

Quad Commission Meeting Minutes - Final

Minutes of the Quad Commission meeting held at MA Offices, 147 Montague Street South Melbourne, Victoria on Monday 29th April 2013.

PRESENT: Darrell Knight (Chair) Martin Stone.

APOLOGY: Len Pipiciello

IN ATTENDANCE: Tina Alderman

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC152	Welcome	DK	Chairman welcomed participants and declared the meeting open	Received	-	-
QC153	Chairman Communication	DK	-	Commission recommends that comments and feedback from SCB's on draft minutes be presented to the Commission for negotiations prior to going to the Board. With the amount of research and experience Commissions have, some concerns or questions may be immediately answered.	-	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC154	Business Arising: QC127 & QC151 22.3.0.1 d) A maximum overall width including the rear tyres of 1300mm. The Quad must freely push through two fixed vertical objects (poles) spaced at 1300mm.	Commission Previous minutes	-	QC151 22.3.0.1 d) A maximum overall width including the rear tyres of 1300mm. The Quad must freely push through two fixed vertical objects (poles) spaced at 1300mm.	Quad Commission approves this rule change including the specified method of measurement.	
QC155	Business Arising: QC128 QC044 MA promotion, expansion and investment in furthering Recreational riding opportunities and locations that include Quads is seen as a critical area of expansion that will ensure underpinning of our future sport.	Commission Previous minutes	-	QC044 MA promotion, expansion and investment in furthering recreational riding opportunities and locations that include Quads are seen as a critical area of expansion that will ensure underpinning of our future sport. MA should support the inclusion of Quads in National and State vehicle Registration models and Recreational riding concepts.	Quad Commission approves this recommendation.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC156	<p>Business Arising: QC068 The QC are firmly in favour of stronger enforcement of the current MA noise regulations, and would like to see MA encourage a framework for SCB's to undertake more frequent noise testing in each state, with zero tolerance on compliance in our second year of operations at the current specified limits.</p> <p>QC068 The Committee is aware that the majority of complaints received about motorcycle use (including quads) is in reference to noisy machines. This move is to protect our sport.</p>	Commission Previous Minutes	-	-	Quad Commission supports the new 2 metre FIM sound control system.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC157	<p>Business Arising: QC082 The QC requests that for any motorcycling Club level events with less than 30 entrants, the role of Steward and Clerk of Course may be combined, or the Steward is allowed to compete in one class and must be available for official duties during the event.</p> <p>QC082 This will allow a small club event (less than 30 entrants) to proceed with the minimum of officials, and in many cases allow 1 more entrant into the competition (Steward). Noting that up to 500 entrant events are controlled by COC and Steward.</p> <p>CEO to refer to SCB Managers regarding setting numbers at 50 Entrants being dealt with by consultation with SCB Managers & Board.</p>	Commission Previous Minutes	-	-	Quad Commission supports the Boards decision to combine roles of some officials for events with less than 65 entrants.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC158	<p>Business Arising: 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.</p>	Commission 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 27.1.0.1 d) UTV/SxS.</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>	
QC159	<p>Business Arising: QC129 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. CEO to refer to MNSW</p>	Commission Previous minutes	-	<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>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC160	<p>Business Arising: QC131 22.4.1.7 Note: Junior Quad racing classes 200cc 2 stroke to 300cc 4 stroke will undergo machine eligibility and capacity review in 2013, eg; water cooled, 250cc, etc. Advanced Junior machines are being produced with dramatically higher level performance and potential. Occasionally a Junior will run faster lap times than 'most' senior Pro times at National Events. Capacity reduction for modern style 4 stroke machine eligibility will translate to better progression between 60-125cc Junior classes and 450cc senior classes as well as aim to ensure closer competition in the existing Junior class. No OEM 300cc sport machines are (or have ever been) sold new in Australia, Whereas most manufacturers (including big 4) do make 250cc sport machines.</p>	<p>Commission Previous minutes</p>	<p>22.4.1.7 Note: Junior Quad racing classes 200cc 2 stroke to 300cc 4 stroke will undergo machine eligibility and capacity review in 2013, eg; water cooled, 250cc, etc.</p>	<p>22.3.0.2 All Junior Quads up to and including 90 cc 2 stroke and 125 cc 4 stroke Limited and Comp classes must retain OEM engine cases and frames, see 22.4.1.4 for exceptions</p> <p>22.3.0.4 200cc 2 stroke and 300cc 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 quad (limited to 250cc 4 stroke for 2014). Note: From 1st January 2015, the capacity limit for all Junior Quad machines will be 200cc 2 stroke and 250cc 4 stroke, plus 5% tolerance.</p> <p>Supporting such rule amendment has not been advised in previous years, however availability of modern higher performance 4 stroke machines has considerably changed the junior racing environment. It is now easily possible for a Junior to enter a 43hp 310cc machine (actual current example) and better the lap times of Senior Pro class entrants. This lack of progression is not seen as ideal for many reasons. It is also now considered fair competition to allow downsizing of 450cc chassis machines with readily available 250cc 2 wheel motorcycle engines. Many parents have requested this inclusion as less expensive rolling chassis 450cc machines can be built down to 250cc with a lower overall project budget. Such projects realise aspects of over engineered results in comparison to the risks of exceeding engineering limitations by building lower level engineering up for highest performance.</p> <p>See also QC164 below.</p>	<p>Quad Commission supports this rule change.</p>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC161	<p>Business Arising: QC132 2013 MOMS - 22.4.1 Capacities – Quads, rule to read 'Pro' Class (Professional titled 'Pro') is capacity limited to 450cc 4 stroke or 350cc 2 stroke with no oversizing tolerance. Miss-handled by MA. Action? Re-recommend.</p>	<p>Commission Previous minutes</p>	<p>22.4.1 Capacities – Quads, rule to read 'Pro' Class (Professional titled 'Pro') is capacity limited to 450cc 4 stroke or 350cc 2 stroke with no oversizing tolerance.</p>	<p>22.4.1.8 'Pro' class is capacity limited to 450cc 4 stroke or 350cc 2 stroke with no oversizing tolerance. Above wording drafted by MA Operations in 2012 but missed inclusion in the book.</p>	<p>Quad Commission supports this recommendation.</p>	
QC162	<p>QC133 3.8 That Junior Quads are specifically taken into account in relation to coaching and the various machine sizes. There are 3 basic sizings of Junior Quads. 50cc, 60-125cc, and 200-300cc. These steps should be recognised in 3.8 as requiring coaching for quads. Action? Revise and re-recommend.</p>	<p>Commission</p>	<p>-</p>	<p>Quad commission recommends Junior Quad competency assessment steps exist between 50cc and 60 – 125 cc classes as well as 60 – 125 cc and 300 cc classes. These steps should be recognised in 3.8 3.8.0.4 Endorsements will be issued for: * 50cc (including Quad) * 65cc 2 stroke/125cc 4 stroke * 90cc 2 stroke 125cc 4 stroke (Quad) * 85cc 2 stroke/150cc 4 stroke * 200cc 2 stroke (including Quad) * 250cc 4 stroke (including Quad) * 350cc 4 stroke (speedway only)</p>	<p>Quad Commission supports this recommendation.</p>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision														
QC163	<p>QC134 Rule change request</p> <p>22.7.6.3 Request for Junior rule age bracket restructure</p> <p>Rule to read</p> <p>22.7.6.3 Junior competitors in the following age groups may compete in the corresponding classes:</p> <p>4 to under 7 years Up to 50cc Limited Demonstration.</p> <p>7 to under 11 years 60 to 90cc 2-stroke and 85 to 110cc 4-stroke Limited.</p> <p>8 to under 12 years 60 to 90cc 2-stroke and 85 to 125cc 4-stroke Comp.</p> <p>12 to under 16 years 200cc 2-stroke and 300cc 4-stroke Comp.</p> <p>The current 5-U9 age class is a 'non-competitive' or a 'demonstration' class only. Other disciplines run 4 year old Juniors on race days and the QC believes that Quads should be able to run 4 year olds also. 4 year olds can more safely balance and operate a Junior 50cc Quad compared to a solo machine.</p>	<p>Commission</p> <p>Previous minutes</p>	<p>22.7.6.2 Junior competitors in the following age groups may compete in the corresponding classes:</p> <table border="1" data-bbox="562 336 947 703"> <thead> <tr> <th data-bbox="562 336 741 368">AGE RANGE</th> <th data-bbox="741 336 947 368">CLASS(ES)</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 368 741 424">5 to under 9 years</td> <td data-bbox="741 368 947 424">50cc non-competition min-Limited</td> </tr> <tr> <td data-bbox="562 424 741 480">7 to under 9 years</td> <td data-bbox="741 424 947 480">50cc Auto or Semi Auto Limited</td> </tr> <tr> <td data-bbox="562 480 741 536">7 to under 10 yrs</td> <td data-bbox="741 480 947 536">60cc to 90cc 2-stroke and 110cc 4-stroke Limited</td> </tr> <tr> <td data-bbox="562 536 741 592">9 to under 13 yrs</td> <td data-bbox="741 536 947 592">60cc to 90cc 2-stroke and 110cc 4-stroke Limited</td> </tr> <tr> <td data-bbox="562 592 741 647">9 to under 13 yrs</td> <td data-bbox="741 592 947 647">60cc to 90cc 2-stroke and 125cc 4-stroke Comp</td> </tr> <tr> <td data-bbox="562 647 741 703">12 to under 16 yrs</td> <td data-bbox="741 647 947 703">up to 200cc 2-stroke and 300cc 4-stroke - Comp</td> </tr> </tbody> </table>	AGE RANGE	CLASS(ES)	5 to under 9 years	50cc non-competition min-Limited	7 to under 9 years	50cc Auto or Semi Auto Limited	7 to under 10 yrs	60cc to 90cc 2-stroke and 110cc 4-stroke Limited	9 to under 13 yrs	60cc to 90cc 2-stroke and 110cc 4-stroke Limited	9 to under 13 yrs	60cc to 90cc 2-stroke and 125cc 4-stroke Comp	12 to under 16 yrs	up to 200cc 2-stroke and 300cc 4-stroke - Comp	<p>22.7.6.3 Junior competitors in the following age groups may compete in the corresponding classes:</p> <p>4 to under 9 years Up to 50cc Limited Demonstration.</p> <p>7 to under 11 years 60 to 90cc 2-stroke and 85 to 110cc 4-stroke Limited.</p> <p>8 to under 12 years 60 to 90cc 2-stroke and 85 to 125cc 4-stroke Comp.</p> <p>12 to under 16 years 200cc 2-stroke and 300cc 4-stroke Comp.</p> <p>The current 5-U9 age class is a 'non-competitive' or a 'demonstration' class only. Other disciplines run 4 year old Juniors on race days and the QC believes that Quads should be able to run 4 year olds also. 4 year olds can more safely balance and operate a Junior 50cc Quad compared to a solo machine. The 4 year old recommendation brings Quads in to line with other Solo disciplines. It was hoped to achieve a 4 year age bracket for each class, but juniors need to enter the 90-110 Limited competition class at 7yrs. Age overlaps are minimised.</p> <p>After consultation with SCB's in 2012 the majority were in favour of the first Junior Quad age group being from 4 to under 9 years as per other disciplines (Last years QC recommendation was 4 to 7 years).</p>	<p>Quad Commission supports this rule change with the 7 changed to 9 year old amendment.</p>	
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	The 4 year old recommendation brings Quads in to line with other Solo disciplines. It was hoped to achieve a 4 year age bracket for each class, but juniors need to enter the 90-110 Limited class at 7yrs. Age overlaps are minimised. Board to refer to State Managers					
QC164	Amend rule 22.3.0.3 & 22.3.0.4	Chris Tinning	<p>22.3.0.3 All Junior quads must retain OEM engine cases and frames, see 22.4.1.4 for exceptions.</p> <p>22.3.0.4 Reducing the capacity of larger machines or changing engines to suit the class capacity is not permitted:</p>	<p>To allow frames and engines to change to bigger OEM frames and water cooled engines OEM – 250 300 4 stroke Carbie engines</p> <p>I would like to see Yamaha, Kawasaki, Honda and Suzuki 450 framed bikes with water cooled 250-300 carbie engines fitted. Similar to the Apex 250-300 which are not sold in Australia. But these bikes are allowed to race in Australia. Cost wise is very similar with you buying a new 450cc and removing the engine and buying a complete 250 cc water cooled engine and fitting it. When the rider moves from 250 to 450 refit original motor. Keeping them in the sport. Most juniors in the 250-300cc class after 1-2 years are getting to big physically for the Raptor and Honda.</p> <p>The east of putting a Yamaha 250 motor into a 450 frame is as easy as fabricating engine mounts and modifying exhaust and water pipes.</p> <p>See also QC160 above.</p>	<p>Quad Commission recommends the following rule change</p> <p>22.3.0.2 All Junior Quads up to and including 90 cc 2 stroke and 125 cc 4 stroke Limited and Comp classes must retain OEM engine cases and frames, see 22.4.1.4 for exceptions</p> <p>22.3.0.4 200cc 2 stroke and 300cc 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 quad (limited to 250cc 4 stroke for 2014). Note: From 1st January 2015, the capacity limit for all Junior Quad machines will be 200cc 2 stroke and 250cc 4 stroke, plus 5% tolerance.</p> <p>The Quad Commission sees no need to define whether 250cc engines are carburetted or fuel injected.</p>	
QC165	Eliminate rule 12.8.5.1.b	Gavin Cosway	12.8.5.1.b Footrests must: Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.	This rule should be eliminated or amended so road racing machines are excluded	This rule change is not applicable to the Quad Commission; therefore no recommendation has been made.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC166	Eliminate rule 12.8.3.1 a,d,e	Gavin Cosway	12.8.3.1 Exhaust systems must: a) Be fitted with silencers, b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread, c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors, d) Where separate silencers are fitted, have a minimum of 2 mountings or locking screws on all machines which have a capacity in excess of 85cc, e) Where silencers are re-packable, have safety wired securing bolts.	This rule should be eliminated	This rule change does not address any operational issues for Quads therefore the Quad Commission has no recommendation.	
QC167	Rule 12.8.8.3 If this rule cannot be interpreted or re written it should be eliminated	Gavin Cosway	12.8.8.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.	If this rule cannot be interpreted or re written it should be eliminated	This rule change does not address any operational issues for Quads therefore the Quad Commission has no recommendation.	
QC168	Rule 12.8.9.2	Gavin Cosway	12.8.9.2 Valve caps must be used for all competitions.	Metal valve caps must be used for all competitions. Plastic valve caps should not be used	Quad Commission does not support this rule change; valve caps made from other materials are just as effective and acceptable.	
QC169	Amend rule	Gary Johnson	The 3 main officials at a club ride day cannot ride. Steward, Clerk of Course and race secretary	Have only 2 non riding officials, Steward and clerk of course. See also QC 157 above.	Quad Commission supports this recommendation as per QC 157 above.	
QC170	Eliminate rule 3.2.01	Karen Skate	3.2.0.1 Any rider, who is transported to hospital ,recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance before taking part in any further competition event will have their license suspended until such time as they supply a medical clearance to MA, their SBC or a Key Official at a MA permitted race meeting event	I write in regard to this rule and base the reasons for the abolishment of this rule on my experience as being (Road Race) race secretary for some 10 years	Quad Commission identifies that this is a risk attention detail for Board consideration, and supports the request for reconsideration by the Board.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC171	Amend rule 22.7.5	FN quad riders	22.7.5 Quads - Enduro/Cross Country, Desert Classes ENDURO/CROSS COUNTRY, DESERT ONLY Up to 850cc 2WD/4WD Women Up to 850cc 2WD/4WD	22.7.5 Quads - Enduro/Cross Country, Desert Classes ENDURO/CROSS COUNTRY, DESERT ONLY Up to 1000cc 2WD/4WD Women Up to 1000cc 2WD/4WD Can-Am has 1000cc Renegade and Outlander which are intended for endurance type quads. These bikes are currently imported and sold successfully throughout Australia and now cannot compete in MQ or MA events because of the current rulings.	Chairman of the Quad commission declared interest and abstained from decision process. Teleconference agreement was made between commissioner who was not present. Quad Commission supports rule change	
QC172	Amend rule 22.7.7	FN quad riders	22.7.7 Quads - Sand Drags classes (off road) Pro450 Up to 850cc	22.7.7 Quads - Sand Drags classes (off road) Pro450 Up to 1000cc Can-Am has 1000cc Renegade and Outlander which are intended for this type of quad racing. These bikes are currently imported and sold successfully throughout Australia and now cannot compete in MQ or MA events because of the current rulings.	Chairman of the Quad commission declared interest and abstained from decision process. Teleconference agreement was made between commissioner who was not present. Commission recommends rule to read as follows 22.7.7 Quads - Sand Drags classes (off road) Pro Up to 1000cc	
QC173	Amend rule 22.7.8	FN quad riders	22.7.8 Quads - Hill Climb classes Pro450 Up to 850cc	22.7.8 Quads - Hill Climb classes Pro450 Up to 1000cc Can-Am has 1000cc Renegade and Outlander which are intended for this type of quad racing. These bikes are currently imported and sold successfully throughout Australia and now cannot compete in MQ or MA events because of the current rulings.	Chairman of the Quad commission declared interest and abstained from decision process. Teleconference agreement was made between commissioner who was not present. Quad Commission supports rule change to read as follows 22.7.8 Quads - Hill Climb classes Pro Up to 1000cc	

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QC174	Amend rule 22.7.6.3	FN Quad riders	<p>22.7.6.3 Junior competitors in the following age groups may compete in the corresponding classes:</p> <p>AGE RANGE CLASS(ES)</p> <p>5 to under 9 years 50cc non-competition mini-Limited</p> <p>7 to under 9 years 50cc Auto or Semi Auto Limited</p> <p>7 to under 10 yrs up 60cc to 90cc 2-stroke and 110cc 4-stroke Limited</p> <p>9 to under 13 yrs up 60cc to 90cc 2-stroke and 110cc 4-stroke Limited</p> <p>9 to under 13 yrs up 60cc to 90cc 2-stroke and 85cc to 125cc 4-stroke Comp</p> <p>12 to under 16 yrs up to 200cc 2-stroke and 300cc 4-stroke – Comp</p>	<p>Add</p> <p>5 to under 13 90cc Auto DEMO ONLY</p> <p>To allow learners and new riders into the quad racing. Currently 90cc quads are suitable for this age range as a Demo class.</p> <p>It will allow new riders to experience the quad racing, before getting into serious racing.</p> <p>We have assessed this as a club with various ages and feedback from parents.</p> <p>Will support the numbers and allow more riders to join the sport as an entry level.</p> <p>This class would be for NON-COMPETITION events only to establish the quad racing at a junior level.</p>	<p>Quad Commission has recommended revision around all junior classes (See QC 163 above). In response to the additional request of the suggested 5 to under 13 year class, Quad Commission does not support this rule change.</p>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
QC175	Amend rule 22.3	Mark Baker	<p>22.3.0.1 i) vii) Heel guards are compulsory on all quad machines</p> <p>22.3.1.1 Rear tyres may be prescribed in the SR.</p>	<p>22.3.0.1 i) vii) Heel guards are compulsory on all quad machines either netting or plated</p> <p>22.3.0.1 q) For Speedway Quad: i) A maximum overall width, including rear tyres, of 1400mm ii) Sway bars, can be used iii) Lowering kits are recommended to be fitted for Safety</p> <p>22.3.1.1 For Speedway Quad, tyres, must be a track or turf style, (no motocross Patten)</p> <p>22.4.1.1.8 For Speedway Quad Pro 450cc OEM (engine inlet to outlet) the engine must be 4 stroke only with no internal engine modifications allowed (standard internal engine, inlet to outlet). Modifications to carburettor, fuel injection and exhausts may occur.</p> <p>22.7.4 Quads – Speedway Senior Pro 450cc O.E.M. (engine inlet to outlet)</p>	<p>After consultation with National participants the following decisions have been made.</p> <p>22.3.0.1.i) viii) Quad commission does not support this rule change because the recent addition of a heel guard requirement satisfactorily achieves intention.</p> <p>22.3.0.1.q) i) ii) iii) Quad Commission does not support this rule change. After consultation with National participants the Quad Commission do not support the need for Speedway Quad specifications to be unnecessarily different from other Quad disciplines. Quad commission recognises rule ii) and iii) requests are currently allowed under existing rule therefore no addition required.</p> <p>22.3.1.1. Quad Commission does not support recommendation and notes that rear tyres maybe be specified in SR's as per rule 22.3.1.1</p> <p>22.4.1.1.8 Quad Commission does not support rule change, the idealistic concept of an OEM class has great merit however with low discipline numbers, creation of an extra class where the majority of existing machines would struggle for compliance is seen as unworkable and unnecessary.</p> <p>22.7.4. Quad Commission does not support this rule change for implementation Nationally. Promoters interested in this concept would be free to trial or adopt under their local club policies and supplementary regulations for club level events.</p>	

Meeting closed at 3.30pm

Distribution:

Quad Committee members

MA Board

SCB

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Final