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## Trials Commission Meeting Minutes

Meeting held 12th to the 13th March, 2016

PRESENT: Kevin Zarczynski (Chair), Steve Scragg, Bob McGlinchy, Christine Knee  
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
TL613		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
TL614		Confirmation of minutes	Minutes of the 2015 meeting are confirmed as a true record of the meeting.	-	Confirmed	-	-	

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TL615	MA & Bob McGlinchy	Junior Age Groups	N/A	I have had some discussion with Peter Goddard and Steve James on the issue and we feel a lowering of the age would be a benefit for youngsters coming into the sport. History dictates that up until 2007 only under 10yo was mentioned in the GCRs and that year clause 23.2.1.1c) - Juniors - 7 to under 16years was an inclusion. This probably was a safety measure due to concern of the welfare of the rider both in the sections and on the loops connecting the sections. With the Electric Trial Bikes now becoming popular and much safer it is apparent that the lower age should be modified.	TC does not support this change.  Competitors are presently able to ride on a mini license non competitive from age 4 to 7, at any trial event. TC feels this existing capability may not be well known within the trial sport.			
TL616	MNSW Trial Committee	20.0.0.1	It is recommended that the Australian Trial Championship each year be conducted by 31st August of that year.	Delete rule  Deleting this ruling will allow more scope for to allow for requirements & weather criteria depending on which State will be hosting the National Championships for that year. Outcomes from the Australian Championships were previously thought to be needed to help select participants to represent Australia at the Trials des Nations and other International competitions. Current State and National practices now allow us to compare riders abilities without needing to resort to "ride offs" using a single National event for comparison of rider abilities.	TC support removal of this rule.			
TL617	MNSW Trial Committee	20.5	Junior Trial: Electric Machines Junior 7 - <13 = Up to 1.5Kw Junior 12 - <16 = Up to 10Kw	20.5: Junior Trial: Electric Machines still be separated into two Kw classes but defined as: Junior 7 - <13 = Up to 1.5Kw Junior 13 - <16 = Above 1.5Kw or "Open / Unlimited" Kw  At the moment, the maximum Kw of electric bikes is about 7.5Kw, however that is likely to be updated in the near future as more manufacturers and models become available. By restricting this older junior category to 7.5kw does not give scope for potential and possible machines.  See 20.7.1. Endorsements for junior trials riders are simply specified as <125(cc): <200(cc) and Trial Open Capacity for those that ride fuel (petrol) powered machines and "Trials Electric Bike" and that these machines are not be further categorised into power limits. The "Open Kw" terminology was deleted in the 2016 MoMS.	TC supports the current 10kw rule, and that an unlimited power for Junior competition is not prudent.  Should a need arise in the future when new power capacities create the need for a review it can be undertaken at a suitable time. An investigation with all current manufacturers indicates none have an machines in development approaching 10kW.			
TL618	MNSW Trial Committee	20.7.0.6	Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between (junior) competitors than four (4) years	Delete this rule  This reasoning seems to have been carried over from other disciplines and has been in the MoMS for many years. It appears to be related to "racing" safety.  In Trials there is no direct "competition" between participants as they participate and ride individually in each section.  Currently in TRIALS, there exists for juniors, the options of riding in the age groups 7 to <13 and 13 to <16. Once they are 13, young riders can also opt to ride as Youth in 13 to <21.	TC recommends removal of rule 20.7.0.6, the rule is not relevant.			

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TL619	MNSW Trial Committee	20.2, 20.5, 20.10.2.1	<p>20.2: Junior 7 to Under 13 Junior Open 13 to Under 16 Junior Women 7 to Under 16</p> <p>20.5 Internal Combustion machines: 7 to 12 13 to 15 7 to Under 13 13 to Under 16 7 to Under 16</p> <p>20.5 Electric Machines: 7 to Under 13 12 to Under 16</p> <p>20.10.2.1 Rider and Grade Identification Juniors: 7 to 12</p>	<p>Existing age groups should be collectively specified as: 7 - &lt;13 7 - &lt;16 13 - &lt;16 (not (intermittent) use the "12 years" grading which confuses things). Or specify age as 12 (not "&lt;13") Ensure continuity of age specifications.</p> <p>The need for continuity between age classes specifications in various Chapter / subchapter rulings. The need to standardise on age ranges for all rules where junior age classes are applicable and to reflect ages at which junior rider development typically occurs.</p>	<p>TC recommend changing 20.5 classes Junior from 7 to 12 to now read 7 to under 13,</p>			
TL620	Don Latham	Kill-Switch Lanyard		<p>During the 2015 season, I observed a couple of instances where the lanyard has become unplugged in a moto-trials section due to it coming in contact with an errant small, but strong enough tree branch. The rider then incurs a 5 point penalty as they foot with the engine stopped. I think this is a shame. I have seen one or two instances where the rider would have scored 0 points for the section if it were not for the lanyard incident.</p> <p>One of these was at the Qld titles (great meeting by the way), the rider's line was over near a tree at the edge of the section. His lanyard was unplugged by the tree, but it was not until the engine had stopped that he realised what happened. A clean score turned into a 5.</p> <p>I would like to see a rule where the rider may be permitted to restart the section if the lanyard has become unplugged due to a tree branch etc. pulling the plug, or may restart their engine with a 1 point penalty? Maybe we say at the observers discretion? I don't know. But it is giving the lanyard a bad wrap as we score points due to the lanyard, not our skill level. Yes, I too have scored many 5's due to the lanyard. I have repositioned mine a few times and also changed the lanyard type to try and avoid the problem. But it can take a meeting or two to find this out.</p>	<p>TC does not support any change. It is the riders responsibility to ensure the lanyard is secured correctly, and not dislodged by bushes etc.</p> <p>Riders are always free to examine the course for obstructions e.g. branches before making their attempt. TC believes the lanyard rule has improved rider safety since it's introduction.</p>			
TL621	Multiple	Classic Trials Open	See submitted proposal	<p>Amend the rules for Classic Trials to make the class more inclusive. This proposal builds on the one submitted by Mr Roger Galpin to allow Triumph Cub square barrels &amp; heads, but seeks to extend it to other makes &amp; models in use in Classic Trials in Oz.</p> <p>Our aim was to have a proposal that is more inclusive, fair and agreeable to all parties (i.e. owners of different makes &amp; models) without favouring one make/model.</p> <p>It has been discussed widely among owners of different makes &amp; models from six MA-affiliated clubs across Qld, NSW and Vic, listed below, who currently ride Classic &amp; Post-Classic machines.</p>	<p>TC does not support changing the class names or dates, the current classes should remain.</p> <p>Rule 20.1.16 f) allows for modified machines to compete in specials.</p>			

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TL622	Roger Galpin	20.16.1.2	20.16.1.2 Major Components a) All engine and Gearbox external Castings  20.16.1.6 Eligibility a) Pre 65 : Manufactured before 31st December 1964	<b>Change Rule</b>  To allow Triumph Tiger cubs to be able to use Square Barrels that were introduced to Production bikes in January 1965.  The only advantage in fitting a square barrel instead of the oval version is to provide better cooling for the engine. There are 12 other Tiger Cubs in QLD and I have spoken to all the owners; they are also in favour of this relaxation of the rule.	TC does not support changing the class names or dates, the current classes should remain.  Rule 20.1.16 f) allows for modified machines to compete in specials.  TC recommends amending: 20.16.1.2 e) Forks. <del>and</del>			
TL623	TC	Goggles in Trial	N/A	7.2.0.3 Goggles are not required in the discipline of Trial.	TC recommend that as goggles are not required in Trial, a rule needs to exclude this particular discipline.			
TL624	TC	Missing Rule	N/A  Under 20.11.3.2 in the 2015 MoMS		TC advise that this rule has dropped accidentally from the publication and printing of 2016 MoMS and needs to be returned. Commission request than MA issue a rule clarification to LCB's urgently for 2016 reason.  20.11.3.2 ... The handlebar of the motorcycle touches the ground: applies to trial, no-stop trial, and super trial, penalty 5 points			
TL626	TC	Women's participation in Trial	N/A		Peta Thomas from MV joined the meeting for a discussion of women in Trial. Key point is women continue to prefer to compete in the skill based classes in equal competition with the men's riders, not on special courses for women.  TC is invested in continuing the growth in women's Trial, and will look at initiatives to support women and junior women in Trial.			
TL627	TC	Protective Clothing	Appendix A (Section 2, Condition D)		TC recommend a Rule Change:  <del>Trousers and a shirt</del> that cover rider from top of their boot to their waist, and a shirt with sleeves.  TC aims to secure a minimum standard for clothing in Trial. Trousers must cover the riders leg completely leaving no skin exposed between waist and the riders boot. Shirts must have sleeves and give cover to protect the rider from waist to mid forearm. Tank tops, singlets, and sleeveless shirts are not acceptable.			

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TL628	TC	Categories for senior Australian trial championships	20.1 (Table) Solo Sidecar Classic Post Classic Youth Veteran Age Groups Masters Women Air Cooled Mono Shock		<p>TC recommend phasing out of some Australian Championship classes for 2017. Australian championship status to be retained for classes in which there is regular competition through-out the year, and across a wide section of the country.</p> <p><b>20.1 (Table)</b> Solo Sidecar Classic Post Classic Youth Veteran 40 years+ Age Groups <del>Masters</del> Women <del>Air Cooled Mono Shock</del></p> <p>National Championship status requires there to be regular competition in the class across the country throughout the year. Non-championship classes are to be allowed at Australian Championships to cater for riders not wishing to ride a championship class but still participate in national title meetings.</p>			
TL629	TC	Categories for Junior Australian Trial Championships	20.2 (Table) Junior 7 to under 13 Junior Open 13 to Under 16 Junior Women 7 to under 16		<p>As per direction of MA across all discipline, TC recommend that Junior National Championships will not be awarded for riders under 12:</p> <p><b>20.2 (Table)</b> <del>Junior</del> <del>7 to under 13</del> Junior Open 13 to Under 16 Junior Women <del>7 13 to under 16</del></p> <p>TC supports MA initiative to move away from the youngest age championships. Championship classes will be for riders under 16 in men's and women's, championships to not be awarded for riders under 12. Clubs hosting national championships should include non-championship classes to support the participation of young riders in the events.</p>			
TL630	TC	20.0.0.4	20.0.0.4 For the Australian championships, only those competing for those championships may use the course during the period of competition		<p>TC recommend deleting this rule.</p> <p>Allowing support classes at Australian championships is the opportunity for hosts to attract larger entries to make events more viable. Support classes offer more riders the opportunity to participate in the national title meeting, making the nationals more inclusive. Riders will not be forced into Championship classes for a single event to be part of the Aussie titles.</p>			

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TL631	TC	20.3.2.3	20.3.2.3 Riders of any nationality may be awarded an Australian Championship. The Trial Commission recommends that the Promoter provides a trophy for the best Australian should an Australian not win the title.		TC recommend to delete the rule.  MA/Promoters do not need an extra trophy to be presented.			
TL632	TC	20.11.2 Courses	N/A		Add Rule:  20.11.2.3 Riders must attempt the sections in sequential order. Promoter has the ability to start individual classes at different sections on the course.  TC recommend that competitors riding the sections in order allows for greater competitor access to other riders to learn during the event, driving improvement in the level of riding and competitive skills across all classes. Riders completing the section in sequence also allows spectators, the public and media to follow the riders on the course and reduces instances of two way traffic of riders on the lap.			
TL633	TD	Junior National Championship Classes		Remove Australian Championship status for children under the age of 12 years  Including: 7 to Under 13, Junior & Junior Women, Up to 125cc	TC agree there are too many National Championship classes.  For Trial we suggest having one open Junior Championship class for Under 16 and Under 16 females, and junior classes under 12 should not be championship classes.			

MEETING CLOSES: Saturday 12th March