else in the rules except in pre60 and pre65 Classic MX/DT. The wording suggests that almost anything will do but this is a specific Classic ERA of racing. Allowing frames designed much later into earlier classes does not encourage owners of genuine Pre65 machines to enter in fact it discourages them.</p>	CMXC do not support this proposal.			

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CMX421	Heaven VMX Inc.	13.14.1.5 etc.	Modifications to externals	<p>Rule as been deleted in all sections.</p> <p>Reinstate Rule: Engines and gearboxes must remain externally unchanged.</p> <p>This rule was deleted for 2016 and once again removes a defining rule of each class. Without this rule it leaves the class open to complete interpretation by the eligibility scrutineer. This is both undesirable as it leads to conflicting interpretations and leaves competitors completely unclear on what is or is not acceptable. There seemed to be no clear reason to remove the rule and once again the published process of MOMS review was not followed as the change was not contained in any minuted meeting by the CMX Commission and therefore could not be commented on before it was published in the 2016 MOMS.</p>	CMXC do not support this proposal.			
CMX422	Dave Radford Maryborough Motor Cyclist Club Inc.	National Championships		<p>We (Maryborough MCC) are a century old club that has seen our enthusiam and participation rise and fall linked to the membership's engagement at any particular time. We are in a transition phase of activity at present and are building momentum towards being able to host championship events, but this is still a little way off for us just yet. We hope this title event is still available when we rebuild to the level required to host title events.</p> <p>At present we are more concerned about the long term viability of this event. It was attempted by Temora in 2015, and I understand an ACT club in 2014. No one has applied for it in 2016 and we think the viability in it's current form needs to be investigated. This event is languishing at present and we fear the current state of neglect will be terminal.</p> <p>We would like to see the Classic Motocross and Classic Dirt Track Commission conduct an investigation/enquiry and call for submissions from interested stakeholders, consider their input, and recommend changes, probably to the class structure and the overall range of classes. Not just a rebranding exercise, but a review of the current setup and a recommendation of changes to ensure the event's viability into the future. We aren't convinced the current one size fits all approach to Classic/Post Classic MX and Dirt Track Championship Classes is working any more (it works fine for MX). We are aware of the procedure for proposing changes to the MoMS, but think a more collaborative approach will deliver a result that will suit more stakeholders and work into the future.</p>	CMXC recommend that they will have Dave Tanner make contact with the club and talk about a future.			

MEETING CLOSES: Sunday 13th March