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ATV Commission Meeting Minutes

Meeting held 24th & 25th March, 2018

PRESENT: Darrell Knight, Len Pipiciello
APOLOGY: NIL
MEETING OPENS: Saturday 24th March

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV241		Welcome / apologies	Chair welcomes those present and opens the meeting.		The Chair notes that the ATV Commission is not operating at capacity and that due process suffers. All notes in this column are additional notes toward R&T recommendation and membership consultation. The Commission notes that all of this years rule change submissions are initiated by WA members. The part ATVC welcomes MA's announced Commission restructuring plan and encourages new Commission appointments.
ATV242		Confirmation of minutes	Minutes of the 2017 meeting are confirmed as a true record of the meeting.		Confirmed, Len P.

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV243	Brett	14.14.3.9	14.14.3.9 All junior ATVS up to and including 90cc 2-Stroke and 125cc 4-Stroke Limited and Comp classes must retain OEM engine cases and frames,	<p>Rule Change:</p> <p>Junior 90cc 2 stroke and 125 4 stroke may fit a 85cc 2 stroke or 150cc 4 stroke engine from an off road motorcycle. Only OEM engine and frame combinations may increase engine capacity to 90cc +5% and 150 + 5%, hybrids must remain stock displacement.</p> <p>Rationale:</p> <p>No manufacturer builds a race type mini quad. OEM machines modified are prohibitively expensive and unreliable. Used machines of this type are readily available from overseas at cost effective prices. This will not affect manufacturers support as they do not support ATV racing in Australia.</p>	<p>14.14.3.9 All junior ATVS up to and including 90cc 2-Stroke and 125cc 4-Stroke Limited and Comp classes must retain OEM engine cases and frames, see GCR 14.14.3.6 for exceptions. OEM means and includes production units recognised by MA as available through an Australian Motorcycle Dealership Network.</p> <p>To address the Rationale offered; The market has changed little in regard to manufacturers building "race type mini quad" Available from overseas is not considered "readily available". Manufacturers do support ATV racing in Australia by propogating Australian Dealership Networks readily accessible to every day Australian customers for supply, service and maintainance.</p>
ATV244	Ross Edwards	Cameras	All Disciplines, General Rules, Cameras Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.	<p>Rule Change:</p> <p>All Disciplines, General Rules, Cameras Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer. Cameras mounted to any part of the body are not permitted.</p> <p>Rationale:</p> <p>After the banning of helmet cameras I have noticed a trend towards and have been asked if chest mounted cameras are permitted. Although not banned specifically, it is of great concern from a safety point should a rider crash and land face first on any track surface. A ban on body mounted cameras to go along with the ban on helmet cameras would remove the safety concern.</p>	<p>The banning of body mounted cameras by GCR is not supported by the ATVC. (Noting that no "camera" dimensions are given in the submission).</p>

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ATV245	Michael Murphy	15.14.3.7	where 'Limited' is used in junior competition, all machines must be built to have a maximum unrestricted speed of 48km/hr or less all machines that comply with SVIA standard category Y-10+ATV or Y-12+ATV meet this requirement. All ATVs must be standard ATVs Built and be Strictly be in OEM specification as per GCR 15.14.3.6	<p>Rule Change:</p> <p>The words 'Limited' to be changed to 'Standard'. The maximum unrestricted speed be raised to 60km/hr . the Y10 and Y12 category be removed By changing the wording of the class allows people to buy a standard bike within the cc limits that is not from a mainstream manufacturer such as Yamaha or Polaris but would - allow people to buy an apex mxr etc in its standard form and race these in the standard class. these bikes are similar to what they would race in completion class less the aftermarket suspension and motor modifications and would allow most people to purchase one bike that could progress competitively from standard class to modified without having the costly purchase of another bike therefore making it more affordable to be in the sport. - by also having a standard class relives the ambiguity within the rules in this class whereas a person may purchase a trx90 for example and bolt in a chines 110cc engine which is a direct bolt in and uses original frame mounting points and is within the class cc limit. this would ensure that how the bike is manufactured is how it is run.</p>	<p>The office of MA reports their concern of missapropriated pressure on our ATV Sport from Government 'Quad Bike' Safety investigations. Due to which, a corporate appetite of lowering risk is prefered over increasing risk. Freezing or lowering Junior ATV performance and size is viewed as one positive example, and increasing rider ages are another.</p> <p>'Limited' has a connection to International Manufacturing Standards for the vast majority of Global ATV manufacturers. These standards reference a 48kmh limit that is also supported by MA. The Commission notes that the performance increase suggested in the submission is extremely significant and tends away from ATV product offered by the largest Motorcycle dealership network offerings in Australia today.</p> <p>Not supported by the Commission.</p>
ATV246	Michael Murphy	15.14.3.6	Where in Junior competition, the words OEM standard or Limited are used, All Atv's must be OEM Machines with No Modifications OEM type Engine replacement is accepted (or Other standard parts) Any engine or part must be a direct bolt-in replacement with identical engine mounting points and using standard OEM frame engine mounts.	<p>Rule Change:</p> <p>The addition of "OEM type engine replacement must be same displacement as OEM Standard</p> <p>Rationale:</p> <p>To clarify not being able change the displacement of the OEM standard Motor by directly bolting on and oversized barrel that is a direct bolt on part but does not exceed the class cc limits</p>	<p>See ATV243 for recommendation.</p> <p>The submitted rule change is incomplete and the perceived intention is not supported.</p> <p>In any 'Limited' classes, no performance modifications are allowed, so "bolting on an oversized barrel" is not allowed. The part ATVC is not aware of any general misunderstanding or deliberate misinterpretation around this rule.</p> <p>In the 'Comp' classes. "bolting on an oversized barrel" to the Comp class limitations is allowed.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV247	Michael Murphy	15.14.3.9	All Junior ATV's up to and including 90cc 2 stroke and 125cc 4 stroke limited and comp classes must retain OEM engine cases and frames, see GCR 15.14.3.6 for exceptions	<p>Rule Change:</p> <p>All Junior Atvs up to and including 90cc 2 stroke and 110cc 4 stroke Limited classes must retain OEM engine cases and frames, See GCR 15.14.3.6 All Junior ATVs up to and including 90cc 2 stroke and 125cc 4 stroke may be fitted with and equivalent capacity motorcycle engine.</p> <p>Rationale:</p> <p>there is such a large gap between the completion bikes that are available on the market. I.e. a Yamaha Raptor 125cc 4 stroke and a Heath ATV (formerly Cobra) 90cc 2 stroke that the level of competition is driven by the depth of the parents wallets. You need to spend a fair few thousand dollars and compromise the reliability to make a raptor 125cc to be competitive with a standard 90cc 2 stroke let alone a modified cobra. With the addition of this rule you would be able to fit a raptor/trx/canam with a competitive motorcycle engine for a minimal cost that would be competitive and reliable. This would also allow bikes from the Standard class to be cheaply modified to bring them to a competitive level in this class therefore reducing the cost of the sport.</p>	<p>As per ATV246 applies. As worded, the rule change suggestion contradicts itself, and is not supported. If the addition of "...may be fitted with and equivalent capacity motorcycle engine." is understood correctly, it is not supported due to the misinterpretation it could attract.</p> <p>If where the submission forwards "...All Junior ATVs up to and including 90cc 2 stroke and 125cc 4 stroke may be fitted with and equivalent capacity motorcycle engine." is referring to the Junior 90-125 'Comp' class, it appears that modern 85cc 2 wheel motocross engines may be intended. Such a notion represents a significant increased performance potential for the lower 'Comp' class, perhaps moreso than that realised by the higher 250cc Comp / hybrid class examples. The suggested potential performance increase is researched to be in the order of a 23% to 38% where even the lower figure is very significant. Not supported.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV248	Michael Murphy	15.5	Class age/ranges 8 to under 12 Comp 12 to under 16 Comp	<p>Rule Change:</p> <p>Class age/ranges 8 to 12 comp 12 to under 16 comp</p> <p>Rationale:</p> <p>by changing the age range in the 8-U12 comp class to 12 would allow kids to be able to dual class and progress from one class to another without having and have some time to transition to the larger class similar to the way the junior two wheeler classes. this would also increase number on grids and provide some more bikes on the track which leads to more exciting racing throughout the class which in turn will attract more riders to the sport.</p>	<p>The dual class access component of this suggestion is not supported, and the suggestion creates a 5 year age difference in the 90-125 Comp class which is not supported by MA general age group principles.</p> <p>The suggestion would be drafted as 8to U13 Comp and 12 to 16 Comp (see also ATV 257).</p> <p>Age class overlaps can work well for some entrants, and in Junior classes legitimate factors may justify more than 2 years. However, where age class overlap have previously been provided what generally happens is that unintended riders take advantage of the overlap (trophy grabbing etc). Where this age overlaps have been removed, it is evidenced that most related competition arguments cease completely. In short, age overlaps generally don't work, are messy and invite abuse and turmoil.</p> <p>See also ATV257.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV249	Michael Murphy	15.7.1.2 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	<p>Delete Rule:</p> <p>rule to be removed as per above</p> <p>Rationale:</p> <p>as I am sure this rule more so directly relates to move from the 90cc comp class to the 250 class (blaster class) it could be interpreted that once a rider has moved from the limited class to the comp class that they cannot race in the limited class any longer, however most riders within the age bracket for both classes, given the opportunity would and or currently dual class.</p>	<p>The Commission supports that this rule needs to be re-constructed so that it cannot be so easily miss-read. This rule is broadly misunderstood, extremely commonly, and is brought up many times, every year. And this submission is one more example.</p> <p>The intention is that the rule relates to fixing a determination for a Juniors age for the purpose of entering an event or series.</p> <p>14.7.1.2 In Junior competition, for the purpose of determining the riders age only, 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.</p> <p>The rule does not prevent a 8 year old rider from entering both of the ATV classes that they would be entitled to at an event. SR's commonly rule that the rider would not be able to entre the same machine twice, but in the case of Limited machine entering a Comp class there is clearly no unfair technical advantage to other riders.</p>
ATV250	Michael Murphy	15.14.3.10	Junior 200cc 2-stroke and 250cc 4-stroke Comp classes may fit a 200cc 2-stroke or 250cc 4-stroke engine from an off-road motorcycle of the same manufacturer to a larger capacity chassis ATV. Only air-cooled Yamaha Raptor 250 and Honda TRX300 machines may increase standard engine displacement up to 300cc +5% tolerance.	<p>Rule Change:</p> <p>remove the wording "from the same manufacture"</p> <p>Rationale:</p> <p>As Hybrids are being built this will allow the use of say a ktm motor in a honda chassis or vice versa, this will improve the ability to build more cost effective competitive and reliable completion Hybrid ATV'</p>	<p>Not supported.</p> <p>The same manufacturer requirement has more advantages, keeps character in our sport, parts comonality benefits, same suppliers, keep brand sponsorship opportunities more open, to name some.</p>

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ATV251	Michael Murphy	15.11.6.5	5 An entrant suffering a DNF will attract 21st place points (10pts) or last place points, which ever is lesser. If two DNF's occur in one race they will be awarded sequential 21st and 22nd place points, and so on, with the first DNF finishing with the lowest number of points.	<p>Rule Change:</p> <p>Delete existing rule and go as per GCR for Motocross</p> <p>Rationale:</p> <p>This rule is difficult to enforce at large scale MX event that combine with 2 wheel completion as it is different to there rues, which creates ambiguity in the ruing. It would simply processes if this rule was deleted.</p>	<p>Not supported.</p> <p>It is true that the rule does create a not ideal difference to 2 wheel MX point scoring (very minor difference), but it is also true that 2 wheel MX point scoring is designed for a maximum of 40 solos and not a maximum 20 ATV.</p> <p>The rule allows for closer competition across multiple events and series, encourages competition and better suits small ATV grid number experienced in most States of Australia. See also ATV254</p>
ATV252	Michael Murphy	15.11.7.2	Riders entering this class cannot enter any other race class at the same event	<p>Rule Change:</p> <p>Change this rule to Riders entered in this class cannot compete in Clubmen or Intermediate but can compete in other classes (i.e.- Jumbo Juniors, Womens or Veterans</p> <p>Rationale:</p> <p>This will allow Pro riders to compete in multiple classes that will riders on the gate at larger events.</p>	<p>Not supported.</p> <p>See ATV253 below.</p>
ATV253	Bethwyn Gaisford	14.11.7.2, 14.11.8.2	Riders entering this class cannot enter any other race class at the same event	<p>Delete Rule:</p> <p>Proposed immediate rule change for 2018 Australian Championships. Remove both rules for Pro and Open Classes 14.11.7.2, 14.11.8.2</p> <p>Rationale:</p> <p>In a time when entries are hard to achieve, all riders should be able to enter the Pro/Open class along with their gender class or their veteran status class, or even jumbo junior. This rule is not inclusive to the Pro's or Open Classes and should be removed.</p>	<p>This rule has many positives that protect fairness in competition in the premium grade classes, as well as preserving other classes for their different levels of competition. Before the rule was introduced in 2012 it was evidenced that less 'other class' entrants entered if competing with Premier class riders. Introduction of this rule directly improved grid numbers.</p> <p>See also ATV252 above.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV254	Bethwyn Gaisford	14.11.6.5	14.11.6.5 An entrant suffering a DNF will attract 21st place points (10pts) or last place points, which ever is lesser. If two DNF's occur in one race they will be awarded sequential 21st and 22nd place points, and so on, with the first DNF finishing with the lowest number of points.	<p>Rule Change:</p> <p>As per 11.16.5 Finishes- For events where speed is the determinant: a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed: i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and ii) Thereafter to each competitor who: • Has completed not less than 50% of the event distance, and • 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>Rationale:</p> <p>Rules need to be consistent. The Rule in the ATV section is inconsistent with Motocross 2 & 4 wheels</p> <p>This rule has no indication where or when a person is classed as a dnf, they could just start on the gates, roll over the gates when they drop, and get 21st place points, its quite ludicrous. Imagine being at Finke and you do only 1km, but demand a finishers trophy because you rode a quad. There is enough animosity towards quads, we dont need silly rules like this to make things worse. Inflicting this rule on all events Australia wide is inconsistent with events that run MX and ATV's all at the same events, ie like all Events, Club/Opens and State Championships in Western Australia.</p> <p>Personally I feel this traditional MX rule should be implemented immediately 2018</p> <p>MWA refuse to run this rule at State Championships through their MYLAPS, and only if you speak to a clerk of course or steward to ask for your points if you get a dnf, might you get your points, people asked in</p>	<p>GCR 14.11.6.5 does contradict GCR 11.16.5.1 a) ii) and for ATV classes GCR 14.11.6.5 is the prevailing rule.</p> <p>Above all this rule encourages participation and goes some way to repair negatives of a maximum 20 ATV adopting a maximum 40 Solo point scoring system. A 35 point scoring system may be considered ideal for large grids of Solo entrants, but it is not considered ideal for commonplace smaller grids of 5 to 15 ATV.</p> <p>See also ATV251</p>
ATV255		14.14.3.6	<p>Where in junior competition, the words OEM standard or Limited are used, all ATVs must be OEM machines with no modifications. OEM type engine replacement is accepted (or other standard parts). Any engine or part must be a direct bolt-in replacement with identical engine mounting points and using standard OEM frame engine mounts.</p> <p>Existing Rule: 15.14.3.7: Where 'Limited' is used in junior competition, all machines must be built to have a maximum unrestricted speed of 48 km/h or less. All machines that comply with SVIA standard, category Y-10+ATV or Y-12+ATV meet this requirement. All ATVs must be standard ATVs built and strictly be in OEM specification as per</p>	<p>Rule Change:</p> <p>7- under 11 Limited / Production</p> <p>Must retain Oem specs for the model. Only modifications allowed</p> <p>1. Colour 2. Seat 3. Mudguards 4. Handlebars 5. Grips 6. Levers 7. Cables 8. Chains 9. Tyre Brand and Pattern (must retain standard sizing) 10. Jets 11. Limiters 12. Kill Switch 13. Foot Pegs</p> <p>Rationale:</p> <p>Would bring this class into alignment with the two wheeler junior classes.</p>	<p>Not supported.</p> <p>Due to global manufacturing standard parameters, all machines in MA's referenced Limited class compete in fair parity without modifications.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV256		14.11.13	Veterans Class	<p>Rule Change:</p> <p>Change Veterans class so there are two classes 35 to u45 and 45+</p> <p>Rationale:</p> <p>Open up the competition to a group of riders that are underrepresented in the sport. Bring back into line with the two wheeler classes. Increase participation by bringing riders under 40 years back into the sport.</p>	<p>Not supported.</p> <p>Riders under 40 may come back to the sport in the Open or other classes. Creating more classes can only further dilute existing entrants and negatively impact entrant numbers in the ATV Open class.</p> <p>35 and 45 Vets classes were run under MA in previous years (last in 2014) and besides other complications, the numbers were simply not there to support the two classes. The previous 2 years have seen Championship entrant numbers in the one 40+ class of 6 to 8 entrants and splitting these numbers into 2 classes is not considered viable. The entrant numbers simply do not support further splitting of classes.</p>
ATV257		14.14.3.9	14.14.3.9 All junior ATVS up to and including 90cc 2-Stroke and 125cc 4-Stroke Limited and Comp classes must retain OEM engine cases and frames, see GCR 14.14.3.6 for exceptions.	<p>Rule Change:</p> <p>Age groups 8 - U12 competition class must retain OEM engine cases and frame.</p> <p>9 - U13 Competition (hybrid) Junior 90cc 2 Stroke and 125cc 4 Stroke engine from an off-road motorcycle. Only OEM engine and frame combinations may increase engine capacity to 90cc +5% and 150cc +5%, hybrids must remain stock displacement.</p> <p>Rationale:</p> <p>To provide a progressive step up in performance to allow rider skill levels to increase before moving up to the 200cc 2-Stroke - 300cc 4-Stroke class. As this stands, there is a large performance step up between the two classes. New and Used machines of this type are readily available from overseas at cost effective prices.</p>	<p>Not supported.</p> <p>The submissions perceived gap from the 8-12 class and the 12-16 year old classes is a difficult issue to address part due to machine model availability and low entrant numbers not supporting creation of new classes. It is also noted the step from Limited to Comp classes is even greater (often over 300% power increase). The Commission and MA recognise merit in this submissions 9-u13 suggestion.</p> <p>R&T consultation on age group adjustment due to machine availability, machine size and performance, and risk considerations: 7-u11 Limited, unchanged, <u>9-u13 Comp</u>, moved up from 8-12, <u>13-u16 Comp</u>, changed from 12-16. recommended.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV258	QRCV			<p>The Quad Riders Club of Victoria would like to clarify its position in regards to the Quad Riders club of Western Australia's proposed changes to rule 15.14.3.9, with respect to the 90cc 2 stroke and 125 4 stroke class.</p> <p>It is the position of Quad Riders Club of Victoria not to support the proposed rule change for the following reasons;</p> <ul style="list-style-type: none"> • In the interest of safety, it is not considered to be in the best interest of the sport to open up the smaller junior classes to this level of modification. • Hybrid bikes are likely to require higher levels of investment, with resulting higher performance. This may result in an unfair advantage to individuals with higher means. It is believed that this may have a negative effect on junior entries. • The current age bracket for this class would need to be revised if this rule change were to proceed, given the potential for higher performance. 	<p>Supported. This submission opposes ATV243, ATV245, ATV246, ATV247, ATV257,</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV259	Yamaha Motor Australia	14.11.12	<p>14.11.12 Production</p> <p>14.11.12.1 Machines must remain OEM as available through Australian dealer network. Machines must satisfy 14.14.1.1.</p> <p>14.11.12.2 Riders choice of: a) tyres to same specified dimensions as oem fitment, b) Handlebar grip replacements to OEM style, c) Lubricants and fluids, d) decals and sign writing, e) drive chain and gearing changes allowed, f) recommended race duration is 5 laps.</p>	<p>Rule Change:</p> <p>14.11.12 Production Cup Classes</p> <p>14.11.12.1 Homologated model, Yamaha YFZ450R OEM variants, YFZ450R Cup.</p> <p>14.11.12.2 Riders choice of: a) Handlebar grip replacements to OEM style, c) Lubricants and fluids, d) decals and sign writing, e) drive chain changes allowed, f) other OEM parts can not be removed, including air box lid and exhaust baffle, g) Cup class race duration, number of laps adjusted to achieve 7 to 9 minutes of racing.</p> <p>Rationale:</p> <p>Yamaha Australia propose the concept of a YFZ450R Cup race class. The idea is to create an exciting entry level race class that is affordable to buy into and compete. The YFZ450R Cup class would be simply a standard YFZ450R race quad available through Yamaha dealers. Regulations would require for the unit to be fitted with Nerf bars and a lanyard kill switch that comply with MA rules and would be allowed no other modifications. This would ensure that the costs will be kept to a minimum. • The benefits will be a race class that is affordable for existing ATV competition enthusiasts • Affordable entry class for new ATV competitors • Promote strengthen the growth of ATV racing in Australia. Further to this we can provide the YFZ450R Cup ATV as a race ready package from any Yamaha dealer as a special package. Preliminary meetings with YMF have considered supplying a finance package to assist competitors buy a new competition quad. Repayments could be over a 12 month or 24 month term with affordable weekly payments. Yamaha are encouraging this to be an entry level competition, with the emphasis on the enjoyment of riding and competing on equal and cost effective machinery. With this in</p>	<p>Supported.</p> <p>The Existing Production class has not been run in Australia for many years. Reinvigoration of this class with aims of entry level sport growth is invited. Yamaha pro-actively support one make race classes in road racing and other disciplines and seeing as Yamaha are the only industry mass produced offering in Australia, the part ATVC supports developing this concept for adoption in 2019.</p> <p>Note for consultation: This one make class proposes; OEM, standard exhaust, air box lid on, standard tuning, tyres, etc. And proposes an absolute parity class on a machine spec 'different' to all other senior classes. Being able to offer this 'different' type of competition in ATV racing may appeal to some new entrants and be very complimentary to our racing.</p>

Item No.	Raised By	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation
ATV260	MA R&T	14.14.3.8	Where 'Comp' is used in Junior competition, modifications are allowed. Eligible machines meeting the specified engine displacements of the class (with or without modifications) may include, OEM 'race ready' type machines through to Limited machines modified for competition use.	<p>Rule Change: Where 'Comp' is used in Junior competition, modifications are allowed. Eligible machines meeting the specified engine displacements of the class (with or without modifications) may include, OEM 'race ready' type machines through to Limited machines modified for competition use. Original OEM Cobra ECX70 models are only allowed to enter 'Comp' classes with an engine displacement not exceeding the OEM designated 70cc (oversizing up to 70cc maximum is allowed with 0% tolerance).</p> <p>Rationale: Junior Cobra ECX70 ATV have come under scrutiny due to a small number of submissions from WA members requesting allowance for alternative motorcycle engine fitment. Those submissions request higher performance options with increased performance potential. Highlighting the issue, MA due dilligence reveals that the few niche market Cobra models in question are broadly understood to be the highest performance choice that leads the class. Responding to Government pressures around child ATV safety it meets many ideals to reduce the potential of the Cobra ECX70 models. It is believed that the increased safety and reasonable parity forward will be more inviting to new entrants on other more accessible and lower maintenance mainstream Junior ATV's.</p>	Supported. Approximately half a dozen Cobra models regularly participate in Australian competition today, 5 of those entered in the 2017 ATV MX Championships. Fastest lap times for the class were generally set by mdified Cobra "90" machines which prevailed in racing if reliability issues were not present. Limiting older OEM Cobra models to 70cc is seen to encourage fair racing parity to other machines available.
ATV261	ATVC	1.1.0.20	UTV/SxS (Utility Terrain Vehicle/ Side by Side) - a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver and passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels.	<p>Rule Change: UTV/SxS (Utility Terrain Vehicle/ Side by Side) - a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver or and passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels.</p>	Supported. For want of a better term, single seat SxS vehicles are available on the market that are the same or smaller SxS with seating for only one occupant. Eg Polaris RZR RS-1.
ATV262		14.11.14.2(b)	<p>14.11.14 Jumbos Class</p> <p>14.11.14.1 90cc 2-stroke and 125cc 4-stroke.</p> <p>14.11.14.2 Sub-classes: a) Jumbo: i) Frame OEM; ii) Engine cases OEM or OEMtype (must be replacement, utilising standard engine mounts).</p> <p>b) Outlaw: i) Sub-class not scored, ii) Jumbo class engine capacity limit only.</p>	<p>Rule Change: Jumbo 90cc 2 stroke and 125 4 stroke may fit a 85cc 2 stroke or 150cc 4 stroke engine from an off road motorcycle. Only OEM engine and frame combinations may increase engine capacity to 90cc +5% and 150cc +5%. Hybrids must remain stock displacement.</p> <p>Rationale: Non-championship class</p>	Parameters of this class will remain consistent with the corresponding Junior Comp Class unless consultation produces overwhelming support otherwise. Considering that this once reasonably supported class dissappeared thought due to high levels of competitive approach, the Commission is interested in comments from member consultation as to how this recently unused class could be re-launched to achieve a less performance oriented fun social class engagement. Alignment with existing junior machine capacity ruling is seen as most ideal.
ATV263					
ATV264					

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MEETING CLOSES: Sunday 25th March