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## Motocross – Supercross Commission Meeting Minutes - Final

Minutes of the Motocross - Supercross Commission held on 27<sup>th</sup> April 2012 at MA office in Melbourne.

**PRESENT:** Mark Luksich (Chairman), Adrian Robinson, Graeme Baynes

**APOLOGY:**

**IN ATTENDANCE:**

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX968	Welcome	Mark Luksich	The President welcomed those present and declared the meeting open	-	-	-	
MX969	Confirmation of minutes	Mark Luksich	Minutes of the meeting held on 26 <sup>th</sup> July 2011.	The minutes of the meeting held on 26 <sup>th</sup> July 2011 were received and confirmed	-	-	
MX970	Business Arising:		No Business Arising	-	-	-	
MX971	Rule change request 12.5.1.3	Ralph Freeman	Wording of rule 12.5.1.3 needs to change and should end at the word "measurement"	MXC support this change	The rule allows for an unfair situation on the one protested against.	-	
MX972	Rule change request 12.6.4.1	Paul Dawson	Mr Dawson has questioned the font rule difference between Road Race and MX.	MXC see no reason to change rule and request seems to be a road racing concern.	-	-	
MX973	Rule change request 12.6.4.1	Sarah	Sarah has questioned the font rule difference between Road Race and MX	MXC see no reason to change rule and request seems to be a road racing concern.	-	-	

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MX974	Rule change request 12.6.4.1.	Simon Dickson	Mr Simon Dickson has questioned the font rule difference between Road Race and MX	MXC see no reason to change rule and request seems to be a road racing concern.	-	-	
MX975	Rule change request 13.2.9	M Davenport	Existing rule 13.2.9 lists 150cc 2 stroke / 250cc 4 stroke Female. Rule to be changed to <b>100cc to 150cc 2 stroke / 200 - 250cc 4 stroke Female</b>	MXC agree with this change.	To standardise the capacity for Female class at Junior Nationals. Current rule does not allow a female rider on a 125cc 2 stroke to ride in this class.	-	
MX976	Rule change request	John Langfield	Request from Mr Langfield that Engine numbers be included on the entry form.	MXC does not support this request.	-	-	
MX977	Rule change request 12.16.0.3.	Richard Macarthur	Mr Macarthur has requested the 500cc rule be amended for Amcross championship.	MXC disagree with this change	Does not require change to MOM's as this can be handled in the SR's.	-	
MX978	Rule change request 3.8	MNSW	Request for change of Rule 3.8 Junior Coaching Program <ul style="list-style-type: none"> <li>See appendix A</li> </ul>	MXC agree with this change	To simplify the accreditation process and make our sport more attractive to more participants.	-	
MX979	Cost associated with Junior Australian Motocross Championship	C. Tickner	Ms Christine Tickner commented on prices charged by Clubs running the AJMXC. Further Christine requested that the event needs an overhaul with riders to qualify through a state based championship.	MXC cannot comment on these costs and the comment should be re-directed to the hosting clubs. On overhauling the championship MXC believe there is some tinkering that could assist the State Champs to become stronger along with the National Championship but that the overall Championship continues to be highly successful.	-	-	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX980	Class names in MOM's	MXC	Current Aust Championships Class name changes – Pro Open to MX1 / Pro Lites to MX2 / Under 19s to MXD.	MXC decided that there is no need to change the terminology from Pro Open to MX1, Pro Lites to MX2 etc.	MX1 or MX2 is a business name and not the Championship name. It will continue to be Pro Open, Pro Lite and U19. This is to keep it common between SX and MX and reduce any confusion as to capacities or championships.	-	
MX981	Helmet Rule 30.1.1.1 (b)	Paul Foster	Mr Foster emailed questioning the change to Snell M2010 in the MOM's	MXC acknowledges the letter from Mr Foster and will await other commissions to address it along with the Board for discussion.	-	-	
MX982	World Junior MX Championships 2012	MXC	Nominations for the rider applications will be called for as at 30 April 2012.	As agreed.	-	-	
MX983	Change U19's to U18.	WEM	WEM have requested that the U19 class be changed to an U18 class in 2013	MXC acknowledge WEM's request and have asked for more information regarding ages of 2012 entrants so that it is understood what numbers would be effected by changing the rule.	WEM requested this on the basis that the U19 class is well over subscribed and that Pro Lites is a struggle to fill the grid.	-	
MX984	Enviro Tear Offs.	MXC	By 2014 in all levels of MX it will be compulsory for Tear Offs to be fully Bio-degradable	MXC believe it will be necessary for this change to occur quickly.	The current environmental aspect of Tear Offs clearly threatens our sport. This is must.	-	
MX985	Traction Control	MXC / Transmoto Mag	MXC was requested to respond to Transmoto's Andy Wigan regarding the use of Traction Control in MX/SX in Australia.	MXC seeks further information from MA regarding the definition of traction control and whether it is regulated in any other disciplines. At this stage most teams claim that traction control is limited in MX.	-	-	
MX986	Vets Championships	Paul Foster	Was the WEM Vets Championships approved by MA as a championship	MA have confirmed that the Vets championship is not an official Australian Championship	-	-	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX987	MX900/MX871 - 2 Stroke U19's	MXC	This initial discussion from MX 900/MX871 was based around lowering the cost of racing at U19 level by allowing only 125cc bikes however this is not a solution given the limited number of 2 stroke bikes.	MXC consider that there should be a stock production 250cc 4 stroke class in order to lower the cost of racing for the U19 class.  A list of allowed or not allowed changes needs to be drawn up.  This change to be considered to 2014.	At U19 level it would allow a lower cost of racing and more competitors to race by restricting allowable bikes to stock bikes. This would reduce the cost of competing at senior entry level and would hopefully have some influence on upcoming juniors on 250cc motorcycles.	-	
MX988	MX910/MX881 – Regional SX	MXC	MX910/MX881 discussion centred around the fact that there is a need to develop a 'stepping stone" series for SX.	Initially there was an issue with the previous promoter's contract preventing other SX's in Australia. MXC agree that this should continue to be developed.	The step from MX to SX is a massive & dangerous step and there needs to be a proper feeder series to teach riders how to transition from one to another.	-	
MX989	MX924/MX894 – 13yo to 250cc 4 stroke	MXC	MX924 / MX894 discussion related to a rule change to 12.16.0.3 (a) for 2013 to stop a 13yo child from riding a 65cc and then stepping over to a 250cc 4 stroke.	MXC discussed and considered options given the possible outcome. MXC to discuss with Jnr Commission regarding possibilities for rule change.	-	-	
MX990	MX930 - Helmet camera footage	MXC	MXC asked for new rule change in 2011 as per MX930. Not passed by Board who asked to consult legal opinion.	MXC request feedback from MA regarding the result of the legal opinion.	-	-	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX991	MX930 – Helmet removal system	MXC	In 2011 MXC recommended their use in 2012 and are now for compulsory for 2013  <b>New rule : 17.1.1.2 For Australian Senior National Championship events an approved helmet must be fitted with an Eject Helmet Removal system.</b>	Implement new rule as stated.	A helmet removal system is to aid in removing the helmet from an injured rider. It is most useful to emergency personnel when the rider is unconscious or unable to remove their helmet. It allows them to remove the helmet without putting additional strain on the rider's neck. The quick removal can help decrease the risk of serious injury in an accident.	-	
MX992	Riders Rep	MXC	MXC have decided that the Riders Representative should be a rotating role for a term of three years.	Riders rep position will be called for approximately August 2012 for the 2013 season. Role to be for a period of 3 years. Position to be advertised on MA website as well at National events and the MXC to decide Rep from list of applicants.	Maintain transparency and communication between the MXC, MA and the riders.	-	
MX993	Tri State Natural Terrain series	MXC	MXC spoke with Willie Thompson about the proposed Tri State Natural terrain and the current status for the 2012 season	Await promoter to confirm dates/venues and also the proposal for the 2013 season.	-	-	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX994	250cc confusion in rules	MXC	<p>Current: MX &amp; SX Pro Lites: Up to 250cc 2 stroke and 4 stroke MX &amp; SX Pro Open: 255cc to 450cc 2 stroke and 4 stroke.</p> <p>There has been some question why there is a gap between the Pro Lite up to 250cc and the Pro Open 255cc to 450cc</p>	<p>This gap was created in order to meet the tolerance rule in 12.4.5.1 which allows the lower capacity machine to have a increased tolerance of 2%.</p> <p>No further change required.</p>	This should help clarify the rule as it stands.	-	
MX995	Review of rule 13.2.9 – MX Classes	Jeff Leisk	<p>Request from Mr Leisk is that MXC modify the 150cc 4 stroke class (Std and BW) to allow a 105cc 2 stroke bikes to compete as per the Super Mini class in the USA. His rationale is to provide a lower running cost bike in this category and to strengthen the class numbers.</p>	MXC have considered the proposal but will await the Jnr Commission's review of the 150 4 stroke class before making a decision.	The Jnr Commission are reviewing the 150 4 stroke class.	-	
MX996	MX/SX Calendar	MXC	There must be a deadline that a promoter must meet in order to propose dates for the national calendar.	The promoters of both National Motocross and Supercross events must have their proposed dates submitted to MA by September 1 of the proceeding year	This will allow SCB's, Industry, Entrants and clubs to be able to prepare for the following year.	-	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX997	2013 Jnr MX Applicants	MXC	Applications have been received from 4 clubs. -Dandenong Motorcycle Club -Wanneroo Junior Motorcross Club -Horsham Motorcycle Club -West Australian Junior MX Club	At this stage it would not be appropriate to support taking the event to WA in 2013 so the MXC supports investigating the 2 Victorian nominations further.	-	-	
MX998	Meeting with Craig Anderson		The MXC met with Craig Anderson (riders rep) and he pointed out the below concerns in the sport: <ul style="list-style-type: none"> <li>- Prize money continues to reduce or is non existent.</li> <li>- Truck Parking at the MX Nats is a problem. Craig suggests that WEM clarify order of parking selection.</li> <li>- Yellow Flag rule under first lap of practice should not be practiced at the MX Nats.</li> <li>- SX season should be run at the start of the year. He considered that as a rider it is easier to transition from SX riding style to MX.</li> </ul>	-	-	-	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX999	Peter Kitto	MXC	The MXC would like to pass onto the Kitto family their sincere condolences for the passing of Peter. It is acknowledged that Peter made a huge contribution to the motorcycle industry and he will be dearly missed by all. May he rest in peace.	-	-	-	

Meeting closed at

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## APPENDIX A



Existing Rule

### 3.8 JUNIOR COACHING PROGRAM

3.8.0.1 To obtain a competition licence, Junior riders (7 to under 16) must:

- a) Undertake a minimum of 5 hours of coaching by an accredited motorcycle sport coach in the required modules (Kick Start) and
- b) Complete the written assessment.

3.8.0.2 To renew a **competition** licence, Junior riders must:

- a) Undertake an annual competency assessment by an accredited motorcycle sport coach **or complete an SCB permitted Minikhana competition (where at least 5 separate events are conducted during the meeting) of any level and have their logbook signed by the Steward or an accredited motorcycle sport coach**, each year until they reach the age of 16, and
- b) Maintain a log book recording their coaching **and Minikhana** activity - refer GCR

3.8.2, 3.8.4.

3.8.0.3 When a Junior progresses to a larger capacity motorcycle **or changes the discipline of competition he/she participates**, the annual competency assessment during that 12 month licence period must take place on the larger capacity machine **or a machine suitable for the new discipline**.

3.8.0.4 85cc 2-stroke/150 4-stroke is classed as the same class for assessment purposes.

3.8.1 125cc/150cc and 250cc Endorsement

3.8.1.1 A rider wishing to compete on a 125cc/150cc 2-stk or a 250cc 4-stroke machine must undertake a one off competency assessment by an accredited motorcycle sport coach on those respective machines.

3.8.1.2 A rider who is endorsed for 125cc/150cc 2-stroke must receive a separate endorsement for a 250cc 4-stroke and vice versa before being able to compete on those machines.

3.8.1.3 The coaching required for a 125cc/150cc 2-stroke or a 250cc 4-stroke endorsement can be undertaken 3 months prior to the rider's birthday that allows them to compete on either machine.

3.8.1.4 The competency assessment required for a 125cc/150cc 2-stroke and 250cc 4-stroke endorsement will count toward the coaching required under GCR 3.8.0.2.

3.8.1.5 Junior speedway riders must be endorsed by a Level 2 coach.

### **3.8.2 Coaching Delivery**

3.8.2.1 Riders in a coaching session must:

- a) Have a licence as defined in GCR 3.1.2, or
- b) Be participating in a session exclusively for the purposes of obtaining a licence for the first time.

3.8.2.2 Licence holders may not participate in a JCP coaching session with non-licence holders.

### **3.8.3 Junior Coaching Program Log Book**

3.8.3.1 All Junior competitors will be issued with a log book which includes:

- a) Name, address and date of birth,
- b) Provision to record training/coaching hours and modules to obtain a competition licence,
- c) Provision to record Licence assessment results,
- d) Licence number,
- e) Special medical conditions,
- f) Ambulance subscription,
- g) Provision of injury details (where transported to hospital), and
- h) Provision to record penalties (to be countersigned by the Steward and Clerk of Course)

3.8.3.2 A rider wishing to take out a one event competition licence must produce a log book to demonstrate they have completed the JCP requirements

**3.8.4 Junior riders in all disciplines can, at 3 months prior to their birthday, commence coaching on a machine of the increased capacity that they will be competing on when reaching the required age, providing it is at a permitted coaching event only.**

## **Proposed Rule 3.8**

3.8.0.1 –To obtain a competition licence, Junior riders (7 to under 16) must:

- a) Undertake a minimum of 5 hours of coaching by an accredited motorcycle sport coach in the required modules (Kick Start) and
- b) Complete the written assessment

3.8.0.2 – Prior to a junior progressing to a larger capacity motorcycle, a competency based assessment must be conducted under the tuition of an accredited coach and under a coaching permit to assess the rider is competent to ride the next sized machine.

3.8.0.3 – The rider must be endorsed upon the competition licence with the appropriate level of endorsement.

3.8.0.4 – Endorsements will be issued for

- \* 50cc 2 stroke machines
- \* 65cc 2 stroke/ 125cc 4 stroke machines
- \* 85cc 2 stroke/ 150cc 4 stroke machines
- \* 60cc to 90cc 2 stroke / 110cc 4 stroke (Quads only)

- \* 200cc 2 stroke machines
- \* 250cc 4 stroke machines
- \* 350cc 4 stroke (speedway / Quads only)

A rider endorsed on any capacity is permitted to ride any capacity below the level of accreditation and within the class/ age allowance within these rules on proof of endorsement upon their competition licence or within their MA issued logbook.

For endorsement purposes 65cc 2 stroke/ 125cc 4 stroke and 85cc/150cc 4 stroke are considered the same.

3.8.0.5 – A rider wishing to compete within the following disciplines or upon the listed machines below must undertake a one off competency assessment by an accredited motorcycle sport coach on those respective machines:

- \* Road Race (including supermoto)
- \* Supercross
- \* Slider type machines (track and speedway)
- \* Sidecar passenger or Sidecar Rider
- \* Quads

3.8.0.6 – The coaching required to be endorsed under 3.8.05 can be undertaken 3 months prior to the riders birthday that allows them to compete on those machines

3.8.0.7 – All junior competitors who complete the kickstart program and wish to purchase a one event comp licence will be issued with a logbook.

3.8.0.8 – A rider wishing to take out a one event competition licence must provide their MA logbook to demonstrate their level of competency endorsement

3.8.0.9 – Junior riders in all disciplines can, at 3 months prior to their birthday, commence coaching on a machine of the increased capacity that they will be competing on when reaching the required age, providing it is at a permitted coaching event only.

3.8.0.10 – Annual competency assessment is not required

3.8.0.11 – An accredited coach who conducts the assessment required for a rider to be endorsed must provide to the SCB written endorsement of the riders assessment, the capacity of the machine the rider was assessed upon, the permit number the assessment was conducted under, and the date of assessment

### **Rationale**

The existing system is another obstacle to people continuing in our sport. In a society where time and cost are contributing factors to how people spend, we need to provide a system that is relatively simple for the rider, but satisfies our need to test a rider's competency before they ride the next capacity machine.

Further, the ability to integrate this into online licensing is extremely simple, however until then all the information required will be easily available to officials upon the licence card without the need for logbooks. A cost effective system needs to be adopted to stem the downturn in licence numbers to the less onerous avenues of riding such as ride parks or illegal riding.