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Motocross & Supercross Commission Meeting Minutes

Meeting held 12th to the 13th March, 2016

PRESENT: Graeme Baynes (Chair), Rodney McGee, Shannon Reimann, Rebecca Lipsett, Melissa Holmes
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
MX1155		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	-
MX1156		Confirmation of minutes	Minutes of the 2015 meeting are confirmed as a true record of the meeting.	-	Confirmed by Rodney & Graeme	-	-	-
MX1160	Rodney McGee	12.25.5.2		<p>Clarification Required</p> <p>The way I read this rule is that if a rider falls during a race & rips the end of his hand grip he can be black flagged for safety. If this is correct maybe the wording needs to be altered.</p>	<p>MXC recommend to add the wording: 'Exposed handlebar ends must be plugged with a solid or rubber cover at the start of each race.'</p> <p>Rationale: It is clear for Officials if anything occurs during a race that a rider should not be black flagged.</p> <p>MXC request that MA sends out a reminder to all States & Clubs that rule 12.25.5.2 has changed so that all parties are aware in the future.</p>			
MX1161	Jarod Griffiths	12.12.1.2	<p>In Junior competition,</p> <p>a) A riders' age on 1st January will determine their age for competition purposes for that year, b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class, c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class, d) This GCR applies to all riders up to and including the age of 16 years.</p>	<p>Change Rule</p> <p>In Junior competition,</p> <p>a) A riders' age on 1st January will determine their age for competition purposes for that year, b) A rider may move to the next higher age class when they become eligible by, (i) reason of celebrating a birthday, or (ii) elects to advance to the next higher age class but not cc class due to reason of height. The rider shall meet the criteria set out in Appendix (No) and make application to MA or SCB in the prescribed form, but once the rider moves to that higher age class, they may not move back to the lower age class, c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class, d) This GCR applies to all riders up to and including the age of 16 years.</p>	<p>MXC thanks Mr Griffiths for his submission but does not endorse this request on the basis that by changing this rule as requested, it would contravene rule 12.12.1.6.</p> <p>However, the MXC would like to seek feedback from the manufacturers and other stakeholders on the possibility of allowing the 85cc classes to combine the Standard & Big Wheel bikes while leaving the age grouping as it currently is.</p>			

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				<p>I propose that the age class bracket 9-12 year old (85cc) and the restriction on allowable wheel size (small wheel) is excluding junior riders that are exceptionally tall for their age from participating in motocross. In some cases the current rule has excluded junior riders from competing in motocross for 1-2 seasons. In my case, my son (10.5 yrs.), who has been riding off road motorbikes since the age of 4 and has 2 motocross race seasons experience (65cc & 85cc) will not be able to participate in MWA permit race events for the next 2 seasons. I feel having him ride competitively on his current small wheel 85cc would make it unsafe not only for him but to other competitors. Other parents have also experienced this scenario and have had to sit their junior rider out of competition until eligible for next age class/bike size. It would seem reasonable that to keep tall junior riders in the sport there should be mechanism to allow them to apply for a progression to a big wheel version bike with same cc capacity. This rule change would effectively only apply to the 85cc class and allow tall junior riders to continue to ride in same cc class and progress to larger capacity/size bike 125cc at age 13.</p>				
MX1162	Michel Constantinou	Amateur National Series proposal			<p>MXC are happy to support this series as a 'National Series', however, the dates must not conflict with the MX Nationals or the Australian SX series. Michel should now work with the States to find dates. As per MA protocol, the supp regs and dates are to be provided to the MXC for approval prior to release. The MXC to review the series after 2 years.</p>			
MX1163	John Gierke Toowoomba Motocross Queensland	12.11.1.1	<p>Junior Eligibility 12.11.1.1 Juniors only to compete in junior competition</p>	<p>Change Rule</p> <p>To keep as is except with a clause for Junior Women aged 15 to be able to compete in women's only class at club level only.</p> <p>We are finding so many junior girls leaving the sport when racing junior Lites at club level. The older junior Lites males are at that age when they cannot see danger and ride very aggressively. The girls get worried about this and keep getting told they would stay if they could compete in the women's only class. This would only be allowed to happen in girls only class and not when a women's class is combined with another class. Does not matter how many risk assessment you do on these girls in the junior Lites they always state it is safer to remove these girls out of this class. As this is a true family sport you should do everything in our power to try different things to promote the sport.</p> <p>From my understanding there is only one or two clubs running a women's only class and would it not be beneficial to have a trial somewhere in the country to see if this works.</p> <p>It would have to have some form of Check to make sure the junior rider had the capability to be able to ride safely in this class, like a coaching endorsement.</p>	<p>MXC thank Mr Gierke for his submission however the MXC cannot support this change due to some States have rules prohibiting 15yo from competing with Seniors but we recommend John speak with his SCB about split/staggered starts in order to assist clubs to retain girls in the sport.</p>			

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MX1164	Commission	Yellow Flag			<p>The MXC would propose the following based on the FIM rules:</p> <p>Yellow flag: held stationary Danger, ride cautiously.</p> <p>Yellow flag: waved Great danger, prepare to stop, no overtaking. Reduce speed immediately; no jumping.</p> <p>White flag with a red cross: Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.</p> <p>The MXC agree the penalty should be in line with the current FIM penalty.</p> <p>Further the MXC request that MA issue a bulletin to all States & Clubs notifying them of the rule change on yellow flags.</p>			
MX1165	MA & Lynn Long	255cc Capacity Limit		<p>The option of enabling riders to enter their 250cc in the 250 class and perhaps the Open class should be provided to encourage participation not preclude it. Women are given that very option.</p> <p>It seems to be meaningless as firstly you cannot ride more than one machine in a class at once but then two people can ride the same machine in the MX Pony Express. I don't understand why an open class needs to start at 255cc and upwards- is there some rationale behind the concept?</p> <p>Given the declining numbers in MX at all levels perhaps it is time to find ways of increasing participation options for motorcycle owners rather than making it an expensive hobby where increasingly, black events are looking so much more attractive and active.</p>	<p>The MXC would like to recommend the following change:</p> <p>12.1 & 12.5 MX1 122cc & over 2 or 4-stroke MX2 122cc to 250cc 2 or 4-stroke MXD 122cc to 250cc 2 or 4 Stroke</p> <p>12.2 & 12.5 SX1 122cc to 450cc 2 or 4-stroke SX2 122cc to 250cc 2 or 4-stroke</p>			
MX1166	Brian Anthony	12.26.1	N/A	<p>Add Rule</p> <p>12.26.1.15 Sidecars may be double mounted handlebar and lever protectors for all Motocross events.</p> <p>Purely a safety precaution to stop any chance of another bikes chair bar (passenger grab rail) being able to hook onto the other bikes front brake level; causing locked front brake etc. Similar to MotoGP now, in having front brake protectors, but sidecars need double mounted as there is no fairing to help protect the lever.</p> <p>Also during sidecar cross in Europe I have witnessed bikes racing Grand Prix's and other FIM governed meetings with double mounted protection for this reason.</p>	<p>MXC thank Mr Anthony for his submission and agree with this change to the rule.</p> <p>Proposed rule: 12.26.1.15 Sidecars may have double mounted handlebar and lever protectors for all Motocross events.</p>			

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MX1167	Michel Constantinou		<p>12.16.5.1 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> <p>Has completed not less than 75% of the event distance, and</p> <p>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.</p>	<p>Delete Rule</p> <p>12.16.5.1 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> <p>Has completed not less than 75% of the event distance, and</p> <p>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.</p> <p>I would like to see this rule changed because:</p> <ol style="list-style-type: none"> It does not reward riders with points for finishing back to 20th position. What is the point of having a scoring system that awards competitors back to 20th or 30th position in National/Slate Titles, if riders aren't going to be scored anyway because they haven't completed 75% of the race. There are different skill levels of riders, and the slower riders still compete but might be lapped by the leader, not complete 75% of the race, and therefore not be scored. It creates tension between the parents, riders and officials because the riders/parents feel that they have not been scored correctly, and when they were told why they were not scored, there was a lot of disagreement. In 2012 at East Coast MX in Canberra there were 12 riders on the grid in the 7-u9 65cc class, and only the first 3 riders scored points because they lapped all the other riders who didn't complete 75% of the race. Riders/parents want a reward for their efforts. They are spending money to go racing and have fun. In the case where there is less than 20 riders on the grid, if some riders are consistently not going to be scored they may stop competing because they are not going to be scored anyway. We want to encourage all levels of riders to compete at race events, and I believe this rule discourages beginner riders from competing. 	<p>MXC agree partly with this proposal but recommend the following wording:</p> <p>12.16.5.1 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>...</p> <p>iii) Thereafter to each competitor who:</p> <p>Has completed not less than 75% of the event distance for all Australian Championships and 50% of the event distance for all other events.</p> <p>Rationale:</p> <p>Rider ability varies at events, however Australian Championships should continue to be held in high regard and requires a higher standard than at State, Region or club level.</p>			
MX1169	Michel Constantinou	Race Start	N/A	<p>Add Rule</p> <p>I think that clubs/promoters should be able to run Double gate drops in the same race for classes that are combined but scored separately.</p> <p>This would be safer for example with Women classes combine with the men. It also gives the lesser class their own race start with their own age group or gender.</p>	<p>MXC understands that split / staggered starts are already accepted by some SCB's under special circumstances, as long as the total number of riders on the track at one time does not exceed the track licence.</p> <p>MXC recommend a new rule:</p> <p>12.16.4.5</p> <p>...</p> <p>d) In certain circumstances split or staggered starts may be used under approval of the relevant SCB</p>			
MX1170	MXC	4.2.9.1 d)	Fire Extinguishers	Remove Rule	MXC recommend that this rule should be in the track guidelines rather than MoMS.			

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MX1171	MXC	Add rule		Recommend new rule: 12.16.5.2	<p>MXC recommend a new rule is introduced to better define the official finish time to a race:</p> <p>12.16.5.2 A race will be deemed completed 5 minutes after the winner receives the chequered flag.</p> <p>Rationale: Currently the rules do not properly define a finish time for races as at the moment GCR 12.16.5.1 b) defines the race is finished when the flag is displayed to the last competitor. However this does not define how long this last competitor has to cross the line.</p> <p>MXC recommends that this is defined with this new rule.</p>			
MX1172	MXC	Junior National Championship Classes		<p>Remove Australian Championship status for children under the age of 12 years</p> <p>Including: 50cc Division 2 65cc classes 85cc 9 to Under 12 years class</p>	<p>Rationale:</p> <p>The FIM decided in 2015 to not award Championship status for under 12 years, the MXC agree with this decision. MXC believe that there is too much pressure put on children at a young age and that by removing Australian Championship status for age groups under 12 it may improve longevity within the sport.</p> <p>Upon review of other sports including Tennis, Athletics, Swimming and other Motorcycle disciplines, MXC believe that the age of 12 is an appropriate age for the start of Australian Championships.</p> <p>The MXC still support the 50cc, 65cc & smaller 85cc age classes to be held as support classes at AJMXC.</p>			
MX1173	MXC	Policy	Recommendation	A working group comprising of a Riders Rep, Clerk of Course/Race Director, Medical personnel and MA representative assess all National Championship venues prior to the Competition, once all the Promoter's infrastructure is in place.	<p>Rationale:</p> <p>MXC believe that venues and tracks change from the initial inspection approval. This working group will ensure that track guidelines are followed as closely as possible once all infrastructure is in place for race day.</p>			
MX1174	MXC	Add rule	Riders Representative	The MXC believe that the Riders Rep position should be selected by the current Commission, and should be for a period of 2 years.	The MXC recommends that Dan Reardon be appointed Riders Rep with Kirk Gibbs appointed as a deputy.			
MX1175	MXC	Ref MX1062	Concussion	The MXC requested in 2013 that a policy be considered regarding Concussion. As we understand it there is yet to be a policy created by MA. The effects of concussion has become a strong topic of debate amongst many sports and the MXC believe that MA should be leading the sporting community in setting a formal policy on concussion.	<p>MXC recommends that MA, in consultation with RACESAFE, create a policy and launch as a matter of urgency given the increased scrutiny world wide in Sport on concussion.</p> <p>Consultation with RACESAFE is critical given their protocols and policies for National level events are world standard. MA has the opportunity to reassure future participants that this policy would encompass more than just our National levels riders and therefore push our sport to the forefront as a leader in the topic of concussion at all levels.</p>			

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MX1176	MXC	2.4.2.6	An SCB which issues an official's licence must, within one month of issue, notify MA which must enter the information on a register of licenced officials to be maintained for that purpose and kept at the registered office of MA.	Remove Rule	Rule to be deleted as no longer required with the National database.			
MX1177	MXC	2.4.3.2 f)	2.4.3.2 A licenced official: ... f) Must be in attendance no later than (1) hour prior to the official start time of the meeting (including practice) and remain until the completion of their duties at the conclusion of the meeting.	Change Rule 2.4.3.2 A licenced official: ... f) Must be in attendance no later than half an hour (1) hour prior to the official start time of the meeting (including practice) and remain until the completion of their duties at the conclusion of the meeting.	MXC recommend that for most MX events only half an hour is needed given that they generally start at sunrise, so an hour is excessive.			
MX1178	MXC	2.4.5	Race Director role	How does the Race Director hold more rank at an event than a Steward? And what accreditation do they have to have?	MXC recommend that Promoters not be allowed to be a Race Director of their own series. Also that any Race Directors are not given higher power than a Steward.			
MX1179	MXC	2.4.5.1	2.4.5.1 MA may appoint a Race Director for any MA Series.	Change Rule 2.4.5.1 MA must approve the appointment of a Race Director for any MA Series. A Race Director cannot be the promoter of the series.	Rationale: MXC believes this re-wording further clarifies the appointment of a race director.			
MX1180	MXC	12.14.0.2/Appendix A - Cross reference to B under helmets	Helmet ejection systems		MXC would like to remind all Competitors for ALL Australian Championships - including the Australian Junior Nationals that they must have helmet eject system fitted to their helmet. The MXC request MA to send out a press release reminder for all competitors as we approach the start of our National Season..			
MX1181	MXC	12.4.3.3	12.4.3.3 The cost of the photograph will be subject to price approval by the State Controlling Body and recoverable from MA.	Remove Rule	MXC recommend that this rule be deleted based on the fact that it is no longer valid.			
MX1182	MXC	12.10.1.1 b)	12.10.1.1 No person may participate in Freestyle Motocross unless they: ... B) Have a current MA Senior National competition or MA Senior Freestyle Motocross licence which endorses under the following Rules		MXC request that the information for the FMX Only licence be finalised, inserted into 3.1.2 licencing table and sent to the SCB's.			
MX1183	MXC	12.4.2.2	12.4.2.2 Medallions and points will be awarded in all Australian Championships where there are: a) 10 or more starters for solo classes which actually participate in practice, qualifying or races, b) Six or more starts for sidecar classes which actually participate in practice, qualifying or races.	Add Rule 12.4.2.2 Medallions and points will be awarded in all Australian Championships where there are: ... c) Eight or more starters for all female classes which actually participate in practice, qualifying or races.	MXC believe that the female classes are still growing and a more appropriate number to constitute a class should be eight (8) competitors.			

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MX1184	MXC	Appendix A - Body Armour	Edit rule	Commercially manufactured full body armour must be worn under clothing.	MXC recommends that the wording 'under clothing' be removed as it should be at the participant's comfort.			
MX1185	MXC	Appendix A - Notes (Note 3)	Enclosed footwear MUST be worn in pit lane at all times	Edit Rule	MXC recommends that the wording be amended so that the words "pit lane" read 'pit area'.			
MX1186	MXC	One event licences	Emergency contact information	The one event licences NEED to have a section for Emergency Contact information	MXC recommends that there be a new section on the one event licence application that allows for Emergency contacts as currently there is no information for officials in this instance. This is a matter of urgency for this to be changed.			
MX1187	MXC	12.16.10	12.16.10 Stopping and Re-running of Events where Electronic Timing is used	Replace 12.16.10.1 with 12.17.4.1 and 12.17.4.2	This will bring the restart rule for electronically timed, non National SX/MX events into line with the National events.			
MX1188	MXC	Helmet Cameras			MXC understand that the FIM has now made the decision to ban helmet cameras from World MX GP. The MXC will continue to work with MA to monitor this decision with a view to the future of such devices in Motorcycle Sport in Australia.			
MX1189	Penny Anell	12.16.7.1 a)	12.16.7.1 In addition to the general start requirements for all competitors, Juniors must comply as follows: a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high and must be able to start in the event unaided while sitting on the machine, ...	Change Rule 12.16.7.1 a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm 150mm high and must be able to start in the event unaided while sitting on the machine,	MXC support a change to the rule, however they recommend the following: Competitors may use up to two starting blocks (one per side), up to a maximum of 100mm high which will not interfere with the competitor or any another competitor or their machines, and must be able to start the event unaided while sitting on the machine, MXC believe there is no need to stipulate a maximum height for starting blocks given that a rider must still be able to be able to meet the requirements under 12.12.1.3			

MEETING CLOSES: Sunday 13th March