

Classic Motocross & Dirt Track Commission Meeting Minutes – May Final – August Presentation

Meeting held on the 3rd and 4th May 2014 in Launceston.

PRESENT: David Tanner (Chairperson)
Shane Fraser
Kerry Marsh

APOLOGY:

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rational	Commission's Decision	MA Board Decision
CMX349	Welcome / apologies	DT	Chairman welcomed those present and opened the meeting. Meeting opened 9.10am May 3 rd .	-	-	-
CMX350	Confirmation of minutes	DT	Minutes of 2013 meeting were confirmed as a true record of the meeting.	-	-	-

CMX351	18.2.1	MNSW Classic Dirt Sub committee	<p>18.2.1 Eligible Machines</p> <p>18.2.1.1 Only machines conforming to the following requirements will be accepted.</p> <p>18.2.1.2 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and Parts Manual publication dates are not proof of eligibility.</p>	<p>18.2.1 Eligible Machines</p> <p>18.2.1.1 Only machines conforming to the following requirements will be accepted.</p> <p>18.2.1.2 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and Parts Manual publication dates are not proof of eligibility.</p> <p>18.2.1.3 The eligibility and dating of motorcycles shall be considered in terms of major and minor components. The class of the motorcycle shall be decided by the date of manufacture of the latest major component or in the case of Evolution machines the origin of the major components used.</p> <p>18.2.1.4 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.</p> <p>18.2.1.5 Major components are:</p> <ul style="list-style-type: none"> a) All engine and gearbox external castings including primary drive covers on 'unit' engine/gearboxes b) Frames, c) Swingarms, d) Wheel hubs and brakes, e) Forks and fork yokes. <p>18.2.1.6 All other components shall be considered as minor components.</p> <p>18.2.1.7 Major components that were manufactured outside a specific period, but which are visually indistinguishable from period components shall be eligible for that period.</p> <p>18.2.1.8 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.</p> <p>18.2.1.9 Minor components may be modified or updated, provided that they remain visually compatible with the class being depicted.</p>	<p>Rule in question applies to 16.11.1 in the 2014 MOMs</p> <p>The Commission feels that we cover these issues within the class eligibility criteria.</p> <p>There are possible conflicts however and notes the submission 18.2.1.3. By dating eligibility in this way the Commission feels that machines not currently acceptable will become eligible. Example TM250 1975 early production was made in 1974; this would contradict the current understanding of the rules for pre 75.</p> <p>Otherwise the Commission feels no action is required when the class eligibility criteria is considered.</p> <p>Confirmed – no alteration required to existing rule</p>	Board supports commission's decision
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CMX352	18.2.2	MNSW Classic Dirt Sub committee	<p>18.2.2 Classes</p> <p>18.2.2.1 The following classes shall be recognized:</p> <p>Classic MX and Dirt Track</p> <p>Pre 60 solo all powers</p> <p>Pre 65 solo 250cc</p> <p>Pre 65 solo 263cc – over</p> <p>Pre 70 solo 250cc</p> <p>Pre 70 solo 263cc – over</p> <p>Pre 75 solo 125cc</p> <p>Pre 75 solo 250cc</p> <p>Pre 75 solo 263cc – over</p> <p>Pre 75 solo 4-stroke all powers</p> <p>Pre 78 solo 125cc</p> <p>Pre 78 solo 250cc</p> <p>Pre 78 solo 263cc- over</p> <p>Pre 68 Sidecar up to 1300cc</p> <p>Pre 75 Sidecar up to 1300cc</p> <p>Pre 75 Slider Class up to 250cc (DT only)</p> <p>Pre 75 Slider Class 263cc – over (DT only)</p> <p>Pre 75 Age Group Racing 125 – 250 – 263cc plus</p> <p>g) under 30</p> <p>h) 30 – 39</p> <p>i) 40 – 49</p> <p>j) 50 – 59</p> <p>k) 60 – plus</p> <p>l) 70 – plus “super senior class”</p> <p>Post Classic MX and Dirt Track</p> <p>Pre 85 solo 125cc</p> <p>Pre 85 solo 250cc</p> <p>Pre 85 solo 263cc – over</p> <p>Pre 90 solo 125cc</p> <p>Pre 90 solo 250cc</p> <p>Pre 90 solo 263cc – over</p> <p>Evolution solo 125cc</p> <p>Evolution solo 250cc</p> <p>Evolution solo 263cc – over</p> <p>Pre 85 sidecar up to 1300cc</p> <p>Pre 90 Slider Class up to 250cc</p> <p>Pre 90 Slider Class 263cc – over</p> <p>Evolution Age Group Racing 125 – 250 – 263cc plus</p> <p>f) under 30</p> <p>g) 30 – 39</p> <p>h) 40 – 49</p> <p>i) 50 – 59</p> <p>j) 60 – plus</p>	<p>18.2.2 Classes</p> <p>18.2.2.1 The following classes shall be recognized:</p> <p>Classic MX and Dirt Track</p> <p>Pre 60 solo all powers</p> <p>Pre 65 solo 250cc</p> <p>Pre 65 solo 263cc – over</p> <p>Pre 70 solo 250cc</p> <p>Pre 70 solo 263cc – over</p> <p>Pre 75 solo 125cc</p> <p>Pre 75 solo 250cc</p> <p>Pre 75 solo 263cc – over</p> <p>Pre 75 solo 4-stroke all powers</p> <p>Pre 78 solo 125cc</p> <p>Pre 78 solo 250cc</p> <p>Pre 78 solo 263cc- over</p> <p>Pre 68 Sidecar up to 1300cc</p> <p>Pre 75 Sidecar up to 1300cc</p> <p>Pre 75 Slider Class up to 250cc (DT only)</p> <p>Pre 75 Slider Class 263cc – over (DT only)</p> <p>Pre 75 Age Group Racing 125 – 250 – 263cc plus</p> <p>g) under 30</p> <p>h) 30 – 39</p> <p>i) 40 – 49</p> <p>j) 50 – 59</p> <p>k) 60 – plus</p> <p>l) 70 – plus “super senior class”</p> <p>Post Classic MX and Dirt Track</p> <p>Pre 85 solo 125cc</p> <p>Pre 85 solo 250cc</p> <p>Pre 85 solo 263cc – over</p> <p>Pre 90 solo 125cc</p> <p>Pre 90 solo 250cc</p> <p>Pre 90 solo 263cc – over</p> <p>Evolution solo 125cc</p> <p>Evolution solo 250cc</p> <p>Evolution solo 263cc – over</p> <p>Pre 85 sidecar up to 1300cc</p> <p>Pre 90 Slider Class up to 250cc</p> <p>Pre 90 Slider Class 263cc – over</p> <p>Pre85 Age Group Racing 125 – 250 – 263cc plus</p> <p>f) under 30</p> <p>g) 30 – 39</p> <p>h) 40 – 49</p> <p>i) 50 – 59</p> <p>j) 60 – plus</p>	<p>Agreed pending acceptance from a majority of the SCB's</p> <p>Note supported, rules are to remain unchanged – age classes will remain with Evolution Class</p>	<p>Board supports commission's decision Evolution class rules to remain as they are.</p>
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	18.2.3.2.	MNSW Classic dirt sub committee	18.2.3.2 Age grouping applies to competition Pre- 1975 in the Classic Class and Evolution in the Post Classic Class.	18.2.3.2 Age grouping applies to competition Pre- 1975 in the Classis Class and Pre1985 in the Post Classic Class.		
CMX353	18.5.5.1. & 18.5.5.2	MNSW Classic dirt sub committee	18.5.5 Acceptable Machines and Components - Pre 78. 18.5.5.1 Acceptable for the pre 78 classes are machines and components that are limited to the 1975, 1976, 1977 models alone. The only exception to this rule is where the model remains unaltered after this date. 18.5.5.2 Front wheel travel will not exceed 229mm (9 inches) rear wheel travel will be limited to 229mm (9 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.	18.5.5 Acceptable Machines and Components – Pre78 18.5.5.1 Acceptable for the pre 78 classes are machines and components that are limited to the 1975, 1976, 1977 models and Pre 75 models that have been modified and no longer conform to Pre 75 specifications only. The only exception to this rule is where the model remains unaltered after this date. 18.5.5.2 In all cases front wheel travel will not exceed 229mm (9 inches) rear wheel travel will be limited to 229mm (9 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points with the exception of Pre75 machines with period modifications to shock absorber position and mounting points.	The Commission doesn't agree and takes the view that allowing for these alterations will dilute the original rationale for inclusion of pre 78 in the MOMs. The modification can never be validated. No action required	Board supports commission's decision
CMX354	18.5.6.1	MNSW Classic dirt sub committee	18.5.6.1 Bikes will be OEM (original equipment manufacturer).	18.5.6.1 All major components of any Evolution machine will be OEM (original equipment manufacturer) to a conforming Evolution model as defined by rule 18.5.6.3.	Commission has dealt with this issue later in these minutes – no further action is required.	Noted

CMX355	18.8.1. &18.8.2.	MNSW Classic dirt sub committee	<p>18.8.01 The frame must:</p> <ul style="list-style-type: none"> a) Have a conventional swing arm rear suspension with twin shock absorbers, b) Have a front wheel diameter of 23", c) Have a rear wheel diameter of 19", d) Have rear tyres with a maximum tread pattern depth of 8mm, e) Not be fitted with leading-link front forks. <p>18.8.02 Engine Specifications - Solo.</p> <p>18.8.02.1 The engine must:</p> <ul style="list-style-type: none"> a) Be a single cylinder, b) When four stroke be 2- valve push rod operation, c) Have a single spark plug, d) Be vertical in the chassis, e) Be fitted with a round slide carburettor, f) Be a period two stroke compatible with class entered. 	<p>18.8 FRAME & PARTS SLIDER CLASS</p> <p>18.8.01 The frame must:</p> <ul style="list-style-type: none"> a) Have a conventional swing arm rear suspension with twin shock absorbers, b) Have a front wheel diameter of 23", c) Have a rear wheel diameter of 19", d) Have rear tyres with a maximum tread pattern depth of 8mm, e) No leading-link front forks in Classic Classes. f) Period Leading link forks allowed in Post Classic Classes <p>18.8.02 Engine Specifications - Solo.</p> <p>18.8.02.1 The engines for the Classic Slider Classes must be:</p> <ul style="list-style-type: none"> a) A period four stroke with <ul style="list-style-type: none"> 1. Single cylinder with 2 valve push rod operation, 2. Have a single spark plug, 3. Be vertical in the chassis, 4. Be fitted with a round slide carburettor, b) A period two stroke compatible with class entered. <p>18.8.02.2 The engines for the Post Classic Slider Classes must be:</p> <ul style="list-style-type: none"> a) A period four stroke with <ul style="list-style-type: none"> 1. Single cylinder, 2. Have a single spark plug, 3. Be vertical in the chassis, 4. Be fitted with a carburettor available during the Pre90 period, b) A period two stroke compatible with class entered. 	<p>Agreed subject to acceptance of a majority of the SCB's</p> <p>Confirmed</p>	<p>Board supports commission's decision</p>
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CMX356	Electric bikes	Pete Goddard	Does not exist	<p>We would like MA to consider including Electric Motorcycles into the Manual of Motorcycle Sport for all or suitable Junior disciplines for 2014 please, to compete with and against petrol bikes for all of Australia.</p> <p>Minikhana Trials Dirt Track Pocket bike Motocross Enduro etc</p> <p>This will particularly open our sport and your entry level classes to electric bikes which are now at quite a good level and becoming readily available, well priced, low maintenance and cheap to run.</p> <p>Additionally electric only events can be run in almost any location as there is no noise issues</p>	Not applicable to CMX /CDT	Board supports proposal and requests the Rule and Technical committee to develop rule for proposed disciplines.
CMX357	Green Flag protocols	DRC		<p>Recommendation is to bring MA's green flag protocols in line with the FIM.</p> <p>Currently there is some confusion amongst officials as to which protocol is correct to use and when (e.g. International Island Classic).</p> <hr/> <p>1.22 Flags and Lights</p> <p>Marshals and other officials display flags or lights information and/or convey instructions to the riders. All flags are presented waved.</p> <p>1.22.1 Flags and Lights Used to Provide Information:</p> <ul style="list-style-type: none"> • Green Flag The track is clear This flag must be waved at each flag marshal post for the each practice session and of the warm up, for the sighting the warm up lap. This flag must be shown waved at the flag marshal post after the incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, this flag must be waved at the exit. 	Discussed and considered; not applicable to CMX/CDT	Board supports Road Race specific – HPEM to add to chapter.

CMX358	Recreational activity	Tim Hewitt	<p>there is currently no formal requirement for an entry form to be available , nor a rider's briefing to be delivered , at a practice / recreational event . whilst gcr 7.1.1.1 m) places the onus of completing an entry form upon the participant , currently there is no requirement for clubs / promoters to actually provide these at a practice / recreational event.</p>	<p>suggest additional rules 6.8.0.2 an entry form must be made available to all participants by the club / promoter conducting the recreational activity . 6.8.0.3 participants in the recreational activity must complete the entry form</p> <p>6.8.0.4 - all participants in the recreational activity must attend a rider's briefing prior to participation. whilst the common requirement for participants to sign an indemnity form satisfies a minimum insurance requirement , machine details - which become vital in the instance where a junior is participating - and other information such as licence expiry that is completed as part of an entry form - are not recorded.</p>	<p>Discussed – agreed Confirmed</p>	<p>Board recommends rider briefing can be in the form of a one page summary handed out or verbally presented.</p>
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CMX359	4.2.6	MSA	<p>4.2.6 Competitions between Categories of Machine</p> <p>4.2.6.1 In respect of any competition:</p> <p>a. Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category may compete in any event,</p> <p>b. No competition may be conducted under these Rules between a motorcycle and any other vehicle</p>	<p>4.2.6 Competitions between Categories of Machine</p> <p>4.2.6.1 In respect of any competition:</p> <p>a. Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category (as defined in 1.1.0.21) may compete in any event</p> <ul style="list-style-type: none"> • Any promoter proposing events that seek to have two or more different categories of machine compete must be subject to the requirements of 'Alternate forms of Competition' and if approved, permitted accordingly. • Combination of Senior classes, of the same category, within disciplines, is the responsibility of the RCB. <p>b. No competition may be conducted under these Rules between a motorcycle and any other vehicles</p> <p>c. 50cc Demo (Non-competitive) class may have different categories participate on track at the same time subject to:</p> <ul style="list-style-type: none"> • No more than two categories on track at one time (solo, sidecar, quad) • No more than 10 bikes on track at one time. 	<p>Not applicable. Issues relate to machines that do not compete under the CMX/CDT class regulations.</p>	<p>Board does not support rule change request</p>
CMX360	Re scheduling of the AUSTRALIAN CLASSIC DIRT TRACK CHAMPIONSHIPS.	Peter Baker	<p>Re scheduling of the AUSTRALIAN CLASSIC DIRT TRACK CHAMPIONSHIPS.</p>	<p>To formulate a 5-year plan with championship meetings allocated, to a state, for the period 2015 to 2019 incl.</p> <p>Allocations would take in to account the number of competitors and tracks in the states and once a State was allocated the championship for a given year then submissions would be called from clubs / promoters within that State in accordance with existing provisions.</p>	<p>Would be great; in reality we struggle to get clubs to nominate for the Championship today. The Commission works hard to attract interest in running this and other events and having that 5 years out would be problematic with the experience of the last years considered.</p>	<p>Board supports commissions decision</p>

			continued	<p>A similar submission will be considered for Senior and Junior Dirt Track and Track Championships.</p> <p>Scheduling of meetings appears to be one of the major concerns among competitors.</p> <p>This championship, in recent years, appears to have attracted minimal interest, although the only club interested has invariably done a good job when it has been staged there has also been instances of the championship not being staged in some years.</p> <p>This plan would allow clubs to plan ahead and States will also have the incentive to increase their involvement in the allocation of championship meetings in the next bracket of five years.</p>		
CMX361	16.1 & 16.2	Brian Anthony	<p>There is no set rule however as there is the split of titles as per the overview, which indicates classes are to be held at their correct championship split only, however there is a conflicting reference to having events merged upon application and one assumes hosted at a comparative approved Australian title event</p>	<p>What we would like MA to consider is if any of the above sidecar classes are not taken up by the post classic or classic Australian solo hosts, or promoters or if run but cannot meet the min entrant size limit to actually crown an official MA Titleist, that the option be open for another Australian title event to be able to offer and run that title for class within the same calendar year.</p> <p>Classes would still be run as per GCR and classic disciplines as per moms, but this opportunity would provide sidecar promoters the option of giving racers a title event when they have been not offered by other solo title hosts or through lack of numbers to crown a national champion due to not meeting min entrant standards as set out by MA.</p>	<p>Agreed – subject to the agreement of the majority of the SCB's and MA approvals on the matter of a fee for event.</p> <p>Confirmed. For Boards reference in the future should there be no running of the event.</p>	Board supports commission's decision

CMX362	4.2.13.3	Paul Bray	There is no existing rule published limiting the duration of permitted events to 11pm.	<p>4.2.13.3 p) SR to include designated time that all competition will cease; including day/night events where competition activity will be limited to 11pm.</p> <p>Rationale Duty of care to riders, officials and volunteers to ensure that fatigue is not a contributing factor to incidents. This will also reduce the potential liability should a permitted event experience injury or incident after midnight and reported as second day of competition on a one-day permit.</p>	Noted – not applicable in the Commissions view to CMX/CDT.	Board does not support this recommendation but acknowledges permitted events should aim to finish at 11.00pm
CMX363	16.1	Sean Allanson	New rule	Include a class for Pre90 all powers four stroke	<p>Agreed, pending confirmation from the majority of SCB's. Recommendation Add 16.1 Pre 90 4 Stroke all powers Confirmed ** Please mark next to the class that it will be on a 2 year trial basis to confirm support.</p>	Board supports commission's decision
CMX364	16.1	Sean Allanson	New rule	Include a class for Pre 78all powers four stroke class	<p>Commission is not convinced that there is a place for pre 78 four stroke only class. After consideration it is thought that a dedicated four stroke class exists in the pre-75 rules – this being enough for Classic MX events. This should not preclude further discussion of the submission by the SCBs on the matter or future consideration.</p>	Board supports commission's decision
CMX 365	CMX/CDT general	Commission	Amendment 16.1	Remove wording "Categories for Senior Australian Championships"	Duplication and not required Confirmed	Board supports commission's correction

CMX 366	CMX/CDT general	Commission	Remove 16.2.1 and 16.2.1.1	Remove from rule book as duplication of 16.2.2	It will be considered a given that MA medallions will be given at a suitable National event, removal of 16.2.1 and 16.2.1.1 takes out unnecessary duplication in the MOM's Confirmed	Board supports commission's decision
CMX367	CMX/CDT General	Commission	Remove 16.3	Remove 16.3 & 16.4	Remove – duplication of 16.1	Board supports commission's correction
CMX368	CMX/CDT General	Commission	16.5.0.4	Alter 16.5.0.4 to remove "pre 75" ,removing pre 75 will make it compatible with both Classic and Post Classic classes that have the Supper Senior class.	Remove "pre 75" reference in 16.5.0.4 confirmed	Board supports commission's correction
CMX369	CMX/CDT General	Commission	16.6	Remove 16.6 thru 16.6.0.5 – this contradicts the simplicity of the class eligibility requirements and creates confusion. Everything covered in 16.6 is covered in other areas of the MOMs	Remove 16.6 thru 16.6.0.5 confirmed	Board supports commission's correction
CMX370	CMX/CDT General	Commission	16.7	16.7 remove all 16.7 thru 16.7.1.1 as not applicable to CMX/CDT	Remove 16.7 thru 16.7.1.1 confirmed	Board supports commission's correction
CMX371	CMX/CDT General	Commission	16.9.1.6 & 16.9.1.7	Remove from MOMs – both 16.9.1.6 and 16.9.1.7 are considered unnecessary as enough information of the requirements for the MOMs are included in the section above	Remove 16.9.1.6 and 16.9.1.7 confirmed	Board supports commission's correction
CMX372	CMX/CDT General	Commission	16.10.4	Remove 16.10.4.4.1 a,b,e,f,g,h from the MOMs as these requirements are not CMX/CDT rather they are RR / Enduro requirements. There is no need to have a section relating on sealing engines in our section of the MOMs	Remove 16.10.4.4.1 a,b,e,f,g,h confirmed	Board supports commission's correction
CMX373	CMX/CDT General	Commission	16.10.7.1 (various)	Remove 16.10.7.1c (all) and d in addition to 16.10.7.3 a &b as these rules do not relate to CMX and CDT. There is no pit lane, no flying starts in CMX/CDT and the inclusion is not required.	Remove 16.10.7.1 c and 16.10.7.3 a&b confirmed	Board supports commission's correction

CMX374	CMX/CDT General	Commission	16.12.1.1	Alter wording to say "Classic and Post Classic MX and DT" Reflects better the section of the sport rather than references to motorcycles that are not in CMX / CDT	Alter 16.12.1.1 to say "Classic and Post Classic MX&DT" confirmed	Board supports commission's correction
CMX375	CMX/CDT General	Commission	16.15.4.4 & 16.15.4.5	.Remove from MOMs – these 2 rules are covered in the class eligibility sections (example 16.15.7.9) of the MOMs – a counter shaft sprocket cover will be used on all CMX CDT machines. Removing these requirements will allow for only one interpretation in the MOMs – that being a cover is required.	Remove 16.15.4.4 and 16.15.4.5 confirmed	Board supports commission's correction

CMX376	CMX/CDT General	Commission	16.15.12 various	1/ remove 16.15.12.1 – this rule has been a cause of some issues in the understanding of what the class requirements are and should be removed; by doing so we make the understanding of the requirements simpler. 2/ remove the word "later" from 16.15.12.3. The class is non period specific and the word "later" implies a period or date. Removing it clears up interpretation issues with this class where dates have been applied to determine eligibility. 3/ alter 16.15.12.3 to read "The machine will have" and remove the existing wording "all components will be of the period the machine was manufactured" again this removes the date some are attempting to apply to Evolution Class racing against the original intention of the class when considered for the MOMs. 4/ 16.15.12.4 remove the word "period" – for the same reasons as listed above.	Remove and alter as suggested Not supported, please leave 16.15.12 as it appears in the MOMs	Board supports commission's decision
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CMX377	CMX/CDT General	Commission	16.15.8	<p>Remove 16.15.7.7 16.15.8.7 16.15.9.6 16.15.10.6 16.15.11.5 16.15.12.6 16.15.13.4 16.15.14.4</p> <p>Replace all with "All machines will be fitted with an effective muffler and comply to 16.12 sound requirements". Rationale is that most machines have modified exhausts a lot not compliant to the existing requirements. This alteration will allow for more flexibility but maintain noise compliance.</p>	Remove and alter as noted. Confirmed	Board supports commission's decision
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CMX378	CMX/CDT General	Commission	16.16.4 and 16.16.5	<p>Correct error Remove "Sidecar" from 16.16.4 and 16.16.5 this is an error and doesn't relate to sidecars. It's an error that is just housekeeping.</p>	Remove reference to Sidecar Confirmed	Board supports commission's correction
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CMX379	CMX/CDT General	Commission	16.8.5.1c	<p>A request has been received to alter this rule to accommodate ¾ length boots rather than boots that cover ¾ of the lower leg. The basis of this is due to some riders using short MX boots on sidecars and others using them in CMX due to some riders not being able to use standard boots due to the size of their legs. In reality a rider will be required to use MX boots, removing this rule will allow digression rather than subject to a hard and fast rule in the small amount of cases this will effect.</p>	Recommend removal of 16.8.5.1c Confirmed	Noted no decision made some issues raised regarding safety
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CMX380	CMX/CDT General	Commission	none	<p>The Commission wants to ask the SCB's to consider the issue of Magnesium hubs and the failure of them with safety in mind. There have been a number of serious accidents where Magnesium backing plates have failed and a long term solution is needed.</p> <p>The Commission would like to receive ideas and feedback.</p>	<p>Feedback required from State Controlling bodies.</p> <p>For discussion at next meeting</p>	Noted
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Meeting Closed 12.25 PM Sunday the 4th May 2014

Notes in red from commission conference 24th July 2014 by tel conf.