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## ATV Commission Meeting Minutes

### May – Final - August presentation

Minutes of the Quad Commission meeting held at MA Offices, 147 Montague Street South Melbourne, Victoria on Friday 2<sup>nd</sup> May 2014.

**PRESENT:** Darrell Knight (Chair)  
Martin Stone  
Len Pipiciello

**APOLOGY:**

**IN ATTENDANCE:** Bron Sorensen

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC177	Welcome	DK	Chairman welcomed participants and declared the meeting open	Received	-	-
QC178	Confirmation of minutes	DK	The minutes from the 2013 meeting were received	Received	-	-

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC179	<p><b>Business Arising:</b>  <b>QC129</b> There is great interest in expansion of Junior Quad racing in NSW. Many members, Clubs, Committees and Commissions are disappointed in the lack of attention this matter is receiving at a MA level. The non-result in this area is crippling sport development not only within NSW but Nationally.  <b>CEO to refer to MNSW (QC159)</b></p>	<p>Commission on Previous minutes</p>	<p>-</p>	<p>That Junior Quad Racing in NSW receives high priority special project attention from MA. MA need to gather and consolidate actual or comparable risk, injury, accident and recovery statistical data on junior quad and other junior racing from the various SCB records around Australia who mandatorily collect such information. MA need to provide a related list of commonly used quad machines.</p> <p>It is evident that key family members within clubs around Australia are usually responsible for event management and club and sport sustainability at a local level. Without Junior Quad racing in NSW, Families do not get involved, Clubs struggle to exist and events are not conducted. The geographical situation being a case where the greatest population exists in the middle of the eastern sea-board which translates to a huge membership hole.</p>	<p>Quad Commission recommends MA take action and provide information on the actual or comparable risk, injury, accident and recovery statistical data on Junior Quads to MNSW for the development of Junior Quad racing disciplines in that State. MA should mandate that SCB's collect and store this data separately.</p> <p><b>2013 Decision Noted MA Board requests CEO to collect information and provide to MNSW</b></p> <p>While the NSW processes are understood to be difficult, it is the QC understands that no-one has ever attempted proper application for Junior ATV racing to date. MWA have previously offered supporting opinion and comparative Junior Quad entrant information that would assist. An initial application may precisely identify shortfalls to be overcome. QC requests that MNSW start the process and lead an application to allow Junior ATV Competition in NSW.  QC and JC to assist where necessary.</p>	<p>Board recommends CEO and President contact MNSW to gain</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC180	<p><b>Business Arising:</b> 27.1.0.1 d) All SSV competition will be by Alternative Form of Competition Permit Application to MA. Section 28 should state that UTV cannot be used recreationally during Recreational Motorcycling Activity.(QC158)</p>	Commission on Previous minutes	-	<p>Board to focus risk approach in revision of related rules. 1.1.0.21 f) Note: 27.6.0.2, and 28.1.0.1 Note: Restricting recreational use and opening competition use recommended by QC. It is seen that Competition represents a more controlled environment where the chance of a SSV being involved in an accident with any other motorcycle or person is easier to minimise. Recreational use with other motorcycles in open or multi directional traffic areas may present higher risk. Recreational activity such as 'tour' type operations where all motorcycles essentially follow one track in one direction under various other local rules and controls are comparatively much lower risk (corner man system etc).</p>	<p>The Board consider replacement of SSV rules with <b>27.1.0.1 d) UTV/SxS.</b></p> <p>Essentially allowing UTV/SxS Recreational and Competition events by normal Section 27 Alternative Form of Competition application until a complete set of discipline rules are formulated.</p> <p><b>2013 Decision Noted MA Board to discuss with CAMS 2/5/2014:</b> Commission recommends including a UTV/SxS competition class at an endurance/off-road event upon application on a trial basis with the following stipulations: Minimum gear requirement: SFI 3.2/A1 rated suit; closed footwear; gloves, eye protection and helmet. Must have two occupants Minimum 4 point harness ROPS approved canopy Side doors or nets mandatory Fire extinguisher mounted on board that is readily accessible to driver and passenger. Driver and passenger must be able to comfortably reach all controls, contact points, hand holds and feet flat on floor while firmly harnessed in the occupant seat. Event SR's and SSV briefing to include the added detail: "Drivers and passengers are cautioned to keep all limbs inside the vehicle at all times with heightened focus particularly when vehicle stability or control is compromised, and in the event of any accident or vehicle roll over.</p> <p>GCR5.6.0.2 would require amending</p>	<p>Board recommends MA's NTO approach CAMS as it technically falls under CAMS jurisdiction but recognises MA should promote the events. QC to develop rules in conjunction with RCM, NTO and Technical Rules Committee.</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC181	18.4.14	Graham Murray	<p>ENDURO/CROSS COUNTRY, DESERT ONLY            Up to 850cc 2WD/4WD            Women up to 850cc 2WD/4WD</p>	<p>ENDURO/CROSS COUNTRY, DESERT ONLY            Up to 930cc 2WD/4WD            Women up to 930cc 2WD/4WD            Competitor's numbers are falling due to atvs of this size not been able to compete. Reality is these quads are no faster. They use the same gearboxes as the 800. Just have more low down Torque. These machines are made as standard quads by Polaris Can Am and Arctic cat. Over 850 cc are now standard production machine and MA should move with the times and have this rule amended for 2014. Events will suffer as well as entrants if these quads are not catered for. This needs to be amended for the 2014 Kamfari on May 4.</p> <p><b>Kamfari report:</b>            2014 Kamfari ATV Endurance Competition (850cc max displacement exemption lifted to 930cc+5%)            Event fastest lap was set by a 700cc machine. 2<sup>nd</sup> fastest lap was a different 700cc entrant. 3<sup>rd</sup> fastest lap was an 800cc machine and the winner of the event. The highest achieving 1000cc category machine (within the 930cc +5%) achieved 6<sup>th</sup> place.            Of 31 entrants scored, 5 were 1000cc category machines (all within the 930cc +5%). 1000 category machines did not dominate or even notably change the event outcomes. There were no protests or incidents in the event.            The atmosphere around the event and in relation to the new larger machine displacement is reported to have been positive, inclusive and supportive for future years.</p>	<p><b>QC supports this recommendation for all relevant disciplines: Enduro, Cross Country, Desert classes, Sand Drags (off road), Hill Climb.</b></p> <p>18.4.14  <b>ENDURO/CROSS COUNTRY, DESERT ONLY</b>            Up to <del>850</del> <b>930</b>cc 2WD/4WD            Women up to <del>850</del> <b>930</b>cc 2WD/4WD</p> <p><b>18.4.1 Sand Drags Classes (Off Road)</b>            18.4.15.1 Pro            18.4.15.2 Up to <del>850</del> <b>930</b>cc            Note: Pro and Up to <del>850</del> <b>930</b>cc may be run and scored together</p> <p><b>18.4.2 Hill Climb Classes</b>            18.4.16.1 Pro            18.4.16.2 Up to <del>850</del> <b>930</b>cc</p> <p>18.14.3.3 The maximum capacity for a 4-stroke engine ATV shall not exceed 700cc for Stadium Classes, Dirt Track Classes, Motocross and Club Level Racing and <del>850</del> <b>930</b>cc for Enduro/Cross Country, Desert Classes and Sand Drags classes and be no more than two cylinders.</p>	<p>Board supports commission's decision as per Enduro commission</p>

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QC182	Letter received	David Hood		<p>The QORA has been invited to compete in a few enduro events this year. We have a 5 or 6 member in our club that would love to ride in these events but they have 1000cc atv. Have the 2014 GCR come out yet? Do they allow the 1000cc atv to compete? As a club we would like this to happen now that there are 3 manufacturers making these styles of atvs Polaris, Can-am, Arctic Cat.</p>	<p>Commission supports an increase in capacity as per GC181</p> <p>Recommendation needs to be communicated to David Hood.</p>	<p>Board supports commission's decision</p>

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC183	22.4.1.4	Raelene Mackin	22.4.1.4 States 'Where in junior competition, the words OEM standard or Limited are used, all quads 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 engine mounts.'	<p>22.4.1.4 proposed to state "Where in junior competition, the words OEM standard or Limited are used, all quads must be OEM machines with limited modifications.</p> <p>Limited modifications include;</p> <ul style="list-style-type: none"> <li>a) Cosmetic changes</li> <li>b) Colour</li> <li>c) Air filters</li> <li>d) Sprockets</li> <li>e) Chains</li> <li>f) CDI</li> <li>g) Exhaust</li> <li>h) Upgrades to OEM clutch</li> <li>i) Minor suspension changes</li> <li>j) Wheels and tyres</li> </ul> <p>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 engine mounts. No change shall be made to the engine or frame other than listed above.'</p> <p>The following quads that are allowed to have the limited modifications include (non race ready quads);</p> <ul style="list-style-type: none"> <li>a) Suzuki Quadsport LTZ 50 and 90</li> <li>b) Yamaha Raptor 50 and 90</li> <li>c) Polaris Predator and Outlaw 50 and 90</li> <li>d) Kawasaki KFX 50 and 90</li> <li>e) Honda TRX90X</li> <li>f) Can-am DS50, DS70 and DS90</li> <li>g) Kymco Maxxer 50 and 90</li> <li>h) Other non-race ready quads 50cc – 90cc</li> <li>i) And older models of these quads ONLY.</li> </ul> <p>No race ready bike shall have any modifications made other than direct OEM replacements.</p>	<p><b>QC does not support this recommendation at this time.</b></p> <p>While aspects of this submission have merit, the current rules cater to the majority in terms of safety, accessibility, and parity and currently warrant no change.</p> <p>Commission believes that the complexity of the proposed changes would be difficult to implement.</p>	Board supports commission's decision

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QC184	Junior Quads	Michael Hudak	Quad bikes; Junior 200cc (2-stroke) 300cc (4-stroke).	Hybrid Quads. 450cc Quad bikes fitted with 250cc engines. <u>August addition:</u> (Michael Hudak is objecting to the above, please refer to his supplied rationale)	<b>August amendment in red:</b> Reading the submissions rationale, the QC <b>does not support this request.</b> QC believes there are sufficient options for modifying machines (which are fair and comparable with higher performance standard machines) within current rules for a range of budgets. Rule had been changed previously due to industry changes in model availability.	Board supports commission's decision
QC185	Electric bikes	Pete Goddard	Does not exist	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. Minikhana Trials Dirt Track Pocket bike Motocross Enduro etc  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. Additionally electric only events can be run in almost any location as there is no noise issues	Not applicable to quads currently but if and when electric quads become available, QC supports their inclusion.	Board supports proposal and requests the Rule and Technical committee to develop rule for proposed disciplines.

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QC186	Green flag protocol	DRC		<p>Recommendation is to bring MA's green flag protocols in line with the FIM. Currently there is some confusion amongst officials as to which protocol is correct to use and when (e.g. International Island Classic).</p> <p><b>1.22 Flags and Lights</b> Marshals and other officials display flags or lights information and/or convey instructions to the riders. <b>All flags are presented waved.</b></p> <p><b>1.22.1 Flags and Lights Used to Provide Information:</b></p> <ul style="list-style-type: none"> <li><b>Green Flag</b> 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. When the pit-lane exit is open, this flag must be waved at exit.</li> </ul>	Commission supports this recommendation.	Board supports Road Race specific – HPEM to add to chapter.
QC187	Recreational activity	Tim Hewitt	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>suggest additional rules</p> <p>6.8.0.2 an entry form must be made available to all participants by the club / promoter conducting the recreational activity .</p> <p>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><b>Commission supports this recommendation.</b></p> <p>Note from discussion: While the intention is agreed, concern was raised about placing increased responsibility on volunteers and officials to provide extra processes and forms at smaller remote location events. Where the word 'must' is used, any lacking would condemn participation.</p>	Board recommends rider briefing can be in the form of a one page summary handed out or verbally presented.



Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC188	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"> <li>• 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.</li> <li>• Combination of Senior classes, of the same category, within disciplines, is the responsibility of the RCB.</li> </ul> <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"> <li>• No more than two categories on track at one time (solo, sidecar, quad)</li> <li>• No more than 10 bikes on track at one time.</li> </ul>	<p><b>Commission does not support this recommendation.</b> Rationale behind commission decision is that this activity must be approved by the RCB in the Supp Regs at the present time already allowing approval on a case-by-case basis. Commission has concerns about potential impact of proposed rule on minority classes. The suggested rule may also have a negative impact when carried over as a template for recreational events. Where MSA's point c) agrees and recognises the benefit of maximising participation whilst minimising impact on a race day schedule for 50cc machines, it very importantly equally applies up to senior level competition for minority disciplines. From discussion with CEO, QC recommends addition of details that provide a risk attention focussed framework for acceptance of machine combination.</p> <p><u>August amendments in red:</u>  <b>In light of MSA's revised position from their original request, the QC recommends the following:</b></p> <p><b>4.2.6 Competitions between Categories of Machine</b></p> <p>4.2.6.1 In respect of any competition (or practice):</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 <b>directly</b> compete in any event and must be scored separately,</p> <p>b) No competition may be conducted under these Rules between a motorcycle and any other vehicle (eg. Car),</p> <p><b>c) No more than two categories (solo, sidecar, ATV) on track at one time,</b></p> <p><b>d) No more than 5 machines from each/either category on track at one time.</b></p> <p>e) Starting of categories to be <b>separated or staggered</b> to reduce first corner risk.</p> <p><b>f) In Enduro competition where separate starts are used any/all category combinations may be allowed.</b></p> <p><u>August addition:</u>  6.2.0.6 For MX, Dirt Track and Enduro the following different machine categories may participate on track at the same time:</p> <ul style="list-style-type: none"> <li>• ATV (Quad) and Sidecars</li> <li>• Other combinations of machine categories where risk assessed and authorised by the RCB.</li> </ul>	<p>Board does not support proposed rule change. Board acknowledges categories needs to be defined &amp; some tidying up of rule 4.2.6.1 needs to be addressed. Rules committee to address</p>

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	18.4.14 refer QC181	Graeme Murray	Enduro/Cross Country, Desert Classes Up to 850cc 2WD/4WD Women Up to 850cc 2WD/4WD	<p>ENDURO/CROSS COUNTRY, DESERT ONLY Up to 930cc 2WD/4WD Women up to 930cc 2WD/4WD</p> <p>Kamfari report from Commission: 2014 Kamfari ATV Endurance Competition (850cc max displacement exemption lifted to 930cc+5%) Event fastest lap was set by a 700cc machine. 2<sup>nd</sup> fastest lap was a different 700cc entrant. 3<sup>rd</sup> fastest lap was an 800cc machine and the winner of the event. The highest achieving 1000cc category machine (within the 930cc +5%) achieved 6<sup>th</sup> place. Of 31 entrants scored, 5 were 1000cc category machines (all within the 930cc +5%). 1000 category machines did not dominate or even notably change the event outcomes. There were no protests or incidents in the event. The atmosphere around the event and in relation to the new larger machine displacement is reported to have been positive, inclusive and supportive for future years.</p>	<p>Commission supports this recommendation as per QC181</p> <p><u>August addition:</u> Report provided through Bronwyn 13<sup>th</sup> May 2014, 9:29am. 930cc + 5% machine entrants did not dominate the podium, appeared to have no advantage, and suffered no increased accident or injury. Only one 1000cc badged machine in top ten, in 4<sup>th</sup> place behind a 700cc and two 800cc machines.</p>	<p>MA Board approved for the 2014 Kamfari event providing full detailed report be provided to the Board upon completion. Board supports commission's decision as per Enduro commission</p>

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QC189	18.14.3.6	Raelene Mackin	18.14.3.6 states 'Where in junior competition, the words OEM standard or Limited are used, all quads 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 engine mounts.'	<p>18.14.3.6 proposed to state "Where in junior competition, the words OEM standard or Limited are used, all quads must be OEM machines with limited modifications.</p> <p>Limited modifications include;</p> <ul style="list-style-type: none"> <li>k) Cosmetic changes</li> <li>l) Colour</li> <li>m) Air filters</li> <li>n) Sprockets</li> <li>o) Chains</li> <li>p) CDI</li> <li>q) Exhaust</li> <li>r) Upgrades to OEM clutch</li> <li>s) Minor suspension changes</li> <li>t) Wheels and tyres</li> </ul> <p>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 engine mounts. No change shall be made to the engine or frame other than listed above.'</p> <p>The following quads that are allowed to have the limited modifications include (non race ready quads);</p> <ul style="list-style-type: none"> <li>j) Suzuki Quadsport LTZ 50 and 90</li> <li>k) Yamaha Raptor 50 and 90</li> <li>l) Polaris Predator and Outlaw 50 and 90</li> <li>m) Kawasaki KFX 50 and 90</li> <li>n) Honda TRX90X</li> <li>o) Can-am DS50, DS70 and DS90</li> <li>p) Kymco Maxxer 50 and 90</li> <li>q) Other non-race ready quads 50cc – 90cc</li> <li>r) And older models of these quads ONLY.</li> </ul> <p>No race ready bike shall have any modifications made other than direct OEM replacements.</p>	Commission recommendation as per QC183 (same submission) does not support this recommendation	Board supports commission's decision

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QC190	Chapter 18	Raelene Mackin	Allowing minor modifications to 'non race-ready' quads in the 50cc and 90cc limited class. Rule 18.14.3.6	No modifications allowed to engine or frame and original OEM mounting points must be used. Minor modifications such as CDI, exhaust, clutch, sprockets and chains. (See proposed rule change attached for specifics) only to 'non race ready' quads in the limited class being 50cc and 90cc. Include a listing of models allowed such as 12.17.1 (for motorbikes) as this will ensure only good quality Australian standard/approved quad bikes are used to race. Possibly inclusion of all children undertaking a Kickstart course.	QC does not support this recommendation for reasons as per QC183.	Board supports commission's decision
QC191	NAEC Series	Graham Murray		NAEC Proposal  There is currently no event for Australian Enduro ATV Championship classes (Open, Up to 850cc) this series would see these championships awarded.	QC supports this proposal and recommends that an application to host Australian Championship is completed and submitted by the promoter/organiser.  The championship series will require liaison between Commission, MA's Sport and Events Coordinator and the Promoter.  Commission notes: It is envisaged that such a Championship series will raise participation, event profile and popularity. Some changes to eligible event criteria may need to be modified and the QC is prepared to negotiate these (eg minimum 2 day event format). QC requests advice from other disciplines with greater experience in event piggy back series.	Board supports commission's decision
QC192	15.15.13.4	MX Commission	35 Point system for Australian championships in MX/SX, 25 point system for all other MX/SX competition	35 point system for all Motocross competition as per 15.15.13.4	Commission supports MX Commission recommendation to move to 35 point system for all (national, state, club) MX competition. This will promote consistency for officials between quads and solos in MX discipline with no disadvantage to quad participants.	Board supports commission's decision
QC193	3.8.0.4	QC	3.8.0.4 ATV endorsements 250cc 4-stroke	3.8.0.4 ATV endorsements 250cc/300cc 4-stroke  (already in 18.7.0.2 just needs to be included in 3.8.0.4)	3.8.0.4 ATV endorsements 250cc/300cc 4-stroke	Board supports commission's decision

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QC194	18.1	QC	18.1, 18.4.1, 18.4.8 Veterans 35+	18.1, 18.4.1, 18.4.8 Veterans 40+ Commission wishes to engage in consultation on consolidation of Veterans 35+ class and Masters 45+ classes to a single Veterans 40+ class. Current and in recent years, low participation numbers lessen justification for continuing the two separate classes. The two existing classes are usually combined on the same trak at the same time and some older entrants (50+) are discouraged due to have to race younger 35 year olds. Moving the age bracket to 40+ is consistent with many other events such as Finke, WA and NT historic events and Masters games etc. 35 to 39 year old riders would add to and support the sport in other Senior classes (Intermediate, Open and Pro).	Commission recommends making Veterans class 40+ (Subject to consultation.)  <u>August addition:</u> No opposing feedback received through consultation, QC recommendation stands: Veterans 35+ and Masters 45+ to be consolidated in to a single Veterans 40+ class throughout section 18.	Board supports commission's decision
QC195	18.14.3.9	QC	18.14.3.1 NOTE: Junior ATV racing classes 200cc 2-stroke to 300cc 4-stroke will undergo a machine eligibility and capacity review in 2013 2014, e.g. Water cooled, OEM / Hybrid / non-hybrid 250cc, etc.	Topic is to remain open to consultation until final meeting. Aspects such as Air Cooled machines being able to retain a higher displacement limit are being considered. 2014 machine participation and results in this class will be monitored.	Commission to make final recommendation on this rule in August 2014:  <u>August addition:</u> <b>18.14.3.9 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 chassis ATV. Only air cooled Yamaha Raptor 250 and Honda TRX300 machines may increase engine displacement to 300cc plus +5% tolerance.</b>  For the 200 / 250 classes, table details in other GCR's will need to change to reflect the new displacement in: 18.2 18.4.1 18.4.13 18.5.0.1	Board supports commission's decision
QC196	Boots 18.9.5.1 c)	QC	c) of a length that must at least overlap the trousers with the rider in a racing position on the machine	18.9.5.1 c) of a length that covers at least two thirds of the lower leg and overlaps the trousers with the rider in a racing position on the machine.	<b>18.9.5.1 c) of a length that covers at least two thirds of the lower leg and overlaps the trousers with the rider in a racing position on the machine.</b>	Board supports commission's decision

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QC197	Number plates 18.10.0.1	QC	18.10.0.1	<p>Add 18.10.0.1 d) where an alphabetic letter has been assigned by a permitted Open level event, it may be retained and used as a rider identification for all other competition entry.</p> <p>Entrants achieve sponsorship, sign write machines and trailers, have support crew T shirts made, get a couple of new Jerseys with their race "number" for the events. It is ideal that these entrants can enter other events for the remainder of the year with their Finke Number. It adds to the sport that rider numbers like the Finke Y numbers are immediately recognisable, and it even helps identify entrants both on the track and in the pits. To pick my example, if I enter Finke, I will be assigned my Y12 number as a priority. My old 912 number will be assigned to someone else. When doing another MX type event after Finke I could have clashes with a new entrant now wearing an old 912 number of mine. Similarly I cannot drop back to my old 12 number because there are many clashes with that too. Time keepers and lap scorers have the added benefit that they can easily recognise a Veteran entrant (40+). I believe the addition of d) above adds value and character to our sport without negative impact. When I have questioned how people got around this in the past, the answer was to the tune of... "just enter as number 12. You can leave the Y in front, it just means nothing. By the rules we just don't recognise it as a number because it's not. So you are 12."</p> <p>At the end of the day the reality is that the number Y12 is better known to all and written on everything related to that rider. So why officially recognise them as 12 when everyone knows and reads Y12.</p>	<p><b>Commission recommends the following addition to 18.10.0.1:</b></p> <p><b>d) where an alphabetic letter has been assigned by a permitted Open level event, it may be retained and used as a rider identification for all other competition entry.</b></p> <p><b>August Amendment:</b> Due to poor representation of the QC's original rationale there has been greatly differing understanding of the intended clarification. Noting specifically that the request should not impact on SCB authority whatsoever. In that respect, no change to the current existing rule is intended. The following recommendation is put forward after consultation.</p> <p><b>18.10.0.1 Number plates are to:</b> a) Display figures in contrasting Black on White colours with a minimum size of 125mm height and 20mm width of stroke,</p>	Board supports commission's amended decision

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QC198 <u>August</u> <u>amendm</u> <u>ent:</u> NEW From consulta tion process	Quad Commission	WA consul tation	Quad Commission name suggestions for Board consideration.	It is possible that the future ATV Commission may be named ATV / SSV Commission to incorporate Side by Side Vehicles. Current Quad Commission does have extensive SSV experience.	Board to re-name Quad Commission: ATV Commission, or, ATV & SSV Commission, or, Leave unchanged as current Quad Commission.	Board supports name change to ATV Commission

Meeting closed

Distribution:

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