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## Road Race Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Derek Rumble (Chair), Gary Thomas, Tim Hewitt.

IN ATTENDANCE: Peter Doyle (Rules & Technical Committee)

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
RR1221		Welcome / apologies	Chairman welcomes those present and opens the meeting.					
RR1222		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.		Minutes of 2014 Road Race Commission (RRC) accepted as a true and accurate record of the meeting. Moved GT second TH.			
RR1223 JO769	Chris Barton	13.5	<p>13.5 JUNIOR COMPETITION CLASSES            JUNIOR AGE CATEGORY CAPACITY/CLASS            14 and above 125GP, 250 GP Mono, Moto3, 250 Production</p>	<p>Change Rule:            13.5 JUNIOR COMPETITION CLASSES            JUNIOR AGE CATEGORY CAPACITY/CLASS            13 and above 125GP, 250 GP Mono, Moto3, 250 Production</p> <p>Allow the use of 250GP Mono by rider aged 13 years and above. If not in competition, then allow them to practice/train at MA sanctioned Junior Development days.            As a class run in conjunction with 125/Moto3 Competition, the rule amendment should be made for use in Junior racing development, and so aligning MA rules with FIM Sanctioned Junior Events and Dorna/FIM classes such as the Pre-Moto3 and The European Moriwaki Cup. We had 18 riders try out in 2014 for the FIM sanctioned (Dorna run) "Asia Talent Cup", with 2 selected by Alberto Puig to ride Honda NSF Moto3 machines. With current MA rules neither of these riders were old enough to ride both the stock 250 Mono (with a stock Honda CRFX engine) or a Moto3 machine at any MA event - be it a race meeting or training/development day.</p>	<p>RRC recommend that 125GP/250 Mono / Moto3 and 250 Production machines may be used at permitted Practice events by 13 year old riders providing they have obtained endorsement under the prescribed Coaching system.</p> <p>The RRC do not recommend that they participate in combined Senior classes.</p> <p>RRC agree with the recommendation from the R&amp;T Committee</p>	<p>R&amp;T recommend aligning MA rules with the FIM. Currently Australia has the highest age limits and this is not conducive to international competition.</p> <p>Refer to FIM &amp; PETA European Cup GCR's (attached)</p>		

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				There is currently a growing trend of underage riders using these machines at non-MA events at various tracks. MA should embrace and control this trend to assist with the transition to Moto3 Competition in the future. Currently riders aged 13 and above are able to complete in FIM sanctioned 250 GP Mono/ Moto3 / M3 / GP3 events. A suggested BHP limit as per "Pre-Moto3", as in Spain/Italy and the European Moriwaki Junior Championship, should be implemented as per current rules to keep BHP in check.				
RR1224 JO770	Tim Hewitt	13.8.0.5	13.8.0.5 Competitors aged 14 to under 16 years may participate in classes listed in GCR 13.8.0.3, provided the following conditions are met: a) The State Controlling Body is satisfied of their competence, b) The competitor obtains a licence endorsement for Road Racing only, c) The competitor competes in the classes listed in GCR 13.8.0.3 or in combined classes with similar performing machines e.g. 250/300/500 Production, 400cc 4-Stroke.	Add additional clause:  d) Such endorsed competitors, if entered in a Senior Class listed in 13.0.8.4, are ineligible for entry into a Junior competition class conducted at the same event.  Not all Juniors choose, or a eligible due to age constraints, to be endorsed in accordance with 13.8.0.5, and are therefore placed at a disadvantage when competing in Junior events at the same meeting with riders who have enhanced race skills gained from Senior competition.  Similar to: 15.11.1.4 h) A relevant controlling body may grade junior competitors according to their respective skills.	RRC endorse the proposal as submitted. There is disadvantage to other competitors in Junior class who are not eligible for Senior participation. This is new Rule clarifies the intent of GCR 13.8.0.2 b):  13.8.0.2 In Junior competition, b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,  RRC feels that the reference to 15.11.1.4 h) is not relevant though.  RRC maintain that the practice is NOT desirable, however, individual clubs can address this with supp regs.		RR1 - Feedback from Gary Ellem. Does not support the proposed rule change, or the Commissions recommendation.  RR2 - Feedback from Wayne Emerson. Does not support the proposed rule change, or the Commissions recommendation.	The R&T Committee vote for no change to the GCR * Levels of participation * Skills are transferrable between riders that have gained experience from senior riders who then go back to race with Juniors.
RR1227	Nick March	13.9.2	<b>13.9.2 Helmet Cameras</b> 13.9.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet. Helmet cameras are subject to approval by Chief Scrutineer.	Change Rule:  <b>13.9.2 Cameras</b> 13.9.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted and include a backup lanyard-style attachment to keep the camera attached to the motorcycle. Camera mount and lanyards are subject to the approval by the Chief Scrutineer. Helmet or rider-mounted camera are not permitted.  Helmet cameras are inherently dangerous and are a safety risk to the wearer in an impact. In addition, cameras run the risk of detaching during use and are a safety concern to others. No suitable lanyard can be fitted to a helmet. Cameras that are securely mounted to the motorcycle and backed up with an attachment (lock wire lanyard for example) are inherently significantly safer than a helmet mounted camera. Banning cameras altogether is not the answer, however it is better to promote safe alternatives than continue with the current system.	RRC do not endorse this Rule change - refer to item RR1228.  RRC agree with the recommendation from the R&T Committee	R&T recommend to use the proposed submission, with minor changes (see below), and have it applied across ALL Disciplines for continuity.  Change Rule:  13.9.2 Cameras 13.9.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to the approval by the Chief Scrutineer. Helmet cameras are not permitted.		
RR1229	Glenn Ducey	13.10.6.2	13.10.6.2 Gloves need not be worn by passengers on sidecars.	Delete Rule.  Gloves for sidecar passengers are compulsory in FIM and MRCB. Previous arguments based on loose-fitting gloves or gloves being caught on bodywork are outdated... Gloves are compulsory in all other disciplines.	Endorsed by RRC is to delete Rule 13.10.6.2. This is an old rule, close fitting gloves are readily available and the benefits of enhanced passenger protection far outweigh the potential of gloves being caught on bodywork.			

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RR1231	Craig Taylor	13.11.3.1	<p><b>13.11.3 Number Plate Figures</b>            13.11.3.1 Unless otherwise specified in supplementary regulations, road race discipline number figures must be Arial Rounded MT Bold font; the serif on number one (1) may be shortened or removed but not extended.</p>	<p>Change Rule:</p> <p>13.11.3.1 Unless otherwise specified in supplementary regulations, road race discipline number figures must be Arial Rounded MT Bold font or <b>Impact (not Bold) font</b>; the serif on number one (1) may be shortened or removed but not extended.</p> <p>Impact font is very easy to read and available on all computers. Dimensions in sizing and colour formats to remain the same. As more riders come into the sport it would be nice to have an update on the font style. Having a second selection means that riders can choose their preference and it can still be regulated.</p>	<p>Not endorsed by RRC.</p> <p>The current font / style is working, and whilst it may not suit all stakeholders, Race Officials / Marshalls are familiar with the font as is. RRC recommends that Rule 13.11.3 remain as is.</p>			
RR1232	Christopher Thomson	13.11.3.2	<p>13.11.3.2 Figures must be clearly legible, the minimum dimensions being:            DIMENSION MEASUREMENT (mm)            Height 151            Width of each figure 75            Space between figures 25            Space between figures and edge of plate 12</p>	<p>Change Rule:</p> <p>13.11.3.2 Figures must be clearly legible, the minimum dimensions being:            DIMENSION MEASUREMENT (mm)            Height 151            Width of each figure 75            Space between figures 25            Space between figures and edge of plate 12</p> <p>The numbers on modern race bikes are too small and inappropriately placed to read properly. Numbers were originally a good 6" or 151mm in height, but now they are pretty much unreadable, especially at speed. Please enforce the Rule on sizing, and bring back the big flat number plates and larger numbers.</p>	<p>Not endorsed by RRC.</p> <p>The size of font currently is working, with stakeholders currently having difficulty fitting mandatory font sizes. Flat number boards introduce further risk and became redundant as machinery and body / fairing styles advanced. RRC recommend for Rule 13.11.3.2 to remain as is.</p>			
RR1233	Chris Simon	13.12.8.2	<p>13.12.8.2 The grid formation for solo competition is 4x4x4(...). For FIM championship approved tracks the grid formation is 3x3x3(...) or other grid formations that may form part of the venue licence. For a specific venue formation details and dimensions can be found in the MA track guidelines.</p>	<p>Change Rule:</p> <p>13.12.8.2 The grid formation for solo competition is <b>3x3x3(...)</b>. For FIM championship approved tracks the grid formation is 3x3x3(...) or other grid formations that may form part of the venue licence. For a specific venue formation details and dimensions can be found in the MA track guidelines.</p> <p>OR</p> <p>13.12.8.2 <b>The maximum grid formation for solo competition shall be 3x3x3(...) or other grid formations that may form part of the venue licence.</b> For a specific venue formation details and dimensions can be found in the MA track guidelines.</p> <p>In an effort to reduce the number of start line incidents, also better visibility for riders in rows 2 and beyond during a race start; with the ability to see a stalled bike or other issue. It is also in line with FIM Rules.</p> <p>The Track Guidelines also need to be updated and/or clarified in the interest of safety. Considerations should also be given to re-naming the Track Guidelines to "Venue Guidelines" as the Venue Inspector is responsible for the whole venue and not just the Track.</p>	<p>RRC do not endorse this Rule change.</p> <p>Rationale - FIM / Venue Owners / Venue Inspectors requirements and assessment of risk must be recognised in the consideration and/or mitigation of alleged risk, rather than implementing an unrealistic blanket ruling that will potentially impact on circuit availability. The Commission remains supportive of the 3 x 3 grid formation as an option for circuit owners.</p> <p>RRC recommend that Rule 13.12.8.2 should remain as is.</p>	<p>R&amp;T recommend that GCR 13.12.8.2 is REMOVED entirely from the MoMS, and features instead within the Venue Guidelines. This rule already mentions Track Guidelines and should be kept together with venue specific information.</p>	<p>RR1 - Feedback from Chris Simon. Questions regarding the Commissions decision. Does not support the Commission's recommendation.</p>	<p>R&amp;T vote that 13.12.8.2 is deleted from the GCR's and put into Track Guidelines.            This ensures that tracks that do not conform to a 3x3x3 have the choice to be 4x4x4</p> <p>The maximum grid formation for solo competition shall be 3x3x3(...) or other grid formations that may form part of the venue licence. For a specific venue formation details and dimensions can be found in the MA track guidelines.  <b>Other formats may be considered</b></p>

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	SA Road Race Sport Manager	13.15.5	<p><b>13.15.5 FUEL: ROAD RACE</b>            13.15.5.1 Subject to GCR 13.15.5.2, fuel for Road Race all machines, must:</p> <p>a) Be Unleaded,            b) Be no more than 100 RON,            c) Contain no additives other than those added at the point of manufacture except for lubricating oils,            d) Be produced by an oil company for sale in the Australian general transport fuel market and sold through retail petrol pumps in at least five Australian states or territories. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in each of at least five Australian States or territories, or            e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".</p>	<p>Include in clause:</p> <p>b) Be no more than 100 RON, <b>unless Ethanol based fuel. i.e.: E85 with nominal RON of 105.</b></p> <p>To allow the use of E85 fuel, which at present exceeds the published RON limitation.</p> <ul style="list-style-type: none"> <li>- E85 fuel use is a known method of reducing heat induced detonation and damage in IC engines in race conditions,</li> <li>- E85 fuel is commercially available in all States.</li> <li>- Has been previously endorsed by V8 Supercars,</li> <li>- Reduces the deleterious exhaust emissions,</li> <li>- Will augment our environmental credentials.</li> </ul>	<p><b>Not endorsed by RRC.</b></p> <p>Our research indicates that E85 is currently an unregulated fuel under the "Fuel Quality Standards Act 2000". Regulation Impact Statement Fuel Quality Standard : Ethanol (E85) Automotive Fuel February 2012 states (Item 2) "All E85 currently being sold in Australia is unregulated, including both the ethanol and the petrol components". On this basis the RRC are not prepared to endorse the use of an unregulated fuel.</p> <p>RRC stand by their original recommendation.</p>	<p>R&amp;T request that the SA Road Race Sport Manager provide supporting information to their proposal.</p> <p>E85 is not endorsed by the "Fuel Quality Standards Act 2000", as only fuels with at least 70% petrol are considered "fuel" under the Act. E85 has between 15% and 30% petrol.</p> <p>It is believed that it only available through limited retail fuel chain-stores.</p>	<p>RR1 - Feedback from Lindsay McKay. Questions regarding the Commissions decision.</p>	<p>R&amp;T vote for no E85</p>
RR1235	Mick Alton	13.16.5	<p><b>13.16.5 Engine Capacity Tolerances</b>            13.16.5.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.            13.16.5.2 Road Race sidecars engine capacity tolerance permitted excess is 0%</p>	<p>Delete 13.16.5.2 &amp; Change Rule:</p> <p><b>13.16.5 Engine Capacity Tolerances</b>            13.16.5.1 The actual engine capacity of a machine competing in a capacity class, <b>including Road Race sidecars</b>, may not exceed the prescribed capacity for that class by more than 2%.</p> <p>Sidecars run the same engines as Solo machines, 2% tolerance would not give an unfair advantage to anyone. The current rule only increases the cost of racing, with a extra allowance, machines would be permitted to use oversized manufactured pistons.</p>	<p>RRC endorsed the proposal as submitted. RRC recommend to delete GCR 13.16.5.2 and change Rule 13.16.5 as per submission. Valid points have been raised in the submission, as 13.16.5.2 is a "hangover" rule that is no longer relevant. The change to 13.16.5.1 will tidy up the Rule.</p> <p>RRC agree with the recommendation from the R&amp;T Committee</p>	<p>R&amp;T endorse the proposal, however it is recommended that the Rule also includes an "upper limit", as per the change outlined in HRR742 for GCR 14.15.6.1</p> <p>13.16.5 Engine Capacity Tolerances            13.16.5.1 The actual engine capacity of a machine competing in a capacity class, <b>including Road Race sidecars</b>, may not exceed the prescribed capacity for that class by more than 2% <b>provided that the upper limit 1300cc is not exceeded.</b></p>		
RR1237	James Irvine	13.17.1.10	<p>13.17.1.10 The only liquid coolant permitted is water.</p>	<p>Change Rule:</p> <p>13.17.1.10 The only liquid coolant permitted is <b>any non-glycol or water based coolant.</b></p> <p>To bring Road Racing in Australia inline with the standards of other countries, and allow the use of non-glycol coolants to protect engines and radiators in racing conditions. Road Racing members do not have the budget, or the time, to be changing and flushing cooling systems after every race. It is an antiquated ruling without support for being kept. The new coolants wash off with water alone and evaporate. There are many non-glycol coolants available, including Engine Ice, Water Wetter and Liquid Performance. These are already used in AMA.</p>	<p><b>Not endorsed by RRC.</b></p> <p>It isn't the role of the scrutineer - nor are they equipped - to assess coefficient qualities of any fluid or additives other than water.</p> <p>RRC stand by their original recommendation.</p>	<p>R&amp;T will investigate whether or not a viable litmus test is available for glycol.</p> <p>If a Rule allowing non-glycol based coolants was included in the MoMS, R&amp;T would advise that the rule will be supported by higher penalties for competitors caught using glycol based coolants.</p>		

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RR1238	Steven D'Arcy	13.24.3	<p><b>13.24.3 Inlet and Fuel System</b></p> <p>a) Variable-length inlet systems are not permitted.</p> <p>b) Only one throttle control valve is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (e.g. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed. Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.</p> <p>c) Fuel injectors must be located upstream of the engine intake valves.</p> <p>d) Maximum of two (2) fuel injectors and two (2) independent fuel injectors drivers.</p> <p>e) Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.</p> <p>f) Any quality of oil may be used.</p>	<p>Change b) and d) clauses to:</p> <p>b) Only one throttle control valve <b>per throttle body</b> is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (e.g. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed. Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.</p> <p>d) Maximum of two (2) fuel injectors <b>per throttle body</b> and two (2) independent fuel injectors drivers.</p> <p>This change would bring the ruling in line with FIM.</p>	<p>Endorsed by RRC as submitted - this will conform with FIM moto3 Class Fuel System rules 2.6.3.6 17 and 2.6.3.6 20.</p>			
RR1239	Chris Barton	13.26.1.1	<p><b>13.26.1 Machine Eligibility</b></p> <p>13.26.1.1 Subject to the required and permitted alterations set out below, solo 250 GP Mono machines must:</p> <p>a) Be as homologated by MA.</p> <p>b) Be fitted with a single cylinder four stroke engine with integral gearbox with a capacity no less than 200cc and no greater than 250cc</p> <p>c) Be fitted with a complete upper and lower fairing or stream lining</p> <p>d) Chassis must be as manufactured by the manufacturer and homologated by MA with no modifications.</p> <p>e) Engine must be homologated with MA and must be as manufactured by the manufacturer apart from the listed modifications set out below.</p> <p>f) Carry all relevant chassis and engine numbers</p> <p>g) Fairings and or stream lining must be predominately painted in the Engine Manufacturers Corporate colours i.e. Honda = Red, Kawasaki = Green, Suzuki = Yellow, Yamaha = Blue, KTM = Orange.</p> <p>h) One (1) machine per rider only must be recorded with the chassis and or VIN number on the official entry form and that will be the only machine accepted by the race officials for practice, qualifying and racing.</p>	<p>Update Rules:</p> <p>13.26.1.1 a) - MA have never homologated any bike in this class to date. <b>Either delete or enforce.</b></p> <p>13.26.1.1 e) - MA have never homologated any engines in this class to date. <b>Either delete or enforce.</b></p> <p>13.26.1.1 g) - <b>Delete Rule.</b> There is no manufacturing support to substantiate the display of manufacturers colours. This restricts the riders from personalising their own machines and attracting/displaying sponsors advertising etc.</p> <p>13.26.1.1 h) - <b>Delete Rule.</b> This rule has already been deleted from the current Australia Moto3 rules.</p>	<p>RRC would ask to refer 13.26.1.1.a) and 13.26.1.1e) to MA - does MA have an active homologation program? RRC endorses deletion of Rule 13.26.1.1 g)- never enforced and h), which follows Moto3 change.</p>			

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RR1240	Annadale Leichhardt MCC	13.28.1.19	13.28.1.19 Sidecars must be equipped with a rear-facing red lamp: a) Measuring a minimum of 35cm <sup>2</sup> and a maximum of 100cm <sup>2</sup> , b) Fitted with LED lights, a 2.5 watt halogen bulb or a 10 watt conventional bulb, c) Installed at the rear of the main body and mounted above the driving wheel, at least 400mm above the ground, d) Visible at all times, and e) Switched on when the track is declared wet.	Change Rule: 13.28.1.19 Sidecars must be equipped with a rear-facing red <del>fog</del> lamp: a) Measuring a minimum of 30cm <sup>2</sup> , b) Fitted with LED lights, producing at minimum 1500MCD, c) Installed at the rear of the main body, between the back wheel and sidecar platform, at least 100mm above the ground, d) Visible at all times, with no obstruction from fairing or passenger, and e) Switched on when the track is declared wet.  When using a sidecar under the current rule, the tail light is not clearly visible in wet conditions because of water spray from the rear wheel. The change would make the light visible in all conditions and therefore a safer options for competitors.	RRC recommends to delete the word "fog", apart from that endorsed for the reasons detailed in submission.			
RR1241	Duncan Rogers	13.28.3 & 13.29.2	<b>Oil Containment and Underside Protection</b>	Include clause:  The oil containment tray must be lined with oil absorbing pads on both the bottom and the inside walls. If these pads are contaminated with oil, they must be replaced before the next track session.	Submission not endorsed by RRC.  There would be difficulty in fitment to existing machines, and actual effectiveness of oil absorbing pads is questionable. RRC believes that there is also a possibility of absorbent pads masking minor oil leaks, plus the potential for increased risk of fire.  RRC agree with the recommendation from the R&T Committee	R&T will investigate whether or not commercially available oil pads are fire retardant. Also how they might be held in the oil containment tray.  The Rule change would be supported by R&T under these conditions, as well as the word "must" be changed to "may", as oil pads should be permitted but not obligatory.		
RR1242	Duncan Rogers	13.28.7.2	13.28.7.2 The following may be altered or replaced: d) Conrods, however titanium or carbon rods are not permitted,	Change Rule: 13.28.7.2 The following may be altered or replaced: d) Conrods, however titanium or carbon rods are not permitted, <b>unless original equipment</b> ,  Newer model BMW, Kawasaki, Yamaha etc. now come with titanium conrods fitted OEM.	Rule change endorsed by RRC as submitted.  OEM is OEM, and if the machine is homologated by MA with OEM rod , they are therefore permitted.			
RR1244	Duncan Rogers	13.29.5.1	<b>13.29.5 Rider and Passenger</b> 13.29.5.1 The rider seated in the normal driving position must be completely visible, with the exception of the rider's forearms, from the side opposite the sidecar and from above.	Delete Rule.  Newer model F2 Sidecar's have fairings which now cover the rear of the machine: similar to F1 Sidecars.	Endorsed by RRC. This rule is outdated and no longer applies internationally.			

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RR1245	MA	13.18.8.1 & 13.19.8.1	<p><b>13.18.8 Use of Non-OEM Parts</b> 13.18.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine: ... e) Handlebars, handlebar mounted levers, master cylinders and controls.</p> <p>&amp;</p> <p><b>13.19.8 Use of Non-OEM Parts</b> 13.19.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine. ... d) Handlebars, handlebar mounted levers, master cylinders and controls.</p>	<p>Change Rule:</p> <p>Handlebars, handlebar mounted levers, master cylinders and controls, <b>including throttle assembly and cables.</b></p>	<p>Endorsed by RRC.</p> <p>Current Rule allows for all handlebars, levers, cylinders to be changed, but not throttle assembly's - which are along the exact same lines. Allowing Aftermarket opens options for the competitors.</p>			
RR1246	MA	13.17.5.1	<p><b>13.17.5 Exhaust Systems</b> 13.17.5.1 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.</p>	<p>Delete clause c). Rule to read:</p> <p>13.17.5.1 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,</p>	<p>Endorsed by RRC.</p> <p>Rule is not required, deletion will assist with simplifying the Rule book. The scrutineer already has the authority to ensure that the bike is safe for both rider and other competitors without the rule present.</p>			
RR1247	MA	13.18.8.1	<p><b>13.18.8 Use of Non-OEM Parts</b> 13.18.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine: a) Brake pads, linings, and brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model. b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must be the same in shape and appearance as the original.</p>	<p>Change Rule:</p> <p>b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must be <b>similar</b> in shape and appearance as the original.</p> <p>Remove "Same" and replace with "Similar"</p>	<p>Endorsed by RRC.</p> <p>Replacement bodywork differs between manufactures, meaning that replacements will always be "similar" and not "the same" as the original.</p>			

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RR1248	MA	13.19.8.1	<p><b>13.19.8 Use of Non-OEM Parts</b>            13.19.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine.</p> <p>a) Brake pads, linings, and brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.</p> <p>b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but replacements must be the same in shape and appearance as the original.</p>	<p><b>Change Rule:</b></p> <p>b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, covers and side covers, but replacements must be <b>similar</b> in shape and appearance as the original.</p> <p><b>Remove "Same" and replace with "Similar"</b></p>	<p>Endorsed by RRC.</p> <p>Replacement bodywork differs between manufactures, meaning that replacements will always be "similar" and not "the same" as the original.</p>			
RR1249	MA	13.18.5.1	<p><b>13.18.5 Permitted Modifications</b>            13.18.5.1 The following may be removed:</p> <p>a) Passenger handholds and footrest assemblies,            b) Instruments and associated cables,            c) OEM top rear chain guard and registration plate brackets,            d) Air injection pollution control system,            e) Carburettor anti-icing device,            f) Rear fender,            g) Air filter element,            h) Steering damper.</p>	<p><b>Change Rule:</b></p> <p>13.18.5.1 The following may be removed:            a) Passenger handholds and footrest assemblies,  <b>b) Instruments and associated cables, including key start ignition barrel,</b>            c) OEM top rear chain guard and registration plate brackets,            d) Air injection pollution control system,            e) Carburettor anti-icing device,            f) Rear fender,            g) Air filter element,            h) Steering damper.</p>	<p>Endorsed by RRC.</p> <p>If the bike was to crash then the key may break off, resulting in a new barrel having to be fitted. This is an unrequired expense to a rider.</p>			



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RR1250	MA		EXAMPLE FOR TRANSITIONAL REGULATION FOR JUNIOR TO SENIOR ON LARGER CAPACITY HIGH POWER TO RATIO MACHINERY.	<p>A rider who is competing in senior competition and meets the requirements of 13.8.0.3, 13.8.0.4 &amp; 13.8.0.5 may practice in non-competitive, MA/SCB permitted ride &amp; coaching days, on a 600cc Supersport class eligible machine, 12 months prior to being eligible to compete on that machine. (15 years old)</p> <p>A level 2 coach must attend the competitor's first ride to assess the competitor's competency. A competitor may then, with the endorsement of an MA level 2 coach and SCB, apply to compete in an open event on a 600cc Supersport class eligible machine 6 months prior to their 16th birthday.</p>	<p>Currently a junior competitor can ride certain small capacity, low output machines with power to weight ratio of around 0.25 to 0.3 hp per kg (example a 160 kg/40 hp Ninja 300) from 14 to 15 years 364 days.</p> <p>The following day a competitor can ride an open capacity machine (1000 sports bike) with a power to weight ratio of around 1.14 hp per kg (175kg/200 + 4 cylinder sports bike) Nearly 4 times the power to weight ratio.</p> <p>The rationale behind allowing riders a transitional period is to gain experience on a larger capacity machine prior to actual competition. It should also help with people tending to follow the more traditional path of 250 to 600 to 1000cc machine rather than just move directly from the lightweight 250 to the 1000cc machine. I would assume that many of the serious younger riders would take the opportunity to invest in a 600cc machine while they are competing in the lower capacity classes and practice on it should the regulations allow for it.</p> <p>A 600 cc Supersport machine has a power to weight ratio around 0.75 hp per kg. 170kg/130 hp. Marginally lighter, but well down in performance compared to the 1000cc machines.</p>			

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RR1251 JO781	J Clancy	Sidcar Practice Involving Jnr Riders	N/A Similar to 2013 GCR:  <b>15.12 125cc GP CLASS</b> 15.12.1.1 14 year old competitors may participate in the 125cc GP class or the 250 GP Mono class only provided they: a) Satisfy their SCB of their competence, b) Obtain a licence endorsement for Road Racing only, c) Compete in the 125cc GP class or in combined classes with similar performing machines. e.g.. 250cc Production, 400cc 4-Stroke. d) State legislation will override these rules where applicable	Allow juniors 14-16 to PRACTICE on a Road Racing sidcar at MV Practice Days, Junior Development Days, or Come & Try Days.  Other disciplines do not have any age restrictions. The encouragement of juniors on sidcars may lead to better participation in senior race down the track. Motorcycling UK and Motorcycling NZ do not have any rules in place at this stage to accommodate this Rule change.  Add Rule:  <b>13.33 JUNIOR SIDECAR PRACTICE</b> 13.33.1 Junior competitors, 14 - 16 years, may participate in the practice sessions of F2 600cc sidcar class only provided they: a) Ride with an experienced MA National senior licence holder or Road Racing coach, b) Have held a MA National junior licence for a minimum of 2 years prior, c) Wear a fluoro vest (rider and passenger) to distinguish the sidcar from other senior riders on track, d) Are supervised at an event where a ratio of one or two sidcars per coach is applicable. e) State legislation will override these rules where applicable.	RRC endorse the proposal with the following change: Remove clause d)  13.33 JUNIOR SIDECAR PRACTICE 13.33.1 Junior competitors, 14 - 16 years, may participate in the practice sessions of F2 600cc sidcar class only provided they: a) Ride with an experienced MA National senior licence holder or Road Racing coach, b) Have held a MA National junior licence for a minimum of 2 years prior, c) Wear a fluoro vest (rider and passenger) to distinguish the sidcar from other senior riders on track, <del>d) Are supervised at an event where a ratio of one or two sidcars per coach is applicable.</del> e) State legislation will override these rules where applicable.  RRC stand by their original recommendation.	R&T recommend that this proposal is submitted to SCB's for consideration. Rules should be moved to align with FIM conditions, however it may be a component of a whole Licence GCR overhaul.		R&T will discuss this topic in relation to other disciplines.  Vote no change to GCR
RR1252	MA	13.12.11.1 d)	<b>13.12.11 Finishes</b> 13.12.11.1 For events where speed is the determinant: ... d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine, ...	Change Rule:  13.12.11.1 For events where speed is the determinant:  d) Where there are two competitors required to be on one machine together, both must finish the event <del>on</del> <b>in contact with</b> the machine. On a solo machine the competitor must finish the event <del>on</del> <b>in contact with</b> the machine.  Current Rule is open to interpretation at different events around the country. Different interpretations occur between riding, coasting, pushing, engine running or stopped - and whether or not this constitutes the riders being 'on the machine'.	RRC endorse the proposal.			
RR1253	Marcus De caux	13.17.3.2	<b>13.17.3 Brakes</b> ... 13.17.3.2 Front brake caliper mounting bolts to be lockwired in the tightened position. <b>The use of R-clips, bowtie clips, and spring clips in conjunction with lockwiring is permitted.</b>	Change Rule:  13.17.3.2 Front <b>and rear</b> brake caliper mounting bolts to be lockwired in the tightened position. <b>The use of R-clips, bowtie clips, and spring clips in conjunction with lockwiring is permitted.</b>  This is to ensure that all brake fixings are lockwired.	RRC agree with the proposal.  RRC stand by their original recommendation.	R&T do not support the proposal. FIM have no rules in conjunction with these "safety" rules. The machine is already under the condition that it is presented "safe for racing", which includes having secure brake callipers.  R&T recommend that safety brake-caliper lock wiring should form part of a scrutineer check-list and not a rule.  R&T recommend deleting 13.17.3.2		R&T vote to retain the existing rule. Future date to reconsider

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RR1254	Jon Falzon	13.18.7.1 c)	<p>13.18.7 Permitted Additions</p> <p>13.18.7.1 The following may be added:</p> <p>a) Steering damper,</p> <p>b) Ride height adjuster. <del>The link arm rod may be changed or modified but the suspension linkage must remain standard.</del></p> <p><del>c) Data acquisition, computers, recording equipment (Note: Telemetry devices are prohibited).</del></p> <p><del>d) When items under the preceding GCR are added, a Scrutineering downloading access plug connector is mandatory.</del></p> <p>e) MA approved and official series timing devices,</p> <p>f) <del>Fuel injection control devices</del> MA approved fuel metering devices,</p> <p>g) Frame protective sliders,</p> <p><del>h) Inlet air restrictors for two cylinder machines greater than 1000cc and less than 1200cc be fitted only when instructed by MA, between the throttle bodies and the cylinder heads and be in increments less in area by 8%, or less in diameter by 2mm than the smallest diameter or area of the throttle body. These air restrictor plate diameters and or area shall be determined and approved by MA and shall be no less than 2mm in thickness and no greater than 4mm in thickness.</del></p> <p>i) <del>Manually operated</del> Electronic gear shifters</p>	<p>Reinstate clause c)</p> <p>13.18.7 Permitted Additions</p> <p>13.18.7.1 The following may be added:</p> <p>...</p> <p>c) Data acquisition, computers, recording equipment (Note: Telemetry devices are prohibited),</p> <p>...</p>				<p>R&amp;T vote to retain existing GCR.</p> <p>The cost of data acquisition is too high for small teams. Recommend that the applicant re-submit next year. MA will survey riders in ASBK to see their thoughts.</p>

## Historic Road Racing Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: John Simms (Chair), Alan Warner, Marcus de Caux.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
HRR717		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	-
HRR718		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Historic Road Race Commission (HRRC) accepted as a true and accurate record of the meeting.	-	-	-
HRR719	Stephen Ward	14.1.0.1 / 14.4	<p><b>14.1.0.1 Categories for Senior Australian Championships</b> HISTORIC ROAD RACING Solo up to 125cc Solo 132cc to 250cc Solo 263cc to 350cc Solo 368cc to 500cc Solo 526cc to 1300cc Sidecar up to 1300cc Period 2 up to 350cc Period 2 368cc to 1300cc Period 3 Formula 700 526cc to 700cc Period 4 Formula 750 526cc to 750cc Period 5 Formula 750 526cc to 750cc Period 6 250 Production solo 250cc Period 6 Formula 750 Solo 526cc to 750cc Period 6 Formula 1300 Solo 788cc to 1300cc</p> <p>14.4.0.1 For the purposes of determining eligibility there will be the following classes: Period 6 Formula 750   Solo   526cc to 750cc</p>	<p>Change Categories for Period 6 machines to: Period 6 250 Production solo 250cc <b>Period 6 Formula 750 Solo 526cc to 1000cc</b> Period 6 Formula 1300 Solo 788cc to 1300cc</p> <p>14.4.0.1 For the purposes of determining eligibility there will be the following classes: Period 6 Formula 750   Solo   526cc to 750cc (4 Cylinder Engines) Period 6 Formula 750   Solo   750cc to 1000cc (2 Cylinder Engines)</p> <p>This allows the twin cylinder bikes to be competitive. The difference in capacity is in line with the rules of the era and how they ran in the late 80's. The difference in capacity limits for 2 and 4 cylinder engines still exists in modern classes.</p>	<p>HRRC agree with this proposal. If implemented, it will be necessary to change the number plate colours to White with Black Numbers.</p> <p>Decision to be made by R&amp;T. HRRC recommend that scales are not always available to weigh bikes.</p>	<p>R&amp;T would like further information regarding whether or not a weight limit will be implemented for eligible twin cylinder machines if this Rule is to be changed.</p> <p>The minimum weight limit was particular to this type of bike during the era in which it was raced.</p>	<p>HRR1 - Feedback from Zoltan Petri. Does not support the proposed rule change, or the Commissions recommendation.</p> <p>HRR2 - Feedback from John McKenzie. Does not support the proposed rule change, or the Commissions recommendation.</p> <p>HRR3 - Feedback from Troy Galvin. Does not support the proposed rule change, or the Commissions recommendation.</p>	<p>R&amp;T vote for the Proposal as it stands. Supporting the commission</p>

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
HRR720	Ken Horner	14.4.0.1	14.4.0.1 For the purposes of determining eligibility there will be the following classes:  Unlimited   Solo   526cc to 1300cc (excludes Period 6) Sidecar   Sidecar   Up to 1300cc (excludes Period 6)	Change Rule:  Unlimited   Solo   526cc to 1300cc four cylinder 4-stroke 1600cc two cylinder 4-stroke (excludes Period 6) Sidecar   Sidecar   Up to 1300cc four cylinder 4-stroke 1600cc two cylinder 4-stroke (excludes Period 6)  The Period 5 class is now Classic Superbike racing, which includes two and four cylinder machines, and it therefore requires a two cylinder engine parity: as in World Superbike Class.	HRRC does not support this proposal as it is well outside of any concessions made for the Period.  The machines that this is designed to accommodate were not raced in this configuration in the period and would be better suited to running in Periods 3 or 4 with suitable modifications to make them comply with the change in category.			
HRR721	Ken Horner	14.14.5	<b>14.14.5 Fuel: Historic Road Racing</b> 14.14.5.1 Fuel for historic Road Racing must be: a) Methanol (with the exception of Period 5 & Period 6 solo machines) or, b) Unleaded that is no more than 100 RON, c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.	Change Rule:  14.14.5.1 Fuel for historic Road Racing must be: <b>a) Methanol (with the exception of Period 6 solo machines) or,</b> <b>b) E85 Fuel (Period 5 solo machines only),</b> c) Unleaded that is no more than 100 RON, d) Which contains no additives other than those added at the point of manufacture except for lubricating oil, e) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.  Methanol was allowed in 1980 A classes between 1973-1980. It is Environmentally friendly and has been used in Australian V8 races since 2009. The costs of Methanol and E85 are less than Shell V Power and E85 is less volatile than petrol. Air cooled engines also operate at lower temperatures on these petrol alternatives.	HRRC do not support the introduction of Methanol for Period 5 solo machines as while it was available in the Period it was not common practice to be used.  Additionally, E85 does not presently comply with the Australian Standards act and has not been homologated as per GCR 14.14.4 and 14.14.5.  Refer to R&T. HRRC advise that Overseas competitors will not compete if Methanol is allowed in Period 5.	Refer to R&T comments made regarding E85 with RR1234.	HRR1 - Feedback from Roland Skate. Does not agree with the Commissions recommendation.	R&T agree with Commission. No change. Encourage discussion with owners regarding methanol, air cooled vs liquid cooled

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HRR722	Christopher Thomson	14.14.5	<p><b>14.14.5 Fuel: Historic Road Racing</b>            14.14.5.1 Fuel for historic Road Racing must be:            a) Methanol (with the exception of Period 5 &amp; Period 6 solo machines) or,            b) Unleaded that is no more than 100 RON,            c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,            d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.            14.14.5.2 Leaded fuel, providing that:            a) The fuel is purchased from suppliers approved by Environment Australia.</p>	<p>Add Rule:            14.5.1.3 Executed fuel are not permitted.</p> <p>Not enforcing homologated fuels only punishes the honest and poor riders of Historic Racing. It also opens up the possibility for very special fuels to be used, that have the potential to double the horsepower of an engine on the same jetting. Testing needs to be enforced to ensure there is no unfair competition.</p>	<p>Refer to Item HRR721</p> <p>There are Rules to cover fuel testing and this may need to be considered more often by promoters of Meetings. HRRC feel that testing procedures and available equipment may need to be updated.</p>	<p>R&amp;T require that MA brings into availability an affordable ability to fuel test.</p> <p>FIM range (what test will the fuel comply with). E.g. Pump fuel/homologated fuel (and/or methanol).</p>		
HRR723	Roland Skate	14.14.5.1	<p><b>14.14.5 Fuel: Historic Road Racing</b>            14.14.5.1 Fuel for historic Road Racing must be:            a) Methanol (with the exception of Period 5 &amp; Period 6 solo machines) or,</p>	<p>Change Rule:            14.14.5 Fuel: Historic Road Racing            14.14.5.1 Fuel for historic Road Racing must be:            a) Methanol (with the exception of Period 6 solo machines) or,            Period 5 air-cooled engines were allowed to run methanol in that period. Methanol allows the engines to run cooler and therefore longer between engine rebuilds/failures. Sidecars in Period 5 are already allowed to use methanol. A cooler running engine lasts longer, which means less out going costs for Historic racers, and Methanol is more environmentally sound than unleaded petrol. Cooler engines are also safer on the track.</p>	<p>Refer to Item HRR721.</p>	<p>Refer to HRR722</p>	<p>HRR1 - Feedback from Roland Skate. Does not agree with the Commissions recommendation.</p>	
HRR724	Christopher Thomson	14.15	<p><b>ENGINES</b></p>	<p>Although there are current Rules which specifically state the capacities, allowable exceeds etc., there is no way provided to enforce the Rules at events. Bring in a better method of measuring engine capacity and give some power to an Official on the day, where that a bike that is obviously outside the rules of the class is refused entry to the track (like in Supersport).</p> <p>Presently, there only needs to be one dishonest Official and a historic logbook having been issued, and anyone can race any size engine. It seems the riders or on site race officials have little or no power to stop a rider competing.</p>	<p>HRRC do not support this proposal.</p> <p>There are Rules in place that allow engine measuring and this has taken place in the past. It is something that Officials may need to be made more aware of. Where a competitor feels there is an oversize engine being run it should be pointed out that they also have the opportunity to protest the machine in question.</p> <p>HRRC recommend that less invasive equipment should be investigated in order to simplify the measuring of capacities which may encourage more frequent checking.</p>		<p>HRR1 - Feedback from Zoltan Petri. Does not think that the Commissions recommendation is adequate.</p>	

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HRR725	N. Taylor	14.21	Period 6 Solo Requirements and Prohibitions	The current Period 6 Solo rules do not represent the period being raced. They need to be clear and unambiguous. All proven period modifications should be allowed.	Certain modifications are already allowed. HRRC recommend that where a machine has had allowable modifications made to it, that Period documentation should be available at all race meetings in case of a protest or query by an Official.			
HRR726	N. Taylor	14.21.1.1	14.21.1.1 Period forks: a) Conventional forks of a type manufactured in the period, b) Conventional forks which replicate the type manufactured in the period. See GCR 14.21.3.5 for exception.	Change Rule:  14.21.1.1 Period forks: a) Conventional forks of a type manufactured in the period, b) Conventional forks which replicate the type manufactured in the period, or c) <b>Inverted forks, if proven as a period modification.</b>  The current rule allows only 2 models (Suzuki and Ducati), however inverted forks were a proven period modification; with usage by the Superbike teams worldwide. Aftermarket and kit modifications were prevalent in 1989.	HRRC is satisfied with the current Rule for the Formula classes however we recommend that consideration be given to proven Period modifications on a case by case basis.  HRRC recommends a new class for Period 6 to allow modified machinery such as the so called '7/11' machines to compete outside of the Formula rule structure and believes all situations would therefor be covered. See Item HRR727.  HRRC recommend that this should be treated on a case by case situation.	R&T recommend that front forks should be of the type the machine was manufactured with, OR, open to all machines to have modified forks (whether proven period modification or not).  R&T do not endorse case by case approvals by the Historic Commission.	HRR1 - Feedback from Zoltan Petri. Does not think that the proposal, nor the Commissions recommendation are adequate.  HRR2 - Feedback from Julianne Randell. Feedback for the proposal.	R&T vote for no change. The rules should be restricted to what the bike was manufactured with.  No case by case interpretations
HRR727	Dean Oughtred	14.21.1.4 (should be 14.21.1.5)	14.21.1.5 Formula 750/1300 Based Machines To be eligible for a Formula class, machines shall be of a make and model that was generally available to the Australian public during the period as supplied by the original factory of manufacture for normal road use. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period.	Change Rule:  Allow the "7/11" frame/engine combination in the Period 6 Formula 1300 Class.  This frame/engine was used in the Period by various manufactures including Suzuki, Yamaha and Kawasaki.	HRRC recommend introducing an Unlimited Class to Period 6 in order to allow the so called '7/11' bikes and similar to compete without destroying the integrity of the Formula classes.  It is expected that if approved, this class would run concurrently with the Formula classes negating the need for extra races. This will require Formula 1300 machines with current Log Books to be reassessed.  HRRC supports the recommendations of the R&T, and the HRRC's original comments (above).	R&T support a new class for modified machines. It will be a temporary class, that is life limited to the year 2020 (for example). And Log Books should not be issued from 2017 for these modified bikes.	HRR1 - Feedback from Julianne Randell. Does not agree with the Commission's recommendation.	R&T vote for no new log books from middle of next year - 30th June. Phased out by start 2020. 1000cc limit for all Period 6 within a couple of years (2018). Reverts to a Production class that represents the limit of the day. Separate race for modified bikes. Examples: Swann series and Bathurst

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HRR728	Stuart Lomax	14.21.3.5	14.21.3.5 Inverted forks are excluded unless originally fitted to the motorcycle represented. Only original inverted forks may be used.	<p>Change Rule:</p> <p><b>14.21.3.5 Only inverted forks and yolks of a type manufactured and proved to have been used in the period may be used.</b></p> <p>High performance conventional forks are permitted as per rule 14.21.1.1. Therefore high performance inverted forks of the period should be permitted to allow race bikes built and raced in the period to compete using the same components as they originally raced with. This is not unfair advantage as under current rules modifying the original inverted forks with the latest modern internals is permitted as long as the external appearance is visually indistinguishable from original. Surely historic racing should be supporting genuine race bikes of the era being raced as close as possible to the specification and appearance as they were in the period represented.</p>	HRRC believes the current rules to be correct but will give due consideration to proven Period modifications on a case by case basis.	Refer HRR726. R&T do not recommend allowances based on 'case by case' assessment.		Vote for no change
HRR729	Rory Ribel/Brett Preston	14.21.3.8	<p><b>14.21.3 Prohibited uses: Period 6</b></p> <p>14.21.3.8 The following machines or their major components:</p> <p>a) Yamaha TZ250B V-twin</p> <p>Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR14.12.</p> <p>To be eligible for racing, the motorcycle must be a production model manufactured between 1983-1990.</p> <p>We would like the rule changed to reflect what has happened in Period 6 250 Production Class - where you changed the rule to allow VJ22's to be raced. Currently it is extremely difficult to purchase 750 based machines to run in Formula 750 unless it is a GSXR750.</p> <p>Even if you could find an RC30 or OW01, you would be unable to compete as these machines were all Superbikes of the day.</p>	<p><b>14.21.3 Prohibited uses: Period 6</b></p> <p>14.21.3.8 The following machines or their major components:</p> <p>a) Yamaha TZ250B V-twin</p> <p>Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR14.12.</p> <p>To be eligible for racing, the motorcycle must be a production model manufactured between 1983-1990.</p> <p>We would like the rule changed to reflect what has happened in Period 6 250 Production Class - where you changed the rule to allow VJ22's to be raced. Currently it is extremely difficult to purchase 750 based machines to run in Formula 750 unless it is a GSXR750.</p> <p>Even if you could find an RC30 or OW01, you would be unable to compete as these machines were all Superbikes of the day.</p>	HRRC do not agree with this proposal at this time. We feel that further investigation is required and the intent of the Rule proposal needs greater definition. HRRC recommends the proponents of this are contacted for further detail.			



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HRR730	HCMC WA	14.21.3.11	<p>14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM):</p> <p>a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,</p> <p>b) External gearing and drive chain,</p> <p>c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),</p> <p>d) Brake pads and brake hoses,</p> <p>e) Exhaust system, provided it is similar to OEM,</p> <p>f) Handlebars,</p> <p>g) Hand and foot controls,</p> <p>h) Front fork springs and internals,</p> <p>i) Rear shock and/or spring,</p> <p>j) Instrument cluster may be removed or replaced,</p> <p>k) Unnecessary brackets may be removed,</p> <p>All other parts must remain as supplied by the manufacturer</p>	<p>Change Rule to include one of the following:</p> <ul style="list-style-type: none"> <li>- Adopt wheel size restrictions as per the other classes in Period 6,</li> <li>- Adopt rim width restrictions as per the best available in the Period 6 250 Production - being 3" front and 4.5" rear (no diameters restrictions), or</li> <li>- Use a Homologated tyre list (this was how it was managed during that era)</li> </ul> <p>Current rule restrictions provide unfair competitive advantage to a minority of Period 6 machines with OEM 17" rims. The selection of tyres available for this size wheel is better, and a higher grip level can be found. Homologated 18" and 17" tyres with comparable grip levels were required to be used for that era and should be the same today to encourage fair competition.</p>	<p>HRRC do not agree with this proposal.</p> <p>Production Racing is and always has been for lightly modified Production based machines - with modifications based on making a Production machine suitable for racing conditions. When lap times and other classes are compared there appears to be minimal advantage in changing to 17 inch rims for this class. HRRC recommend that further investigation would be required to obtain their endorsement in favour of a change from what has always been considered correct for Production Racing.</p> <p>It should be pointed out that machines modified by changing the rear wheel etc. can run in Period 6 Lightweight and could run slick tyres on either 18 or 17 inch rims.</p> <p>HRRC recommend that the R&amp;T decide.</p>	<p>R&amp;T do not agree with the Historic Commissions dismissal of this proposal. Investigation and proof into the availability of tyres is required.</p> <p>If no suitable "track quality" tyres are available for 18" rims, then a change in the rule is required. R&amp;T are aware that production has been severely reduced on 18" tyres.</p>	<p>HRR1 - Feedback from Richard Langdon. Does not agree with the Commissions recommendations.</p> <p>HRR2 - Feedback from Mark Laign-Hughes. Does not agree with the Commissions recommendations.</p>	<p>R&amp;T vote for a change to a choice between 17" and 18". Voting for the proposal.</p>
HRR731	Hartwell MCC	14.21.3.11	<p>14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM):</p> <p>a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,</p> <p>b) External gearing and drive chain,</p> <p>c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),</p> <p>d) Brake pads and brake hoses,</p> <p>e) Exhaust system, provided it is similar to OEM,</p> <p>f) Handlebars,</p> <p>g) Hand and foot controls,</p> <p>h) Front fork springs and internals,</p> <p>i) Rear shock and/or spring,</p> <p>j) Instrument cluster may be removed or replaced,</p> <p>k) Unnecessary brackets may be removed,</p> <p>All other parts must remain as supplied by the manufacturer</p>	<p>Include clause:</p> <ul style="list-style-type: none"> <li>- All bikes in this class are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165.</li> </ul> <p>A fair competition in 250 Productions would be to allow all machines in the class to run 17" rims - both a period modification and manufacturer choice on some machines. A maximum rear tyre width of 165 would stop riders attempting to use tyres that are too large. 17" tyres 110 for the front, and 165 for the rear are readily available DOT rated treaded tyres.</p>	<p>Refer to Item HRR730.</p>	<p>Refer to HRR730</p>		

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HRR732	Mark Boddy	14.21.3.11 d)	14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): d) Brake pads and brake hoses,	Change Rule:  14.21.3.11 Period 6 250 Production machines. The following items may be modified from the original equipment manufacturer (OEM): d) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.  It has become more difficult to obtain usable original discs. This makes the cause clear, and consistent with GCR 13.22.4.1 e)	HRRC supports this proposal as long as the criteria in the proposal is followed.			
HRR733	A. Warner	14.6.1 Log Book Application Procedure	N/A	Change Procedure:  Appoint State based inspectors who would take all machine details and provide meaningful photos which could then be forwarded to the Historic Road Race Commission for assessment. This could be instituted by issuing a Provisional Log Book based on a similar application to the one used at present. After which the applicant would need to present the machine for a detailed inspection within a predetermined time frame. This could be at a race meeting or at the Inspectors home or at a mutually convenient place.	HRRC agrees with changing this procedure and welcomes further input from interested parties.  HRRC recommend that the R&T decide.	R&T disagree with the proposal.  It is recommended that a complete review of MA Log Books and issuing procedure is completed, with a view to improve and speed up the system using the new MA database, and an online Log Book Application system.	HRR1 - Feedback from Zoltan Petri. Does not think that the proposal, nor the Commissions recommendation are adequate.  HRR2 - Feedback from Julianne Randell. Does not think the Commissions recommendation are adequate.	Log books won't change
HRR734	Marcus De Caux	14.19.3.5	14.19.3 Prohibited uses: Period 4 ... 14.19.3.5 The following machines or their major components: a) Kawasaki 900Z1, b) Yamaha TZ, c) Yamaha RD.	Change Rule:  14.19.3.5 The following machines or their major components: <del>a) Kawasaki 900Z1,</del> b) Yamaha TZ, c) Yamaha RD.  Due to the reduced numbers competing in Period 4 Unlimited it is proposed to allow the introduction of Kawasaki 900 Z1 into this class.  The class has historically been dominated by big bore Honda CB750 machines which are harder to find and very expensive to modify to the extent they need to be to be competitive.  Additional suggestions which would help increase entry levels would be appreciated.	HRRC support this proposal as it should improve numbers and variety in this class.  HRRC no longer support this proposal.			R&T would be interested to receive feedback to asses this change for the future. Actively looking for feedback/interested parties.

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HRR735	Max Hooper	14.4	<p><b>14.4 CLASSES</b> 14.4.0.1 For the purposes of determining eligibility there will be the following classes: ... Sidecar   Up to 1300cc (excludes Period 6)</p>	<p>Change Rule:</p> <p><b>14.4 CLASSES</b> 14.4.0.1 For the purposes of determining eligibility there will be the following classes: Sidecar   Up to 1300cc (<del>excludes Period 6</del>)</p> <p>As sidecar entries at major events such as the Island Classic are falling it would be appropriate to add Period 6 Sidecars to the available classes which would then ensure there were enough entries for Sidecars to participate.</p> <p>The main issue is that Period 3 sidecars are not suitable for the faster GP style tracks which is affecting numbers entering and created the situation in 2015 where sidecars did not run at the Island Classic therefore depriving period 4 and 5 competitors the opportunity to compete.</p>	<p>HRRC do not support this proposal as the style of sidecar that would run would not be visually any different to a Modern Formula 1 machine. The only difference would be engines, brakes and wheel diameters.</p> <p>HRRC still do not support this Rule Change as some Period 5 Sidecars will be almost as modern as current modern Sidecars.</p>			
HRR736	J. Simms	14.18.1	<p><b>14.18 PERIOD 3 SOLO</b> <b>14.18.1 Requirements: Period 3</b> 14.18.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM3 width on all wheels. 14.18.1.2 Oval number plates. 14.18.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm.</p>	<p>Add Rule:</p> <p>14.18.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.</p> <p>Include the wording of GCR 14.19.1.4 into Period 3 Requirements and make engine protection compulsory in Period 3 as an added means of minimising oil spills. While a lot of machines are dry sump there are also many that aren't and these should be protected from contact with the track.</p>	<p>HRRC supports this proposal, as everything that can be done to avoid oil spills should be done.</p> <p>HRRC recommend that this would not be required for all Period 3 Solos - only engines with wet sumps.</p>		<p>HRR1 - Feedback from David Vincent. Does not agree with the Commissions recommendation.</p> <p>HRR2 - Feedback from QEMSC. Does not agree with the Commissions recommendation.</p> <p>HRR3 - Feedback from Bob Sayer Does not agree with the Commissions recommendation.</p> <p>HRR4 - Feedback from Dave Weatherhead Does not agree with the Commissions recommendation.</p>	
HRR737	J. Simms	14.11.3.3	<p><b>14.11.3 Log Books</b> 14.11.3.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 14.6.6.3. 14.11.3.2 Log book application forms are available on www.ma.org.au or from State Controlling Bodies. 14.11.3.3 Log book applications may not be processed if lodged within six weeks of the Championship.</p>	<p>Change Rule:</p> <p>14.11.3.3 Log book applications may not be processed if lodged within <del>six</del> <b>eight</b> weeks of the Championship.</p> <p>The work load leading up to a National Championship or other major events increases to the point where it is impractical for the Commission to deal with the applications effectively within 6 weeks, particularly in light of the poor presentation of applications received.</p>	<p>HRRC supports this proposal.</p> <p>Logbook Applications for the 2014 Australian Historic Road Race Champions were 108 between 30th July 2014 to 11th September 2014. Logbook Applications for the Island Classic were 110 between 26th November 2014 to 14th January 2015.</p>	<p>Refer to HRR733. R&amp;T do not agree with the proposal.</p>		Log books won't change

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HRR738	Marcus De Caux	14.16.2.9	<p>14.16.2 General Frames and Parts</p> <p>...</p> <p>14.16.2.9 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.</p>	<p>Change Rule:</p> <p>14.16.2.9 Frame protection devices may be added <b>to run lengthwise along the frame</b>, providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.</p> <p>Some competitors have fitted what in effect is a crash bar being vertical to the ground which is not going to have the desired protection.</p>	<p>HRRC supports this proposal and recommends the removal of incorrect fixings if this proposal is approved.</p>			
HRR739	Marcus De Caux	14.21.1.4 f)	<p>14.21 PERIOD 6 SOLO</p> <p>...</p> <p>14.21.1.5 Formula 750/1300 Based Machines To be eligible for a Formula class, machines shall be of a make and model that was generally available to the Australian public during the period as supplied by the original factory of manufacture for normal road use. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period. The following items must remain standard to the original specification to comply with Formula classification:</p> <p>...</p> <p>f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, internal fairing dam or catch tray must have a capacity of 2.5 litres for 2-strokes and 3 litres for 4-strokes.</p>	<p>Change clause f):</p> <p>f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, internal fairing dam or catch tray must have a capacity of 2.5 litres for 2-strokes and 3 litres for 4-strokes, <b>and contain no less than two holes, each of 25mm which may only be opened in wet race conditions.</b></p> <p>This is to allow for drainage in a wet race reducing the likelihood of water surging out of the dam and onto the tyres causing a safety issue.</p>	<p>HRRC supports this proposal.</p>			
HRR741	HRRC	14.14.5.2	<p>14.14.5 Fuel: Historic Road Racing</p> <p>14.14.5.1 Fuel for historic Road Racing must be:</p> <p>a) Methanol (with the exception of Period 5 &amp; Period 6 solo machines) or,</p> <p>b) Unleaded that is no more than 100 RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.</p> <p>14.14.5.2 Leaded fuel, providing that:</p> <p>a) The fuel is purchased from suppliers approved by Environment Australia.</p>	<p>Change Rule:</p> <p>14.14.5.1 Fuel for historic Road Racing must be:</p> <p>a) Methanol (with the exception of Period 5 &amp; Period 6 solo machines) or,</p> <p>b) Unleaded that is no more than 100 RON,</p> <p>c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,</p> <p>d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000, or</p> <p>e) Leaded fuel.</p> <p><del>14.14.5.2 Leaded fuel, providing that:</del></p> <p><del>a) The fuel is purchased from suppliers approved by Environment Australia.</del></p>	<p>HRRC recommends this proposal.</p> <p>Environment Australia is not in existence any more.</p>			

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HRR742	HRRC	14.15.6.1	<b>14.15.6 Engine Capacity Tolerances</b> 14.15.6.1 The actual engine capacity of a machine competing in a capacity class in Historic Road Race may not exceed the prescribed capacity for that class by more than 5%.	Change Rule: 14.15.6 Engine Capacity Tolerances 14.15.6.1 The actual engine capacity of a machine competing in a capacity class in Historic Road Race may not exceed the prescribed capacity for that class by more than 5% <b>provided that the upper limit of 1300cc is not exceeded.</b>	HRRC recommends this proposal.  This change to Historic Road Racing is consistent with GCR 14.15.1.2.	-		
HRR744	HRRC	Competitor Levels	N/A	N/A	HRRC welcome suggestions regarding the encouragement of greater participation in the earlier classes; in particular Periods 2,3 and 4.	-		
HRR745	HRRC	14.5.0.4	<b>SECTION 14C: COMPETITION RULES</b> <b>14.5 GENERAL ELIGIBILITY</b> ... 14.5.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.	Delete Rule.	HRRC recommends this proposal.  It is both confusing and is covered elsewhere in the Historic Road Racing chapter.	-		
HRR746	HRRC	14.6	<b>14.6 RIDER ELIGIBILITY</b> 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.	Change Rule: <b>14.6 RIDER MACHINE ELIGIBILITY</b> 14.6.0.1 <del>Competitors</del> <b>Machines</b> are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.	HRRC recommends this proposal.  This clause should refer to the machine rather than the competitor.	-	HRR1 - Feedback from Zoltan Petri. Recommendations for changes.	
HRR747	HRRC	14.6.0.1 b)	<b>14.6 RIDER ELIGIBILITY</b> 14.6.0.1 Competitors are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.	Change Rule: 14.6.0.1 <del>Competitors</del> <b>Machines</b> are eligible to enter: a) The capacity and era class as shown in the machine's logbook and, b) The next <b>available</b> capacity class in that era. c) Period 3 500 machines are not allowed to compete in the Formula 700 class. In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.	Follow-on from HRR746. HRRC recommends this proposal.  This is designed to allow a machine to bump an extra class when the next scheduled capacity class may not run due to the lack of entries.	-		

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HRR748	HRRC	14.6	<p><b>14.6 RIDER ELIGIBILITY</b></p> <p>14.6.0.1 Competitors are eligible to enter:</p> <p>a) The capacity and era class as shown in the machine's logbook and,</p> <p>b) The next capacity class in that era.</p> <p>c) Period 3 500 machines are not allowed to compete in the Formula 700 class.</p> <p>In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>Add Rule:</p> <p>14.6.0.1 <del>Competitors</del> <b>Machines</b> are eligible to enter:</p> <p>a) The capacity and era class as shown in the machine's logbook and,</p> <p>b) The next <b>available</b> capacity class in that era, <b>OR</b></p> <p><b>d) Alternatively, but not combined with clause b), the next era class for the machine capacity.</b></p> <p>e) Period 3 500 machines are not allowed to compete in the Formula 700 class.</p> <p>In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.</p>	<p>Follow-on amendment from HRR747 and HRR 748. HRRC supports this proposal provided that each instance is considered in isolation and is subject to the approval of the RCB.</p> <p>In adding a new Rule to allow the bumping up of an era, HRRC recommends that the machine could only jump an era <b>OR</b> a capacity class, not both at the same time. This has been done successfully at several National Championships.</p> <p>HRRC recommends that competitors be allowed to jump up one class <u>but not an era.</u></p>		HRR1 - Feedback from Lech Budniak. Does not agree with Rule Proposal.	
HRR749	HRRC	14.6.1	<p><b>14.6.1 Log Books</b></p> <p>14.6.1.1 Log books are mandatory for Historic Road Racing competitions.</p> <p>14.6.1.2 Issuing of a log book is regarded as acceptance by MA of proof of eligibility of modifications as presented. This does not remove the rights of challenge or protest.</p> <p>14.6.1.3 Log books must:</p> <p>a) Be produced by the entrant at scrutineering,</p> <p>b) Be available for presentation at any other time during the race meeting,</p> <p>c) Contain provision for scrutineers to record any alterations or changes to machine.</p> <p>d) Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes.</p> <p><b>14.6.1.4 International Competitors</b></p> <p>a) Bona fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA,</p> <p>b) Overseas competitors' machines must comply with either their own competition rules or those of Australia, and not be a combination of both to gain a competitive advantage.</p> <p>14.6.1.5 With the exception of machines covered by GCR 14.6.1.4, machines that do not hold a log book cannot compete.</p> <p>14.6.1.6 Log book application forms are available from MA, the MA website www.ma.org.au.</p> <p>14.6.1.7 To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au.</p>	<p>Change Rule:</p> <p><b>14.6.1 Log Books</b></p> <p>14.6.1.1 Log books are mandatory for Historic Road Racing competitions.</p> <p><b>14.6.1.2</b> With the exception of machines covered by <b>GCR 14.6.1.7</b>, machines that do not hold a log book cannot compete.</p> <p><b>14.6.1.3</b> Log book application forms are available from MA, the MA website www.ma.org.au.</p> <p><b>14.6.1.4</b> To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au.</p> <p><b>14.6.1.5</b> Issuing of a log book is regarded as acceptance by MA of proof of eligibility of modifications as presented. This does not remove the rights of challenge or protest.</p> <p><b>14.6.1.6</b> Log books must:</p> <p>a) Be produced by the entrant at scrutineering,</p> <p>b) Be available for presentation at any other time during the race meeting,</p> <p>c) Contain provision for scrutineers to record any alterations or changes to machine.</p> <p>d) Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes.</p> <p><b>14.6.1.7 International Competitors</b></p> <p>a) Bona fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA,</p> <p>b) Overseas competitors' machines must comply with either their own competition rules or those of Australia, and not be a combination of both to gain a competitive advantage.</p>	<p>HRRC recommends this proposal.</p> <p>Move these clauses to GCR 14.6.1.2 as they reflect clauses related to Log Books rather than International competitors.</p>	<p>R&amp;T agree with the "tidy up" but would recommend that the GCR 14.6.1.5 is changed to the following wording:</p> <p>14.6.1.5 Issuing of a log book is regarded as <b>prima facie</b> acceptance by MA of proof of eligibility of modifications as presented. This does not remove the rights of challenge or protest.</p>		

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HRR750	HRRC	Commission Meeting	N/A	N/A	<p>HRRC would like to congratulate the Board for reverting to the previous format for holding Commission Meetings. We had several visitors to our part of the meeting and their input was invaluable. We would like to think this will continue into the future.</p> <p>We would also like to thank the staff for their assistance during the lead up to the meeting, during the meeting and following up after the meeting.</p> <p>HRRC thanks all concerned.</p>			
HRR751 JO781 RR1251	J Clancy	Sidecar Practice Involving Jnr Riders	<p>N/A</p> <p>Similar to 2013 GCR:</p> <p><b>15.12 125cc GP CLASS</b> 15.12.1.1 14 year old competitors may participate in the 125cc GP class or the 250 GP Mono class only provided they:</p> <p>a) Satisfy their SCB of their competence, b) Obtain a licence endorsement for Road Racing only, c) Compete in the 125cc GP class or in combined classes with similar performing machines. e.g., 250cc Production, 400cc 4-Stroke. d) State legislation will override these rules where applicable</p>	<p>Allow juniors 14-16 to PRACTICE on a Road Racing sidecar at MV Practice Days, Junior Development Days, or Come &amp; Try Days.</p> <p>Other disciplines do not have any age restrictions. The encouragement of juniors on sidecars may lead to better participation in senior race down the track. Motorcycling UK and Motorcycling NZ do not have any rules in place at this stage to accommodate this Rule change.</p> <p>Add Rule:</p> <p><b>14.22.0.3 Junior licence holders, aged 14 - 16 years, may participate in the practice sessions of Period 3, Period 4 or Period 5 sidecar classes only provided they:</b> a) Ride with an experienced MA National senior licence holder or Road Racing coach, b) Have held a MA National junior licence for a minimum of 2 years prior, c) Wear a fluoro vest (rider and passenger) to distinguish the sidecar from other senior riders on track, d) Are supervised at an event where a ratio of one or two sidecars per coach is applicable. d) State legislation will override these rules where applicable.</p>	<p>HRRC cannot support this proposal as junior licence holders are unable to be on track with seniors.</p> <p>The HRR Commission considers that this is a MA Board decision.</p>	<p>R&amp;T recommend some investigation into FIM rules on Sidecar practice for juniors.</p> <p>This rule may be applicable to a change in Chapter 3 and/or Chapter 6 (recreational activities).</p>	<p>HRR1 - Feedback from Brian March (on behalf of HMRV). Supports the Rule Proposal.</p>	<p>"Wording of the new GCR needs to be amended to remove the word "participate in Practice" or to clarify which recreational events would cater for this sort of participation.</p>
HRR754	Murray Garlan	Flags	N/A	<p>Introduce a Rule that ensures a Yellow Flag is available in pit lane for someone to use in an emergency. Penalties would apply for deliberate misuse.</p> <p>This addition would improve rider safety with minimal risk. As Flag Marshals are spread thinly around the Track, once a Yellow Flag has been waved, why not have someone in Pit Lane waving one more to ensure riders are aware of situations up ahead. There has been the case of a rider stalling a motorcycle at a start line and, being near the front, was hit from behind by a rider who was unaware of the situation. The second rider could not see the Yellow Flag being waved from the right-hand side of the Track (closer to the start line).</p>	<p>HRRC does not support this proposal.</p> <p>It is our belief that a person acting as an Official who had not signed on as such or attended the Officials Briefing would be contravening Rules that govern the running of a race meeting.</p>			

## Motocross & Supercross Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Graeme Baynes (Chair), Mark Luksich, Rodney McGee.

APOLOGY: Shannon Reiman, Rodney McGee (Sunday 19th April only)

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1112		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	-
MX1113		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 MX/SX Commission (MXC) accepted as a true and accurate record of the meeting.	-	-	-
MX1117 J0772	Anthony Ayres	15.3 and/or 15.6 And potentially 15.11.1.4 et al	<p><b>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</b></p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p><b>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS</b></p> <p>4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.</p> <p>a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes:</p> <p>b) No applicant will be issued with their first competition licence if they are under the age of 7 years,</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>AND/OR</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>If required change 15.11.1.4 clause b):</p> <p>b) No applicant will be issued with their first competition licence if they are under the age of 6 years,</p> <p>3 years in a Demo Class restricted to a Homologated 50cc Demo machine is too long for some juniors, who have the capacity to advance into the Auto Class, or ride a 65cc machine in a Demo Class to gain the required skills for competitive riding. It is turning frustrated families away from club events and into private/recreational riding on machines of their choice. The restrictions are without basis on current trends in riding, nor available safety gear/available machines etc. It could be administered on a trial basis for 2 years to measure the effect on clubs and competitive classes.</p>	<p>The MXC wish to thank Mr Ayres for his proposal.</p> <p>MXC wish to acknowledge that the recent decision by the MA Board to remove the Homologation requirement for the 50cc Demo Class will now enable different bikes to be used in this class. This should assist in developing this class by allowing more accessibility to the sport. With this change on homologation the MXC believe there is no need to approve this proposal at this stage but will continue to review it in the future.</p> <p>A review should also be conducted in the future as to what changes occur in participation numbers occur due to the change in homologation. This will be assisted by the MA database soon to be released.</p>	-	-	-



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
				The Rule for 7 to under 9 participation in 65cc Solo Class could remain as standard; which gives junior riders 2 years learning in Demo Class, 1 year of competitive riding in the 50cc Auto Class, and then advancement into the 65cc Solo. With the upper Class age limits remaining the same, it offers those juniors who require longer in Demo/50cc Auto Class the opportunity they require as well.				
MX1118 JO773	Aaron Skalecki	15.3 and/or 15.24.5	<p><b>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</b></p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p><b>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS</b> 4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical. a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years, And/or</p> <p><b>15.24.5 Junior Trail Bikes eligible for competition</b> 15.24.5.1 The following machines are eligible for club and inter-club competitions:</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : <b>6 to under 9 years</b></p> <p>15.6 <b>4 to under 9 50cc to 65cc Demo Class</b> <b>6 to under 9 50cc Auto Class</b></p> <p>AND/OR</p> <p><b>Delete or Extend the list of Homologated Machines for 50cc Demo Class</b></p> <p>For bigger 6 year old junior riders it is now a safety concern that they are not eligible to ride larger machines in the 50cc Demo Class; nor are they allowed to move into the 50cc Auto Class. Juniors on bikes that are too small ride poorly, crash often and cannot learn the required skills to assist them in the Auto Class when they turn 7. To change either the Class, or the Homologation rules on bikes in the 50cc Demo Class will make riding easier and safer for juniors that are of a size that naturally fits a bigger machine.</p>	<p>MXC wish to thank Mr Skalecki for his proposal.</p> <p>The MXC have extensively considered this proposal and believe that this is a difficult subject.</p> <p>MXC wish to acknowledge that the recent decision by the MA Board to remove the Homologation requirement for the 50cc Demo Class will now enable different bikes to be used in this class. This should assist in developing this class by allowing more accessibility to the sport. With this change on homologation the MXC believe there is no need to approve this proposal at this stage but will continue to review it in the future.</p> <p>A review should also be conducted in the future as to what changes occur in participation numbers occur due to the change in homologation. This will be assisted by the MA database soon to be released.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1119 JO774	Carla Williams	15.3 and/or 15.24.5	<p><b>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</b></p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p><b>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS</b> 4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical. a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years,</p> <p>And/or</p> <p><b>15.24.5 Junior Trail Bikes eligible for competition</b> 15.24.5.1 The following machines are eligible for club and inter-club competitions:</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>AND/OR</p> <p>Delete or Extend the list of Homologated Machines for 50cc Demo Class</p> <p>With the Rules as they are, parents are not allowed to choose the bike most suitable for their child. Starting out at a club is made impossible when a junior cannot ride the same bike they have at home, and families cannot afford to buy another, smaller bike just for club days. Families being turned away from clubs leaves a sour taste, and is totally counter-productive to the sport. Safety is not a valid argument to keep larger juniors off suitable machines: there are always going to be faster and slower riders in the Classes, even when allowed on exactly the same model bike. The 50cc capacity restrictions and GCR 15.24.6.2 should be enough to control the Class for junior rides, with exclusions on particular models only if necessary.</p>	<p>MXC wish to thank Ms Williams for her proposal.</p> <p>The MXC have extensively considered this proposal and believe that this is a difficult subject.</p> <p>MXC wish to acknowledge that the recent decision by the MA Board to remove the Homologation requirement for the 50cc Demo class will now enable different bikes to be used in this class. This should assist in developing this class by allowing more accessibility to the sport. With this change on homologation the MXC believe there is no need to approve this proposal at this stage but will continue to review it in the future.</p> <p>A review should also be conducted in the future as to what changes occur in participation numbers occur due to the change in homologation. This will be assisted by the MA database soon to be released.</p>			
MX1120	Motorcycling Victoria MX Management	15.5.0.1	<p>15.5.0.1 The senior capacity classes for Motocross and Supercross machines: a) Other than for Junior competitions, b) Other than Australian Championships, are:</p> <p>MX1 - 255 and over (2 or 4-stroke) SX1 - 255cc to 450cc (2 or 4-stroke) MX2/SX2 - Up to 250cc (2 or 4 stroke) Wheel sizes (16"-19" rear and 19"-21" front) MXD/SXD - Up to 250cc (2 or 4 stroke) (16 years to under 19) Wheel sizes (16"-19" rear and 19"-21" front)</p>	<p>Change Rule:</p> <p>15.5.0.1 The senior capacity classes for Motocross and Supercross machines: a) Other than for Junior competitions, b) Other than Australian Championships, are:</p> <p>MX1 - 255cc and over (4-stroke) / 250cc and over (2-stroke) SX1 - 255cc to 450cc (4-stroke) / 250cc to 450cc (2-stroke) MX2/SX2 - Up to 250cc (4-stroke) / Up to 150cc (2-stroke) Wheel sizes (16"-19" rear and 19"-21" front) MXD/SXD - Up to 250cc (4 stroke) / Up to 150cc (2-stroke) (16 years to under 19) Wheel sizes (16"-19" rear and 19"-21" front)</p> <p>A 250 2-stroke is equivalent to a 450 4-stroke and has now gained an unfair advantage in competition. Most categories of motorsport are determined by horsepower and this should be the same in MX/SX to eliminate the different between the 2 machines.</p>	<p>The MXC thank MV MXM for their proposal.</p> <p>The MXC does not support this proposal. At this stage there is not any justification or data that supports for changing these classes on a National level.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1121	Shannon Reimann	15.10.1.1	<p><b>15.10 FREESTYLE MOTOCROSS ELIGIBILITY</b>            15.10.1 Freestyle Motocross Licence Conditions            15.10.1.1 No person may participate in Freestyle Motocross unless they:</p> <p>a) Are at least 16 years of age, and            b) Have a current MA Senior National competition licence which is endorsed under the following Rules.</p>	<p>Change Rule:</p> <p><b>15.10 FREESTYLE MOTOCROSS ELIGIBILITY</b>            15.10.1 Freestyle Motocross Licence Conditions            15.10.1.1 No person may participate in Freestyle Motocross unless they:</p> <p>a) Are at least 16 years of age, and            b) Have a current MA Senior National competition <b>or MA Senior Freestyle Motocross</b> licence which is endorsed under the following Rules.            c) <b>Must be Freestyle Motocross endorsed</b></p>	<p>MXC support this proposal and refer it to the MA Board.</p> <p>Further the MXC recommend that the endorsement only be valid for a maximum of 2 years and must participate in at least one Freestyle event each year. Furthermore during the event the Steward or Clerk or Course may determine otherwise.</p> <p>The MXC propose the following additions to Shannon's proposal.</p> <p><b>15.10.1.1</b>  <b>d) Once endorsed for Freestyle Motocross a person retains that endorsement unless:</b>            i) <b>They fail to participate in a Freestyle event each year,</b>            ii) <b>During the course of a Freestyle meeting, the Steward or Clerk of Course determines otherwise.</b></p> <p>MXC agree with the proposed change by R&amp;T in removing clause i) in 15.10.1.1 d)</p>	<p>R&amp;T do not agree with the proposed "time limit" on endorsements based around event participation. If MA fail to hold a Freestyle event every year, then the rider should not be penalised.</p> <p>The proposed changes to the rule are supported by R&amp;T, besides the i) clause under point d) that was recommended by the commission:</p> <p>15.10.1.1            d) Once endorsed for Freestyle Motocross a person retains that endorsement unless:            i) <del>They fail to participate in a Freestyle event each year.</del>            ii) During the course of a Freestyle meeting, the Steward or Clerk of Course determines otherwise.</p>		
MX1122	Shannon Reimann	15.10.1.3	<p>15.10.1.3 To gain a Freestyle Motocross endorsement a rider must:</p> <p>a) Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor,            b) Successfully complete the MA competency assessment.</p>	<p>Change Rule:</p> <p>15.10.1.3 To gain a Freestyle Motocross endorsement a rider must:</p> <p>a) Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor/Level 2 Coach and,            b) Successfully complete the MA competency assessment (if required) or;            c) <b>Prior recognised experience may be supplied (such as participation in International FMX Shows/Competitions), with approval by the MA Motocross Commission.</b></p>	<p>The MXC fully support this recommendation.</p>			
MX1123	Shannon Reimann	15.10.1.4	<p>15.10.1.4 The Endorsing Assessor must:</p> <p>a) Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross,            b) Obtain a Permit from the relevant controlling body in which the assessment is taking place.</p>	<p>Include clause:</p> <p>15.10.1.4 The Endorsing Assessor must:</p> <p>a) Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross,            b) Obtain a Permit from the relevant controlling body in which the assessment is taking place,            c) <b>Be trained in advanced First Aid.</b></p>	<p>The MXC fully support this recommendation due to the high intensity level of FMX and the high risk level associated with endorsement.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1124 J0775	Les Jones on behalf of the QLD Women's Sub-Committee	15.11	15.11 JUNIOR ELIGIBILITY	<p>Include Rule:</p> <p>15.11.2.2 Females 14 - Under 16 years old may participate at Club Competitions in the senior Women's Class.</p> <p>This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions.</p>	<p>The MXC thank the Qld Women's Sub Committee for their proposal.</p> <p>At this stage the MXC do not support this proposal. One of the concerns would be how the Sport &amp; Rec. Regulations in NSW handle this sort of situation, however the MXC understand that the key focus of changing this rule for Women would be to ensure the safety of Junior girls where their alternative is to race against a grid of much faster Junior boys. If the Junior girls were to be in competition with Senior girls there would most likely be less competitors on the track (than Jnr boys class) and therefore the safety of the Junior girls would be higher. This could only occur however when the bikes are of similar sizing (i.e. 125cc or 250cc). We would not propose this for less than 125cc machines.</p> <p>The MXC do believe though that this rule needs to be discussed &amp; reviewed in the future to ensure that the Junior girl riders safety is as high as possible whilst they develop their riding skills in the MX discipline.</p>			
MX1125	Shannon Reimann	N/A	N/A	<p><b>15.19 RACE MEETING PROTOCOLS: AUSTRALIAN FREESTYLE MOTOCROSS CHAMPIONSHIP</b></p> <p><b>15.19.1 Format</b></p> <p>15.19.1.1 The format for any Australian Freestyle Motocross Title must be as approved by the Motocross Commission and published in supplementary regulations.</p> <p>15.19.1.2 Paramedics with equipment must be in attendance at all Freestyle Motocross Demonstrations and Competitions.</p> <p><b>15.19.2 Practice and Qualifying</b></p> <p>15.19.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.</p> <p>15.19.2.2 Practice may be held prior to the event day, however if the track has been altered, practice must be offered to the Competitors the day of the event.</p> <p><b>15.19.3 The Event</b></p> <p>15.19.3.1 Competition must consist of a minimum 2 judged runs.</p> <p>15.19.3.2 Judges must be approved by the Motocross Commission.</p> <p>15.19.3.3 In the circumstance where the event is halted, the best score from the Qualifying run will be deemed the final result.</p>	<p>The MXC support this proposal and inclusion into the MoMS.</p> <p>However, the MXC believe that the proposed 15.19.1.2 is unnecessary as it is covered by 4.2.9 e which covers Medical requirements for a National Championship.</p>			
MX1126	Shannon Reimann	N/A	N/A	<p><b>15.11 SPEED AND STYLE ELIGIBILITY</b></p> <p>15.11.1 Speed and Style Licence Conditions</p> <p>15.11.1.1 No person may participate in Speed and Style unless they:</p> <p>a) Are at least 16 years of age, and</p> <p>b) Have a current MA Senior National competition or MA Senior Freestyle Motocross licence,</p> <p>c) Must be Freestyle Motocross and Supercross endorsed.</p> <p>15.11.1.2 Endorsement as per sections 15.9 (Supercross) and 15.10 (Freestyle Motocross).</p>	<p>The MXC endorse this proposal.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1127	Shannon Reimann	N/A	N/A	<p><b>15.20 RACE MEETING PROTOCOLS: AUSTRALIAN SPEED AND STYLE</b></p> <p><b>15.20.1 Format</b></p> <p>15.20.1.1 The format for any Australian Speed and Style Title must be as approved by the Motocross Commission and published in supplementary regulations.</p> <p>15.20.1.2 Paramedics with equipment must be in attendance.</p> <p><b>15.20.2 Practice and Qualifying</b></p> <p>15.20.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.</p> <p>15.20.2.2 Practice may be held prior to the event day, however if the track has been altered, practice must be offered to the Competitors the day of the event.</p> <p><b>15.20.3 The Event</b></p> <p>15.20.3.1 For seeding, Competitors are to do individual timed runs, with one trick per lap completed. The trick will be judged.</p> <p>15.20.3.2 Once all individual timed runs are complete, the fastest time is given maximum points for speed. 1 Point is deducted from Competitors for each second behind the fastest lap time.</p> <p>15.20.3.3 The speed points are then added to the Judges points, and Competitors are seeded in order of total points.</p> <p>15.20.3.4 Competitors are then seeded against another Competitor to build the heats. The heat and run format is to be published in the Supplementary Regulations, with approval from the Motocross Commission.</p>	The MXC support this proposal.			
MX1130	MXC	15.17.1.1	15.17.1.1 The format for both classes of the championships must be as approved by the Motocross Commission and published in supplementary regulations.	<p>Change Rule:</p> <p>15.17.1.1 The format for classes of the championships must be as approved by the Motocross Commission and published in supplementary regulations.</p>	MXC recommend "both" be deleted as there are more than two championship classes.			
MX1131	MXC	15.13.4.1	15.13.4.1 For Australian Senior National Championship events, an approved helmet must be fitted with a helmet removal system.	<p>Change Rule:</p> <p>15.13.4.1 For Australian Senior National Championship events and the Australian Junior Titles (from 1st January, 2016), an approved helmet must be fitted with a helmet removal system.</p>	<p>MXC recommend that effective for the 2016 Junior National Titles, it is compulsory for all riders to use this helmet system.</p> <p>If approved, MXC request that MA notify the Riverland Club to ensure they understand and are trained in the requirements from a medical perspective for the club during the event.</p>			
MX1133	MXC	15.24.6.1	<p>15.24.6 50cc Demo Class Machines</p> <p>15.24.6.1 Eligible Machines are: ...</p>	Delete Rule.	<p>Based around recent advice from the MA Board that the requirement for homologation of bikes in this rule has been deleted, the MXC request this rule to be removed from the MoMS.</p> <p>Noted rule has already changed</p>	This rule has already been changed.		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1134	MXC	15.24.6.2	<p>15.24.6.2 Machine Requirements:</p> <p>a) Engine capacity must not exceed 50cc,  b) The gearbox for 2-stroke machines must have one gear,  c) The gearbox for 4-stroke machines may have up to three gears,  d) Standard gear ratios must be retained,  e) The clutch must be of centrifugal type, and of OEM type,  f) Wheels as per GCR 15.24.2 must be fitted,  g) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:  i) Colour,  ii) Seat,  iii) Mudguards,  iv) Handlebars,  v) Grips,  vi) Levers,  vii) Cables,  viii) Chains,  ix) Tyre brand and tread pattern,  x) Carburettor jets,  xi) Spark Plug.  h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseling and strengthening must be available at machine examination,  i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed,  j) Throttle limiting devices may be removed,  k) A separate kill switch may be installed in place of the standard,  l) Steel serrated foot pegs may replace standard rubber pegs,  m) Handlebars must be securely plugged and be no wider than 630mm,  n) Engine, Carburettor, Fuel system, Exhaust System, Electrics &amp; Air Box must remain as per manufacturers specifications,  o) Carburettor size must not exceed 14mm.</p>	<p>Delete the following (in RED):</p> <p>e) The clutch must be of centrifugal type, and of OEM type,  i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed,  j) Throttle limiting devices may be removed,  k) A separate kill switch may be installed in place of the standard,  m) Handlebars must be securely plugged and be no wider than 630mm,  n) Engine, Carburettor, Fuel system, Exhaust System, Electrics &amp; Air Box must remain as per manufacturers specifications,</p>	<p>With the removal of the homologation requirement for the rule there is no reason to continue to have these rules for a non-competitive class.</p> <p>Noted rule has already changed</p>	<p>This rule has already been changed.</p>		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1135	MXC	15.24.6.2 g)	15.24.6.2 Machine Requirements: g) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets, xi) Spark Plug.	Include Clause to g): g) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets, xi) Spark Plug, xii) Front chain protector	Update to clarify and support the Rule for front chain wheel protection:  <b>15.22.8 Drive chain protection</b> 15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.  MXC agree with the proposed change by R&T for rule 15.24.6.2 clause g) by deleting rule 15.22.8	R&T do not agree with the addition of the xii) clause under 15.24.6.2 g). We recommend instead that the GCR 15.22.8 is instead deleted, which makes implicit that as it is neither permitted, nor, prohibited, it is no longer required to be featured as a Rule.  Delete Rule: <del>15.22.8 Drive chain protection</del> <del>15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.</del>		
MX1136	MXC	15.24.6.2 h)	15.24.6.2 Machine Requirements: h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,	Change Rule: h) If frame of a machine has been gusseted and strengthened but not so as to alter the geometry of the frame, a certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,	Update to clarify rule.  MXC agree with R&T that rule 15.24.6.2 clause h) should be deleted.	R&T recommend that the second part of the Rule is deleted entirely. It is subjective, potentially abused, and Scrutineers are not certified to have an opinion on the integrity of welds.		
MX1137	MXC	15.13.8.2	15.13.8.2 Tear-offs will be banned from 1st January 2016.		MXC requests MA release a press release to remind the industry including State Controlling Bodies, clubs and importers to ensure that all interested parties are aware of this rule change and support it.  MXC acknowledge agree that the delay on Tear Offs be pushed back one more year to 1 Jan 2017 for implementation across all disciplines. MXC would also like to understand any industry feedback that may be given to MA during the remainder of 2015 and 2016 to ensure that this timing remains.	R&T to work with MXC and industry towards the ban. Recommend that it is pushed back to 2017 for implementation across ALL 'dirt' disciplines.		
MX1138	MXC	15.22.6.1	<b>15.22.6 Handlebars</b> 15.22.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.	Change Rule: <b>15.22.6 Handlebars</b> 15.22.6.1 Handlebars a) The width of handlebars must be not less than 600 mm and not more than 850 mm. b) Exposed handlebar ends must be plugged with a solid material or rubber covered.	MXC believes that this rule is now outdated and we propose to align our rule with the FIM for MX which simplifies and clarifies this rule for both width and bar end plugs.			

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MX1139	MXC	15.9.1.5	15.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless: a) They fail to participate in a Supercross event each year, b) During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.	Change Rule: 15.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless: a) They fail to participate in a Supercross event <b>within a consecutive two year period</b> , b) During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.	MXC believes that with the timing of the SX series it is possible for a rider, through injury or otherwise to be unable to compete in SX in a 12 month period.  MXC agree with the proposed change by R&T to delete rule 15.9.1.5 clause a)	R&T recommend removing clause a) altogether. The Steward already has the capacity within this rule, to determine whether or not a rider is competent.		
MX1140	MXC	15.24.1.1	15.24.1.1 The technical regulations set out in this section are for junior classes. Everything that is not authorized and prescribed in this section is strictly prohibited.	Change Rule: 15.24.1.1 The technical regulations set out in this section are for junior classes.	This clause includes a "God" clause for technical regulations for Junior classes which is inconsistent with the whole chapter. MXC wish to delete this clause. This will also help to reduce confusion regarding Junior technical rules.			
MX1141	MXC	MAIL discussion regarding track condition	N/A		MXC & Junior Commission met with David White from MAIL to discuss track maintenance during an event and the insurance ramifications from that change of track during the day. David was asking for feedback regarding this issue and it is the MXC's opinion that a notice can be made at riders briefing in order to cover the topic of track changes and that it is the riders responsibility to ensure they are comfortable racing on the track as it is presented for each race.			
MX1142	MXC	Helmet age for AS1698 Approved Helmets	N/A Potentially 15.13.1	Add Rule: 15.13.1 Helmet 15.13.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must: a) Carry a label or mark certifying compliance to Australian Standard AS1698 issued by an accredited certifier; or b) Be approved under FIM Technical Rules: 15.13.1.2 All helmets approved and presented for use under the AS1698 standard must have a build date of no more than 10 years preceding the date of the event. 15.13.1.3 If the build date is unreadable or missing then the helmet will be deemed to be older than 10 years.	MXC believe that this change is needed across all disciplines and all changes should be driven by MA. We have proposed a possible change for the MX chapter but would support that helmets is something that should maybe be shifted to a specific multi discipline chapter that covers helmets.  MXC agree with R&T comments and request that our rule change request remain.	R&T recommend that MA conduct further investigation into helmets across all disciplines - with manufactures input where appropriate.  There should also be a review on accepting FIM AND AMA approved helmets for use in competition across all disciplines.		
MX1143	MXC	Junior Endorsements	N/A		The MXC believe that there needs to be an inclusion in Chapter 3.8.0 to allow a rider a 28 days grace period, who has passed their endorsement but not yet received an endorsement on their licence, to be able to race at the higher level, upon showing proof of the log book.			
MX1144	MXC	15.24.7.2 k)	15.24.7.2 Machine Requirements: k) Handlebars must be securely plugged and be no wider than 630mm or OEM for the model,	Delete Rule.	Rule is unnecessary with the general rule change to all handlebar widths for MX.			



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1145	MXC	15.24.7.2 f)	15.24.7.2 Machine Requirements: f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets	Add new Clause to f): f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets <b>xi) Front Chain protector</b>	Update to clarify and support the Rule for front chain wheel protection:  <b>15.22.8 Drive chain protection</b> 15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.  MXC agree with R&T	Refer MX1135		
MX1146	MXC	15.24.4	15.24.4 Junior Solo: Handlebars 15.24.4.1 Solo handlebars must be plugged and have no greater than the following widths:	Delete Rule.	With changing 15.22.6.1 to FIM standards this rule now becomes defunct.  Noted rule has already changed	GCR 15.24.4 has already been updated in the MoMS to reflect the change.		
MX1147	MXC	15.13.11.1	15.13.11 Junior Clothing 15.13.11.1 In addition to the general requirements for clothing, Juniors must comply as follows: a) Protective clothing must not be loose or flapping, b) Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot, c) Commercially manufactured body armour must be worn.	Change Rule: 15.13.11 Junior Clothing 15.13.11.1 In addition to the general requirements for clothing, Juniors must comply as follows: a) Protective clothing must not be loose or flapping, b) Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot, c) Commercially manufactured body <b>protection must be worn that offers both chest and back protection.</b>	MXC believe that the current rule is outdated given changes/improvements in gear protection now available and we seek to clarify the rule.			
MX1148	MXC	15.24.8	15.24.8.1 All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: a) Exhaust system, b) Gearing, c) Carburettor jetting, d) Plastics, and e) Handlebars.	Add Clause: 15.24.8.1 All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: a) Exhaust system, b) Gearing, c) Carburettor jetting, d) Plastics, e) Handlebars, <b>and</b> <b>f) Front Chain wheel protection.</b>	This change is to clarify and support the Rule for front chain wheel protection:  <b>15.22.8 Drive chain protection</b> 15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.  MXC agree with R&T	Refer MX1135		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1150	MXC	Race Classes	N/A	N/A	<p>MXC wish to flag that in the future we believe there should be a review of the current class structures in both MX &amp; SX but especially SXD. Whilst this class continues to have a very strong participation rate there is still a gap between the U19 (MXD/SXD) class and the MX1/SX1/MX2/SX2 classes from a participation level.</p> <p>At National level a restructure of classes may allow this to change however it remains to be seen whether this would work at a State level. The MXC would like to seek input from interested parties in order for the future of our sport to remain strong.</p>			
MX1152	MXC	15.15.7.1 d)	<p>15.15.7.1 For events where speed is the determinant:</p> <p>d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine,</p>	<p>Change Rule:</p> <p>d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event <b>in contact with their machine.</b></p>	<p>MXC believe this rule needs to be clarified in order to ensure the spirit of the rule is understood. As an example this would especially be relevant where a rider may have run out of fuel at the finish line or crashed at the finish line and cannot restart their bike and push the bike across the line. MXC believe this rider should be rewarded with a finishing result.</p> <p>This rewording will bring this rule in line with FIM MX rules which state "When crossing control lines, the rider must always be in contact with the motorcycle".</p>			
MX1153	Mark Luksich	MXON Rider Selection	N/A	<p>I would like to suggest that MA establish a committee to support the MXON Australian team selection and management for the future.</p> <p>For many years the team has been officially selected by the Motocross Commission in conjunction with the team manager and the Boards approval.</p> <p>The MXON is now the biggest MX event in the world and we often have team members that are based overseas racing either the AMA or FIM series. On many occasions I have been surprised by the selection my fellow commissioners have made when asked to select the team and I have determined that this is mainly due to the lack of understanding of international racing when compared to the local competition.</p> <p>To raise the level of this process and also add more support for the overall team preparation I would like to recommend that the below people are given a position on the newly formed MXON Committee:</p> <ul style="list-style-type: none"> <li>- Gary Benn</li> <li>- Mark Luksich</li> <li>- Chairman of the MX Commission.</li> </ul>	<p>MXC support this proposal and request the MA Board establish a MXoN Committee as per Mark's suggestion for the 2015 MXoN.</p> <p>Both Mark &amp; Gary offer an enormous level of experience at organising the MXoN team and in order to ensure we have the strongest team possible this Committee needs to be established. Under this system the MXoN Committee would have final say however input would be received from the MXC via the Chair and from other parties directly.</p> <p>MXC agree that the committee should not have peoples names and that the committee should exist of the MXC Chairman and the MXoN Team Manager (who then name a further member of their choice).</p> <p>MXC recommendation that MX1153 be changed to:</p> <p>MXC support a MXoN committee be established. Members would include the MXC Chair and the MXoN team manager. These two members would then choose a third member with appropriate &amp; extensive experience in MXoN teams.</p>	<p>R&amp;T do not agree with the proposal to name actual members of the committee, as opposed to their positions. We believe it should be based on the following:</p> <ul style="list-style-type: none"> <li>- MX Commission Chairperson</li> <li>- MXON Team Manager</li> <li>- Additional members as appointed by the above members</li> </ul> <p>This ensures that rules do not need to be changed based on actually people within the Commission/MXON Team.</p>		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
MX1154	R&T	15.24.1.2	<p>15.24.1.2 Four-stroke non-motocross type machines 80cc to 160cc (excluding 80cc 4-stroke machines modified for Dirt Track and Track) are approved for competition under the following conditions:</p> <p>a) Use limited to natural terrain Motocross (no man made jumps);</p> <p>b) Exhaust systems may be modified or changed;</p> <p>c) External gearing and carburettor jetting may also be altered;</p> <p>d) No other modifications are allowed</p>	<p>Delete clause a):</p> <p>15.24.1.2 Four-stroke non-motocross type machines 80cc to 160cc (excluding 80cc 4-stroke machines modified for Dirt Track and Track) are approved for competition under the following conditions:</p> <p><del>a) Use limited to natural terrain Motocross (no man made jumps);</del></p> <p>b) Exhaust systems may be modified or changed;</p> <p>c) External gearing and carburettor jetting may also be altered;</p> <p>d) No other modifications are allowed</p>	<p>MXC agree with R&amp;T that rule 15.24.1.2 should be deleted.</p>	<p>R&amp;T recommend rule is deleted.</p> <p>The majority of MX tracks now contain man made jumps and it should not be a condition that prevents competitors from racing on a machine that complies with the technical regulations of the discipline.</p>		

FINAL



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## Classic Motocross & Dirt Track Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: David Tanner (Chair), Kerry Marsh, Shane Fraser, Nick Maxfield.

IN ATTENDANCE: Lindsay Granger (Rules & Technical Committee)

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX381		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
CMX382		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Classic MX & Dirt Track Commission (CMXC) accepted as a true and accurate record of the meeting.	-	-	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX383	Allan Smith	16.1 / 16.3 / 16.4	<p><b>16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS</b></p> <p>Pre 75 Age Group Racing 125 - 250 - 263cc plus:  under 30  30 - 39  40 - 49  50 - 59  60 - plus  70 - plus "super senior class"</p> <p>Evolution Age Group Racing 125 - 250 - 263cc plus:  under 30  30 - 39  40 - 49  50 - 59  60 - plus  70 - plus "super senior class"</p>	<p>Change Rule:</p> <p>Age Group Racing will be changed to inclusive 125/250/263cc plus (All powers). With the opportunity to include a particular power as a separate Championship Class in the Race Program when the required minimum start of 10 riders is available (at the discretion of the Host Club or Promoter).</p> <p>Using similar ruling conditions to 16.5.0.4:  16.5.0.4 Super Senior class.  a) All powers,  b) Rider age 70 plus.</p> <p>This rule change allows many competitors to race in a minimum of two Championships: once in an all ages but power specific Class (Pre 75 250cc Solo), and once in an Age Group open power Class (Under 30 Pre 75 125/250/263cc plus). Average Classic Titles receive entries from between 120 -130 solo riders, when there is technically 180 riders required across the Age Group Racing classes, which means there will constantly be classes that cannot be filled. The inclusion of the All Powers ruling simplifies race order and would reduce the time needed for practice. It also encourages full grids, and avoids the need for staggered starts. This style of Class combination has worked in the past, creating a flexible and effective Race Program based on rider numbers, and should be allowed under the current Classic MX/DT Rules.</p>	<p>CMXC agrees that "all powers" should be available to the promoter/club for Age Group Racing for a more flexible race format. We recommend:</p> <p>Delete Rule 16.2.2.3. CMXC feel that this is an unnecessary duplication.</p> <p><del>16.2.2.3 For the purposes of determining eligibility to compete for medallions, the capacity categories set out in the above table for pre-1975 Classic Motocross are divided into the following age group classes:  a) Under 30,  b) 30 years to under 40,  c) 40 years to under 50,  d) 50 years to under 60,  e) 60 years and over.</del></p> <p>Change Rules in 16.5 to:</p> <p>16.5.0.4 Age groups may be run as either an All-Powers or Capacity Class. Format must be listed in the approved supplementary regulations prior to the event.</p> <p>Move the current Rule at 16.5.0.4 to be Rule 16.5.0.5 instead.</p>			
CMX384	Rocky Warren (on behalf of the Australia Sidecar Association)	16.1	<p><b>16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS</b></p>	<p>Introduce a new Class to Post Classic Motocross &amp; Dirt Track:  <b>Pre 90 Sidecar up to 1300cc</b></p> <p><b>Pre 90 is for sidecars constructed with motors manufactured prior to 31st December.</b></p> <p>Sidecars were very popular in Australia and Europe between 1985-1990 and are still readily available. They are one of the largest classes of sidecars competing within SA, VIC, NSW and QLD. There are currently classes for Pre 90 Solo and Pre 90 Slider Class but not for Classic Motocross Sidecars. If introduced, it would prove to be a popular class.</p>	<p>Agreed. Recommendation from the CMXC is to allow pre-1990 Sidecar on a trial basis of 2 years.</p> <p>Change Rules:  16.1 add:  Pre 85 Sidecar up to 1300cc  Pre 90 Sidecar up to 1300cc  Pre 90 Slider Class up to 250cc [DT only]</p> <p>16.4 add:  Pre 85 sidecar up to 1300cc  Pre 90 Sidecar up to 1300cc  Pre 90 slider class up to 250cc</p> <p>Change Rule:  16.17.2.2 Acceptable for the pre-1985 sidecar class are machines and components built up to and including the 1984 model year. The only exception to this rule is where the model remains unaltered after this date.</p> <p>Add Rule:  16.17.2.3 Acceptable for the pre-1990 sidecar class are machines and components built up to and including the 1989 model year. The only exception to this rule is where the model remains unaltered after this date.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX385	Heaven VMX Inc. (NSW)	16.9.3	<p><b>16.9.3 Class Identification</b>  16.9.3.1 A letter will be:  a) Used to identify the class of the machine,  b) Placed on the left side of all 3 race plates,  c) 50mm high, and in upper case,  d) The same colour as the race number.  16.9.3.2 Identification letters for each class are:  a) Pre-1960 "A"  b) Pre-1965 "N"  c) Pre-1970 "H"  d) Pre-1975 "X"  e) Pre-1978 "Z"  f) Evolution "E"  g) Pre-1985 "Y"  h) Pre-1990 "W"  i) Pre-1978 Women "T"</p>	<p>Remove clause:  i) Pre-1978 Women "T"</p> <p>The application of this rule causes confusion. In every other number plate, the letter is used to describe the bike class, however this rule relates to the rider. Almost certainly a female rider will ride the bike in the same capacity class as men. Often riders share bikes and then the husband/wife, father/daughter "team" requires frequent letter changes between the two classes. The "T" marking for female riders seems completely unnecessary for Classic MX/DT.</p>	<p>CMXC agrees with the HEAVEN VMX submission and their rationale.  Remove 16.9.3.1 i)</p> <p><b>16.9.3 Class Identification</b>  16.9.3.1 A letter will be:  a) Used to identify the class of the machine,  b) Placed on the left side of all 3 race plates,  c) 50mm high, and in upper case,  d) The same colour as the race number.  16.9.3.2 Identification letters for each class are:  a) Pre-1960 "A"  b) Pre-1965 "N"  c) Pre-1970 "H"  d) Pre-1975 "X"  e) Pre-1978 "Z"  f) Evolution "E"  g) Pre-1985 "Y"  h) Pre-1990 "W"  i) <del>Pre-1978 Women "T"</del></p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX386	Brisbane Motorcycle Club	16.15	16.15 MACHINES AND COMPONENTS	16.15 MACHINES AND COMPONENTS To remain as interpreted by the Classic Motocross and Dirt Track Commission in 2015, for 2016. Minor additions, or deletions as deemed fit by the Commission are accepted providing the thrust, intention and current interpretation by the Commission is maintained.	Refer to CMX 391	-	CMX1 - Feedback from Queensland Historic Sub-Committee. Supports the proposal. CMX2 - Feedback from Kevin Mortimer. Questions the proposal.	
CMX387	Heaven VMX Inc. (NSW)	16.15.7.2	16.15.7.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.	Delete Rule. The phrase "considerate of the era" is not descriptive and does not give any real guidance to the entrant or rider. This style of wording is not to be found anywhere else in the rules - except in Pre 60 and Pre 65 Classic MX/DT. The wording suggests that almost anything will do, but this is a specific Classic era of racing. Allowing frames into earlier classes that were actually designed much later does not encourage owners of genuine Pre 60 machines to enter; in fact it discourages them.	CMXC do not support this recommendation. CMXC advise they still do not support this recommendation.	-	CMX1 - Feedback from Brisbane Motorcycle Club. Does not support the proposed rule change. CMX2 - Feedback from Queensland Historic Sub-Committee. Does not support the proposed rule change. CMX3 - Feedback from Heaven VMX Inc. Supports the proposed rule change.	
CMX388	QVMX	16.15.7.2	16.15.7.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.	Delete Rule. There is no such thing as "considerate of the era", and this rule is not inline with any Class or discipline except Pre 60 and Pre 65 machines. The wording suggests that anything is allowed, when it should be specific to the Classic era.	CMXC do not support this recommendation. CMXC advise they still do not support this recommendation.	-	CMX1 - Feedback from Brisbane Motorcycle Club. Does not support the proposed rule change. CMX2 - Feedback from Queensland Historic Sub-Committee. Does not support the proposed rule change. CMX3 - Feedback from Heaven VMX Inc. Supports the proposed rule change.	
CMX389	Heaven VMX Inc. (NSW)	16.15.8.2	16.15.8.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.	Delete Rule. The phrase "considerate of the era" is not descriptive and does not give any real guidance to the entrant or rider. This style of wording is not to be found anywhere else in the rules - except in Pre 60 and Pre 65 Classic MX/DT. The wording suggests that almost anything will do, but this is a specific Classic era of racing. Allowing frames into earlier classes that were actually designed much later does not encourage owners of genuine Pre 65 machines to enter; in fact it discourages them.	CMXC do not support this recommendation. CMXC advise they still do not support this recommendation.	-	CMX1 - Feedback from Brisbane Motorcycle Club. Does not support the proposed rule change. CMX2 - Feedback from Queensland Historic Sub-Committee. Does not support the proposed rule change. CMX3 - Feedback from Heaven VMX Inc. Supports the proposed rule change.	
CMX390	QVMX	16.15.8.2	16.15.8.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.	Delete Rule. There is no such thing as "considerate of the era", and this rule is not inline with any Class or discipline except Pre 60 and Pre 65 machines. The wording suggests that anything is allowed, when it should be specific to the Classic era.	CMXC do not support this recommendation. CMXC advise they still do not support this recommendation.	-	CMX1 - Feedback from Brisbane Motorcycle Club. Does not support the proposed rule change. CMX2 - Feedback from Queensland Historic Sub-Committee. Does not support the proposed rule change. CMX3 - Feedback from Heaven VMX Inc. Supports the proposed rule change.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX391	Heaven VMX Inc. (NSW) AND QVMX (same submission)	16.15.12	<p><b>16.15.12 Acceptable machines and components: Evolution Class Solo</b></p> <p>16.15.12.1 Bikes will be OEM (original equipment manufacturer).</p> <p>16.15.12.2 Modifications converting later equipment to comply will not be allowed.</p> <p>16.15.12.3 All components will be of the period the machine was manufactured:</p> <p>a) No linkage suspension, b) No disk brakes, c) Air cooled motors.</p> <p>16.15.12.4 Carburetors; period flat slide carburetors and any round slide carburettor may be used.</p> <p>16.15.12.5 Engines and gearboxes must remain externally unchanged.</p> <p>16.15.12.6 All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 16.12.</p> <p>16.15.12.7 Folding footrests must be fitted.</p> <p>16.15.12.8 Countershaft sprocket covers will be fitted.</p> <p>16.15.12.9 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.</p>	<p>Change Rule:</p> <p><b>16.15.12 Acceptable machines and components: Evolution Class Solo</b></p> <p>16.15.12.1 Machine will be 1984 and older models originally manufactured before 31 December 1984 with OEM:</p> <p>a) Non linkage suspension, b) Drum brakes, c) Air cooled engines.</p> <p>Note: Machines that comply with a), b) and c) but not the cut off date can be considered by MA for inclusion. e.g., DT175, CZ.</p> <p>16.15.12.2 Modifications converting later equipment to comply will not be allowed.</p> <p>16.15.12.3 Machines will have all major components derived from models satisfying 16.15.12.1 and must remain externally unchanged. Major components are:</p> <p>a) Engine cases, cylinder and head, b) Frames, c) Swingarms, d) Brakes, front and rear hubs c/w backing plates, e) Forks and fork yokes.</p> <p>The following can be considered by MA for use:</p> <p>16.15.12.4 Rear shock absorbers may be replaced, provided they are externally similar to those from the period.</p> <p>16.15.12.5 Carburetors, flat slide carburetors (available up until 1984) and any round slide carburettor may be used.</p> <p>16.15.12.6 All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 16.12.</p> <p>16.15.12.7 Folding footrests (self returning) must be fitted. Wider footpegs are permitted.</p> <p>16.15.12.8 Countershaft sprocket covers must be fitted.</p> <p>16.15.12.9 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.</p>	<p>David Tanner considered himself to be conflicted on this matter and handed Chair to Shane Fraser. Lindsay Granger, Rules &amp; Technical Committee sat in as advisor.</p> <p>Proposal is not accepted by CMXC as it stand. The Commission is seeking input from all clubs in the form of submissions in support (or not) of the attached, OR additional submissions and rationale concerning the future of the Evolution Class.</p> <p>New Rule recommendation and rationale will be sent through separately</p>	<p>R&amp;T will make a recommendation once all feedback from clubs / SCB's is received.</p> <p>Proposed rule 16.15.12.5 should not be considered - carburetors cannot be dated.</p>	<p>CMX1 - Feedback from Mark Bowgett. Does not support the proposed rule change.</p> <p>CMX2 - Feedback from Brisbane Motorcycle Club. Does not support the proposed rule change.</p> <p>CMX3 - Feedback from Queensland Historic Sub-Committee. Does not support the proposed rule change.</p> <p>CMX4 - Feedback from Craig Eckert. Does not support the proposed rule change.</p> <p>CMX5 - Feedback from VMX Whitsunday Inc. Does not support the proposed rule change.</p> <p>CMX6 - Feedback from MV Classic MX Committee.</p> <p>CMX7 - Feedback from Kevin Mortimer. Agrees with the proposal. Some recommendations for change.</p> <p>CMX8 - Feedback from Heaven VMX Inc. Supports the proposed rule change.</p>	<p>R&amp;T vote to support commissions recommendation.</p>
CMX391 (continued)								



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
				<p>The current rule, although the wording has been basically consistent for several years have proven to not be descriptive enough. In recent time there has been completely contradictory interpretations which are significantly opposed to the generally held interpretation. The general understanding of the Evolution class is that bikes and their major components were manufactured as, or come from, a model originally manufactured with air cooled engines, drum brakes and non-linkage suspension.</p> <p>Given that it is a technology class it is critical that major components from models that do not have all three technologies are not permitted otherwise it renders many 1978 and 79 models uncompetitive. Honda for example never produced a 500cc Evolution class bike so fitting a 1983 480cc Honda engine is not in the spirit of the class.</p> <p>Any air cooled engine, any drum brake or any front forks or swing arm regardless of their origin should not be acceptable. The generally held interpretation of the Evolution class needs to be clarified for the vast majority of riders and owners satisfaction.</p>				
CMX392	Rocky Warren	16.17.2.2	16.17.2.2 Pre-1985 is for sidecars constructed with motors manufactured before 31st December 1984.	<p>Change Rule:</p> <p>16.17.2.2 Pre-1985 is for sidecars constructed with motors manufactured before 31st December 1984, <b>and must be fitted with rear twin shock absorbers. Single rear shock absorbers are not permitted.</b></p> <p>Changing the Rule to include specific details of permitted shock absorbers, brings the Rule inline with International conditions. There is an unfair advantage to machines with a single shock absorber, however these were limited in their production, and therefore only available on some machines of the era. It should be a Rule that all machines have the same twin shock absorber set-up to rule out the suspension advantage.</p>	<p>CMXC do not support this recommendation.</p> <p>The CMXC believe that as single shock machines were available pre-1985, there is no reason to not allow them.</p> <p>CMXC advise they still do no support this recommendation.</p>		CMX1 - Feedback from Queensland Historic Sub-Committee. Does not support the proposed rule change.	
CMX393	CMXC	Overview	<p><b>Overview</b> Classic Motocross and Classic Dirt Track applies to events from the Pre 60 Class up to and including the Pre 78 Class.</p> <p>Post Classic Motocross and Dirt Track applies to Evolution, pre 85 and the pre 90 classes. The Classic and Post Classic divisions will be run separately at the Australian Championships however consideration will be given to submissions to run both events under special circumstance.</p> <p>These events will be described at the national Championships as The Australian Classic Motocross Championships and the Post Classic Australian Motocross Championships.</p>	<p>Change Paragraph 3:</p> <p>These events will be described at the national Championships as The Australian Classic Motocross Championships and <b>The Australian Post Classic Motocross Championships.</b></p>	<p>CMXC would alter the paragraph to ensure continuity.</p> <p>CMXC still support the alteration to para 3 – amended Paragraph 3 included in the minutes to replace existing wording.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX394	CMXC	Application of Chapter	<b>Application Of Chapter</b> The Rules set out in this chapter are for the disciplines of Classic Motocross and Classic Dirt Track. Everything that is not authorised and prescribed in this chapter is strictly prohibited.	Delete 2nd Sentence: <b>Application Of Chapter</b> The Rules set out in this chapter are for the disciplines of Classic Motocross and Classic Dirt Track. <del>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</del>	CMXC wish to delete the "God" clause, it is not relevant to this discipline.	-		
CMX395	CMXC	16.8.4	<b>16.8.4 Minimum requirements of protective clothing</b> Rider responsibility: It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. Although MA approves materials, MA does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.	Change Rule: <b>16.8.4 Minimum requirements of protective clothing</b> Rider responsibility: It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. <del>Although MA approves materials, MA does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.</del>	CMXC recommends that this requires updating to make the Rule more concise.	-		
CMX396	CMXC	16.8.4.4	16.8.4.4 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers, or a full Kevlar suit.	Change Rule: 16.8.4.4 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers, or a full Kevlar suit, <b>must be used in Dirt Track.</b>	CMXC recommend that as Modern MX is not required to have a full back protector, then CMX should be the same.  CMXC continue to advise amendments to be made in accordance with the recommendations.	-	CMX1 - Feedback from Kevin Mortimer. Change to Rule wording.	
CMX397	CMXC	16.8.4.5	16.8.4.5 In the case of competitor's wearing apparel as described in GCR 16.8.4.1 and 16.8.4.2 and 16.8.4.3: a) Commercially manufactured armour which protects the elbows, shoulders and the back or a leather or similar jacket with in-built back protection or a jacket and commercially manufactured back protector, b) Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine, c) Where the armour is not constructed as a one-piece suit type, knee and elbow guards must be used in Dirt Track.	Delete Rule.	CMXC suggest that this is a duplication of Rules and is already covered by <b>16.8.4 Minimum requirements of protective clothing.</b>	-		
CMX398	CMXC	16.15.4.6	16.15.4.6 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.	Delete Rule.	CMXC feels that this Rule is no longer required and is not relevant to Classic or Post Classic MX.  CMXC support their original recommendations.	-	CMX1 - Feedback from Kevin Mortimer. Does not support the proposed rule change.  CMX2 - Feedback from Heaven VMX Inc. Does not support the proposed rule change.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX399	CMXC	16.15.5	<p><b>16.15.5 Tyres</b>            16.15.5.1 Tyres must comply with the following:            a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant Supplementary Regulations.            b) Paddle or scoop treaded tyres may not be fitted.            16.15.5.2 Valve caps must be used for all competitions.</p>	Delete Rule.	<p>CMXC feels that these Rules are no longer required and are not relevant to Classic or Post Classic MX.</p> <p>CMXC continue to support this proposal, the Commission doesn't want to include a specific inclusion on the subject in the MOMs.</p>	R&T agree that these rules should be left for Supp Regs. We recommend that all disciplines look into following this same direction.	CMX1 - Feedback from Kevin Mortimer. Does not support the proposed rule change.	<p>R&amp;T vote for the following GCR to be included in the 2016 MoMs:</p> <p>16.15.5 Tyres            16.15.5.1 Tyres must comply with the following:            Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant Supplementary Regulations.            16.15.5.2 Valve caps must be used for all competitions.</p>
CMX399	CMXC	16.15.10	<p><b>16.15.10 Acceptable machines and components: Pre 75 Solo</b></p>	<p>New Rule:            16.15.10.9 Thor and KLP swingarms are not acceptable.</p>	<p>CMXC recommends that these swing arms are not allowed in pre-1975 competition.</p> <p>CMXC asks that if the States do not agree, that they provide proof that the Thor / KLP swingarm is a replica of a period part. With considerable research the CMXC is unable to agree that these parts are a suitable replica and recommends that they are not acceptable.</p> <p>CMXC recommend it be noted that the Thor / KLP type replica swing arms are excluded from all Classic (pre 78 and earlier) competition.            Rationale – the product doesn't replicate any product available in the Classic MX era but is a modern accessory.</p>	<p>R&amp;T do not recommend making a rule to outlaw certain branding on components.</p> <p>Rule change as written is not endorsed by R&amp;T.</p>	CMX1 - Feedback from Heaven VMX Inc. Supports rule change, with recommendations.	R&T support the Commission

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX400	CMXC	16.15.11	16.15.10 Acceptable machines and components: Pre 75 Solo	Commission seeks submissions from the SCBs  Reed Valves Pre 75	CMXC is asking for the SCBs to assist with proof of availability of the Mossbarger reed assemblies. We ask that GEM reed blocks be confirmed in the MOMs and that in the absence of period proof of availability or replica the Mossbarger reed blocks be excluded from pre-75 machines.  The proposal is supported by the CMXC, the Commission doesn't want to include a specific inclusion on the subject in the MOMs. It will be noted that these Mossbarger type reed valves will be excluded from all pre 75 competition. Rationale – It is generally regarded that the Mossbarger product was not available before 1985 and should be therefore excluded from use in the pre-75 class.			
CMX401	CMXC	16.16.3, 16.16.4, and 16.16.5	16.16.3 Slider Gearbox: Classic Long Track 16.16.3.1 The gearbox must have at least two gears. 16.16.4 Slider Frames 16.16.4.1 Conventional type frames as used prior to 31st December 1976 must be used. 16.16.5 Slider Engines 16.16.5.1 Engines must have been manufactured before 31st December 1976.	Delete Rules.	CMXC recommend that these rules are deleted. We feel that there is a duplication and a conflict to other Rules.  Rule 16.16.5 is in conflict with the Pre 75 Slider class, which is for machines and components up to and including the 1974 model year (not unconditionally 1976).			
CMX402	CMXC	16.1 and 16.3	16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS  Pre 75 Solo 125cc Pre 78 Solo 125cc  16.3 CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK COMPETITION CLASSES  Pre 75 solo 125cc Pre 78 solo 125cc	Change Rules:  Pre 75 up to 125cc Pre 78 up to 125cc	CMXC hopes the amendment will encourage participation from smaller cc machines such as Classic 100cc MX machines that were commonly available in that period.			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
CMX405	CMXC	Log Books	<p>N/A</p> <p>Similar to:</p> <p><b>14.11.3 Log Books</b>            14.11.3.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 14.6.6.3.            14.11.3.2 Log book application forms are available on www.ma.org.au or from State Controlling Bodies.            14.11.3.3 Log book applications may not be processed if lodged within six weeks of the Championship.</p>	<p>Include Rules:</p> <p><b>16.7 GENERAL RULES</b>  <b>16.7.1 Log Books</b>            16.7.1.1 Machines entered in the Australian Classic Motocross Championships &amp; Australian Post Classic Motocross Championship must have a log book issued by MA.            16.7.1.2 Log book application forms are available on www.ma.org.au or from State Controlling Bodies.            16.7.1.3 Log book applications may not be processed if lodged within six weeks of the Championship.</p>	<p>CMXC are asking SCBs for feedback in regards to implementing for CMX/CDT the Log Book process that is used for Historic Road Racing. The process is recommended based on the following:</p> <ul style="list-style-type: none"> <li>- It supports the identification of eligible machines and/or components.</li> <li>- Used in HRR with good results; discussion has taken place with the HRR Commission, who agree with benefits of Log Books.</li> <li>- Less time spent on/issues when scrutineering machines before/during events.</li> <li>- Can be implemented over a 2 year period, by Class categories or similar groups.</li> </ul> <p>CMXC support the recommendation from the R&amp;T. No action to be taken.</p>	<p>R&amp;T recommend that any implementation of Log Books into other disciplines should not be considered until the problems in HRR are fixed. There should be no action on this item until then.</p>	<p>CMX1 - Feedback from Queensland Historic Sub-Committee. Does not support the proposal.</p> <p>CMX2 - Feedback from Kevin Mortimer.</p>	



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## Enduro Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Chris Gray (Chair), Denise Hore, Don Atkins.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
E0910		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	-
E0911		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Enduro Commission (EC) accepted as a true and accurate record of the meeting.	-	-	-
E0913	Bryan Noble	17.1	<p><b>17.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS</b></p> <p>Class E1 100cc to 150cc 2 stroke &amp; 150cc to 250cc 4 stroke            Class E2 175cc to 250cc 2 stroke &amp; 275cc to 450cc 4 stroke</p>	<p>Change Rule:</p> <p>Class E1 100cc to 200cc 2 stroke &amp; 150cc to 250cc 4 stroke            Class E2 220cc to 250cc 2 stroke &amp; 275cc to 450cc 4 stroke</p> <p>Currently 200cc 2-stroke machines need to compete in the E2 Class against 450 4-stroke, however changing the rule to include them in E1 will encourage more competitors to race. Riders on 125cc/150cc 2-strokes will have no further disadvantage as 250cc 4-stroke machines will still dominate this class. There is also no difference between the junior Class riding a 200cc 2-stroke against the 250 4-stroke, and the rule being introduced into the senior Classes.</p>	EC support this change as it will align the classes across the championships and States and the 200 will be more appropriate in the E1 Class.	-	-	-
E0914	Bryan Noble	17.2	<p><b>17.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS</b></p> <p>E1 100cc to 150cc 2 stroke &amp; 150cc to 250cc 4 stroke            E2 175cc to 250cc 2 stroke &amp; 275cc to 450cc 4 stroke</p>	<p>Change Rule:</p> <p>Class E1 100cc to 200cc 2 stroke &amp; 150cc to 250cc 4 stroke            Class E2 220cc to 250cc 2 stroke &amp; 275cc to 450cc 4 stroke</p> <p>Currently 200cc 2-stroke machines need to compete in the E2 Class against 450 4-stroke, however changing the rule to include them in E1 will encourage more competitors to race. Riders on 125cc/150cc 2-strokes will have no further disadvantage as 250cc 4-stroke machines will still dominate this class. There is also no difference between the junior Class riding a 200cc 2-stroke against the 250 4-stroke, and the rule being introduced into the senior Classes.</p>	EC support this change as it will align the classes across the championships and States and the 200 will be more appropriate in the E1 Class.	-	-	-

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
EO915	Bryan Noble	17.5	SECTION 17B: COMPETITION CLASSES 17.5 SENIOR COMPETITION CLASSES  Enduro 1 100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke Enduro 2 175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke	Change Rule:  Enduro 1 100cc to <b>200cc</b> 2 stroke & 150cc to 250cc 4 stroke Enduro 2 175cc to <b>250cc</b> 2 stroke & 275cc to 450cc 4 stroke  *See above Rationale	EC support this change as it will align the classes across the championships and States and the 200 will be more appropriate in the E1 Class.			
EO916 JO775	Les Jones on behalf of the QLD Women's Sub Committee	17.9.1.1	17.9 JUNIOR ELIGIBILITY 17.9.1 General 17.9.1.1 No person who is under the age of 16 years may compete in other than a Junior competition.	Change Rule:  17.9.1.1 No person who is under the age of 16 years may compete in other than a Junior competition, with the exception of Females 14 - Under 16 years old who may participate at Club Competitions only, in the senior Women's Class.  This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions.	For Enduro, EC do not support riders under 16yo on the course at the same time as riders over 16yo.			
EO917	Corner Inlet Motorcycle Club	17.13.6.2	17.13.6.2 Cross Country is an off road, natural terrain, continuous multi-lap event with each lap being between 10kms and 20kms in length. For State and AORC events the intended lap time should be greater than 20 minutes. The rider or team in each class completing the most laps in the least elapsed time will be declared the winner of the class.	Change Rule:  17.13.6.2 Cross Country is an off road, natural terrain, continuous multi-lap event with each lap being above 10kms in length. For State and AORC events the intended lap time should be greater than 15 minutes. The rider or team in each class completing the most laps in the least elapsed time will be declared the winner of the class.  Clubs cannot find access to properties of the size to allow over 20 minute lap times.	EC support this change.			
EO918 JO775	Bryan Noble	17.14.23.3	17.14.23.2 Enduro courses for Juniors must have one refuelling stop every 35km.	Change Rule:  17.14.23.2 Enduro courses for Juniors must have one refueling stop at a maximum of every 35km.  Wording requires change as a fuel stop may be located at less than 35kms, and currently the rule could be interpreted as being mandatory to have ANOTHER fuel stop at 35km.	EC support the change at 17.14.23.2 and for consistency EC recommend to change Rule 17.14.11.1 m):  17.14.11.1 A machine may be cleaned, altered, repaired or refuelled during an event as follows:  m) There must be at least one refueling depot at a maximum of every 35km <del>50 km</del> .			
EO919	L. Long	17.18.8.2	17.18.8 Tyres 17.18.8.2 Valve caps must be used for all competitions.	Change Rule:  17.18.8.2 Valve caps must be used for all competitions where a tube is fitted.  Enduro machines often use 'mouse' tubes which do not have valves (or air) and hence the inability to fit a valve cap. Some officials are attempting to enforce the rule even when indicated that it is inappropriate for the machine.	EC support this change.  EC agree to have the rule to be removed; as Valve caps are a thing of the past in Enduro Racing with more and more riders using a Moose tube.	R&T recommend that GCR 17.88.8.2 is deleted, in line with FIM rules. R&T also recommend that this rule is deleted across all other disciplines.		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
EO922	EC	Previously 12.11.3.1 c) Potentially 17.14.24.5	<p>12.11.3 Juniors - Starts and Finishes</p> <p>12.11.3.1 In addition to the general start requirements for all competitors, juniors must comply as follows:</p> <p>a) Competitors may use up to 2 starting blocks (1 per side) up to a maximum of 100mm high and must be able to start in the event unaided while sitting on the machine. This does not apply to Road Racing.</p> <p>b) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,</p> <p>c) Pit board signals will not be used in junior competition with the exception of junior road racing. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition. Refer GCR 5.1.7</p>	<p>Add Rule:</p> <p>17.14.24 Junior Event Procedures</p> <p>17.14.24.1 Junior riders may receive assistance starting their machine at the special test start line.</p> <p>17.14.24.2 Junior riders may be given a new start time should they stall their machine on the start line.</p> <p>17.14.24.3 Junior competitors may receive parts anywhere on the course.</p> <p>17.14.24.4 Junior competitors may receive outside assistance anywhere on the course.</p> <p>17.14.24.5 Pit board signals will not be used in junior competition with the exception of junior road racing. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition.</p>	<p>This rule was not transferred from the "All Competitors" section when the GCR's were re-aligned. EC recommend that it is re-introduced to the Enduro Chapter under GCR 17.14.24.</p>			
EO923	EC	3.1.2.4 e)	<p>3.1.2.4 ^ Senior One Meeting National Licence is subject to the following conditions:</p> <p>a) Licence will be available to all applicants 16 years and older,</p> <p>b) Current club membership is required,</p> <p>c) No competency test is required if the applicant can prove that they have held an annual competition licence within the previous 10 years,</p> <p>d) Applicants who have never held a competition licence, or who have not held a licence within the previous 10 years must undertake a competency test, and apply for the licence via the event Race Secretary at least 21 days prior to the race meeting in which they wish to compete. The competency assessment may be undertaken at the meeting in which the participant intends to compete.</p> <p>e) This licence category will only be available to:</p> <p>i) Participants in national classic/ historic events,</p> <p>ii) Competitors using modern machines at a national event specifically for Veteran and/or Masters riders. The minimum age to classify a Veteran or Masters competitor for this category is 35 years,</p> <p>iii) Veteran and/or Masters riders competing in the A4DE,</p> <p>iv) Women competing in National and State Championships.</p>	<p>Add clause:</p> <p>3.1.2.4 ^ Senior One Meeting National Licence is subject to the following conditions:</p> <p>e) This licence category will only be available to:</p> <p>i) Participants in national classic/ historic events,</p> <p>ii) Competitors using modern machines at a national event specifically for Veteran and/or Masters riders. The minimum age to classify a Veteran or Masters competitor for this category is 35 years,</p> <p>iii) Veteran and/or Masters riders competing in the A4DE,</p> <p>iv) Women competing in National and State Championships.</p>	<p>EC believe that in recent years rider entries have been declining, and we feel this would allow more riders to enter as a one off event for the year.</p> <p>EC agree that Licencing is always changing and that after the WOSR is completed then it will need to be reviewed based on the WOSR recommendations.</p>	<p>R&amp;T agree with the proposal, and also put forward that a review of the whole licencing chapter is required.</p>		



## All Terrain Vehicles Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Darrell Knight (Chair), Len Picicello, Martin Stone.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
QC198	-	Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	-
QC199	-	Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 ATV Commission (ATVC) accepted as a true and accurate record of the meeting.	-	-	-
QC203	MA	18.9.1	Helmets	N/A	<p>ATVC believes any AS1698 or Internationally rated helmet that is in good condition should be accepted. Helmet condition is viewed as a far greater safety concern than whether or not a helmet is older or newer, or which standards sticker is displayed.</p> <p>A new condition M2005 helmet might easily offer greater protection than the latest ultralight Carbon helmet that barely met AS1698 testing and has been poorly looked after and abused every day by a high level rider in practice and racing for 6 months.</p> <p>ATVC notes that further regulation within ATV is not necessary as all riders wear appropriate helmet types anyway. With extensive event experience we have never seen a competition entrant attempt to enter any event with an open face helmet. Helmet type suitability does not need GCR specification as self regulation appears to be 100% effective best practice.</p> <p>ATVC recommend that all International Helmet standards to be accepted and helmet condition to be the major focal point of scrutiny.</p>	-	-	-

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
QC205	SMC	18.1	18.1 CATEGORIES FOR SENIOR AUSTRALIAN ATV CHAMPIONSHIPS  SENIOR AUSTRALIAN ATV CHAMPIONSHIPS SUPERMOTO S4: Open	Change Rule:  18.1 CATEGORIES FOR SENIOR AUSTRALIAN ATV CHAMPIONSHIPS  SENIOR AUSTRALIAN ATV CHAMPIONSHIPS SUPERMOTO <del>S4</del> -Open	Following SMC lead, ATVC recommends changing 18.1 Supermoto ATV class "S4 Open" to read "Open", and drop the S4 descriptor.			
QC206	ATVC	Application of Chapter	<b>Application of Chapter</b> The Rules set out in this chapter are for the competition events using ATVs. Everything that is not authorised and prescribed in this chapter is strictly prohibited.	Change Rule:  <b>Application of Chapter</b> The Rules set out in this chapter are for the competition events using ATVs. <del>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</del>	ATVC recommends removal of this sentence as it is currently used unfairly and misinterpreted in multiple ways by all levels in our sport. With the present wording it would be possible to justify excluding every entrant from all events for at least one fact that does not exist in writing in the chapter.			
QC207	ATVC	1.1.0.21 g) & 5.6.0.2	1.1.0.21 "Motorcycle" means and includes: ... f) ATV - a two-track vehicle with four wheels driven by the rear or all wheels and on which a rider may be accommodated astride the vehicle having control of the steering by way of handlebars operating the front wheels. g) UTV/SxS (Utility Terrain Vehicle/ Side by Side) a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver and passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels. Note: UTV/SxS can only be used in permitted recreational activities.  &  <b>5.6 TECHNICAL SPECIFICATIONS - ALTERNATIVE ACTIVITIES</b> 5.6.0.1 The technical specifications must be approved by MA and be included in the Supplementary Regulations. 5.6.0.2 UTV/SxS cannot be used in any form of competition.	Change Rules:  g) UTV/SxS (Utility Terrain Vehicle/ Side by Side) a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver and passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels. Note: <del>UTV/SxS can only be used in permitted recreational activities. Competition between UTV/SxS may only be permitted through Chapter 5: Alternative Forms of Competition, Rule 5.6.</del>  &  <b>5.6 TECHNICAL SPECIFICATIONS - ALTERNATIVE ACTIVITIES</b> 5.6.0.1 The technical specifications must be approved by MA and be included in the Supplementary Regulations. <del>5.6.0.2 UTV/SxS cannot be used in any form of competition. UTV/SxS are allowed in competitions only where they do not share the track or compete with any other type of motorcycle. During the event, consideration should be given to relocating track officials away from track edge and behind safety fencing.</del>	As previously recommended, Competition rules define which machines can enter an event (class). ATVC advise that competition where UTV/SxS are used only with each other is obviously a far safer environment than less controlled recreation where UTV/SxS can be operated at the same time as other motorcycles. Competition should not be excluded because it offers safety isolation and greater control.  In addition to R&T comment, SSV are an opportunity for MA and the fastest growing powersport segment in the world. These machines are manufactured and sold exclusively by the Motorcycle manufacturing industry and not the Automotive industry. Honda, Yamaha, Kawasaki, Can-Am and Polaris to name the main. Many vehicle parts are even directly interchangeable with ATV and none with CAMS machines. The adaption of J Specification Cage structures to SSV requires compromise and there is some misalignment with a 585kg machine fitting a cage designed for up to a 2999kg car. Some thoughts within CAMS are that SSV do not belong.	R&T advise that UTV/SxS are falling out of the category of "motorcycle", and already have competition classes under the direction of CAMS. The alignment of this machine in competition should remain with CAMS.		R&T vote to approve the rule change proposal. R&T recommend an on-going discussion - especially with industry and CAMS

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
QC208	ATVC	6.2	<p><b>6.2 RECREATIONAL ACTIVITIES</b>  6.2.0.1 Recreational activity must not:  6.2.0.2 Be competitive,  6.2.0.3 Involve starts or finishes as defined in Discipline Chapters,  6.2.0.4 Be scored, or timed,  6.2.0.5 Have any results which may or may not be published.  Note: UTV/SxS can only be used in permitted recreational activities.</p>	<p>Change Rule:  <b>6.2 RECREATIONAL ACTIVITIES</b>  6.2.0.1 Recreational activity must not:  6.2.0.2 Be competitive,  6.2.0.3 Involve starts or finishes as defined in Discipline Chapters,  6.2.0.4 Be scored, or timed,  6.2.0.5 Have any results which may or may not be published.  Note: <del>UTV/SxS can only be used in permitted recreational activities.</del> <b>Recreational use of UTV/SxS in open or multi directional traffic areas with other motorcycles must be controlled by event officials. Separated use by timing or designated area, or use of systems such as corner man or unidirectional traffic planning are recommended.</b></p>	<p>ATVC has previously recommended and still recommends this philosophy.</p>			
QC209	ATVC	18.14.2.1	<p><b>18.14.2 Superchargers and Turbochargers</b>  18.14.2.1 Superchargers and turbochargers must not be fitted to any ATV in any competition.</p>	<p>Change Rule:  <b>18.14.2 Superchargers and Turbochargers</b>  18.14.2.1 <del>Aftermarket</del> superchargers and turbochargers must not be fitted to any ATV in any competition.</p>	<p>ATVC do not endorse the use of Aftermarket modifications in relation to turbochargers on UTV/SxS, however the Can-Am Maverick is fitted with an OEM Turbocharger. Adding the word "aftermarket" provides for new model Standard OEM Turbocharged machines only.</p> <p>The suggested class separation for turbo charged machines would be Turbo Charged (Factory, OEM, Standard only) and Naturally aspirated. Since these minutes have been constructed Polaris have released information on an OEM turbo machine for 2016. This will be in the ball park of the Can-Am turbo charged machine.</p>	<p>R&amp;T request more information regarding the capacity of these machines, and what class they would be competing in if fitted with turbochargers? With reference to GCR 13.16.4.1 most machines fitted with turbocharges fall under the requirement for engine measurement at a "2 for 1" ratio and are therefore double the capacity of non-turbocharged machines.</p>		<p>R&amp;T vote for no change to rule. This rule is not relevant to UTV/SxS - it is only ATV.</p>

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
QC210	ATVC	UTV/SxS Competition Rules		<p>Add Rules:</p> <p><b>5.4 SUPPLEMENTARY REGULATIONS- ALTERNATIVE ACTIVITIES</b></p> <p>5.4.0.1 Promoters must include comprehensive details of the proposed competition in Supplementary Regulations. State Controlling Bodies must submit the Supplementary Regulations to MA for approval.</p> <p><b>5.4.1 Supplementary Regulations for competition involving UTV/SxS must include the following points:</b></p> <p>5.4.1.1 A Vehicle must have two occupants for the entirety of the competition, including practice.</p> <p>5.4.1.2 Protective Clothing and Helmets are required to be worn as per GCR 18.9.</p> <p>5.4.1.3 Minimum 4 point harness must be fitted to the vehicle, as well as a ROPS approved canopy and side doors or nets, and</p> <p>5.4.1.4 A fire extinguisher must be located on board that is readily accessible to both driver and passenger.</p> <p>5.4.1.6 Driver and passenger must be able to comfortably reach all controls, contact points, hand holds with feet flat on the floor while firmly harnessed in the seat.</p> <p>5.4.1.6 Class briefing to include discipline specific safety information, including that 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>Commission recommends including a UTV/SxS mandatory regulation guidelines upon Section 5 Alternative Form of Competition application for Event Permit:</p> <p>UTV/SxS should be allowed in competition as per rationale in Item QC .</p> <p>The ATVC are very well experienced in UTV/SxS machines and their operation in CAMS competitive events in SxS.</p>	Refer to QC210		
					<p>The ATVC agrees with the last column MA comment that this is a matter for the NOC to consider.</p> <p>The ATVC wishes to supports the QC-1 comment, that MA should support the ATV discipline specific official recognition concept (and where it may fit or be required in any other disciplines).</p> <p>Basically as it stands, most of our most experienced quad volunteers struggle to advance passed Level 2 or 3 accreditations because they cannot gain the necessary experience within just the small ATV discipline.</p> <p>The problem is most of these officials do not do anything else other than Quads, and as volunteers they are not prepared to.</p> <p>When Title events are held, we are often assigned high level officials who know less than our good Level 2 officials about our machines, racing and discipline in general.</p> <p>I can see both sides of this argument, but regardless, we have an ongoing problem and fear losing our remaining volunteers.</p> <p>What we believe QC-1 is pushing for is a lower requirement grading of the required level, but for ATV events only.</p> <p>Eg: Level 3 (ATV only), or, Level 4 (ATV only).</p> <p>The ATVC hope that the NOC find such gradings workable.</p>		QC1 - Feedback from Sandra Siemensma. Possibly for the attention of the NOC	



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## Speedway Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Ivan Golding (Chair), Matt Jones, Shane Parker.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SW788		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
SW789		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Speedway Commission (SWC) accepted as a true and accurate record of the meeting.	-	-	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SW790	Warren Monson	Referees	N/A	<p>a) For all National and State Titles no less than two (2) Referees should be present. One Referee is to observe the front 2 riders and the other to watch the 2nd two riders One Referee is given authority to final decisions.</p> <p>b) Two (2) Corner Stewards should be made available to ensure bikes do not go infield.</p> <p>There is limited scope for one Referee to watch 4 riders at one time. Interpretation of the rules is becoming haphazard with only one Referee present, and Speedway requires consistency and support from following the rules of the Moms.</p>	<p>SWC recommend that for National &amp; State Championships the Referee will be appointed by RCB and an Assistant Referee will be appointed by the SCB in the state holding the Championship. This will assist the Referee when distance between riders is apparent, and to assist in decision making.</p> <p>For National Championships the Referee will be appointed by MA and an assistant Referee may be appointed by the SCB in the State holding the Championship. This will assist the Referee when distance between riders is apparent, and assist in decision making.</p>	<p>R&amp;T agree that there is room for a proposal similar to what SWC recommend, however the changes outlined below ensure that consideration is given to the States which could potentially have difficulty providing additional referees.</p> <p>For National &amp; State Championships the Referee will be appointed by MA RCB and an Assistant Referee may will be appointed by the SCB in the state holding the Championship. This will assist the Referee when distance between riders is apparent, and to assist in decision making.</p> <p>R&amp;T have referred this to the NOC for comment.</p>	SW1 - Feedback from Rick Gill (MWA).	
SW791	Warren Monson	No Section on Stopping Events	N/A	<p>Within the Speedway Rules there is no section on <b>Stopping Events</b> or <b>Stopping and Re-running</b>, see 13.12.13 / 13.12.14 as an example:</p> <p><b>13.12.13 Stopping Events</b> 13.12.13.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run. 13.12.13.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who: a) Caused the incident, or b) Having been involved in the incident, could not continue in the event.</p> <p>This should have been included in the 2013 Moms but was left out of Speedway.</p>	<p>SWC do not agree with including the rule for this discipline. Referees already have the power to make a decision regarding these incidents.</p> <p>SWC do not agree with including the rule for this discipline. The Referees already have power to make a decision regarding these incidents. Does not Support a change to GCRs.</p>	<p>R&amp;T would like further information relating to this rule at an FIM event. How do the referees already have this power, what rules do they follow?</p> <p>This rule needs to be consistently featured across all disciplines.</p>	SW1 - Feedback from Rick Gill (MWA). Does not agree with Commission recommendations.	R&T vote for the proposal to include the GCR.
SW792 J0776	Ivan Golding	19.2	<p>19.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS JUNIOR SPEEDWAY CHAMPIONSHIPS 125 Solo Under 16 years – Individual 125 Solo Under 16 years – Teams 250 Solo 13 to Under 16 years – Individual 250cc Sidecar 11 to Under 16 years – Rider 9 to Under 16 years – Passenger</p>	<p>Change Rule: 125 Solo 9 to Under 16 years – Individual 125 Solo 9 to Under 16 years – Teams 250 Solo 13 to Under 16 years – Individual 250cc Sidecar 11 to Under 16 years – Rider 9 to Under 16 years – Passenger</p> <p>Change so that 19.4.1.1 Age Group is complied with: 7 to under 9 years – 125cc single 4-stroke solo 9 to under 16 years – 125cc single 4-stroke solo</p>	<p>SWC feel there is no change to 2015 GCRs required.</p> <p>SWC feel there is no change to the GCRs Required. Does not Support a change to GCRs.</p>		SW1 - Feedback from Rick Gill (MWA). Does not agree with Commission recommendations.	R&T vote for the proposal to be included in the GCR - with the age limit.



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SW795	Ivan Golding	19.10.8.2	<p><b>19.10.8 Competitors</b>  19.10.8.2 The Referee may require any:  a) Newly licensed competitor, or  b) Competitor whose abilities are not known to the Referee, to submit to such test as the Referee considers proves that the competitor is able to perform safely in competition.</p>	<p>Change Rule:  19.10.8.2 The Referee <b>must</b> require all:  <b>a) Newly licensed senior and junior riders moving to senior 500cc competition to be endorsed by a licensed MA Coach, or</b>  b) Competitor whose abilities are not known to the Referee, to submit to such test as the Referee considers proves that the competitor is able to perform safely in competition.</p> <p>There is nowhere in the GCR's that states a new senior or junior rider requires an endorsement. This is a safety item.</p>	<p>SWC agree with this Rule change as it is a safety issue.  Due to confined area with Speedway Tracks this rule is a Safety issue.  Change rule to read:  19.10.8.2 The Referee <b>MAY</b> require ALL:  a) Newly licenced senior and junior riders moving to senior 500cc competition to be endorsed by a licenced MA Coach.</p>	<p>R&amp;T recommend that this issue is put to the Coaching Committee for discussion. It would seem unnecessary to apply a rule like this to only 1 discipline.</p>	<p>SW1 - Feedback from Rick Gill (MWA). Does not agree with Commission recommendations.</p>	<p>R&amp;T vote for the proposed rule change - NOT the commission's second recommendation</p>
SW796	Tony Walter	19.23.6	<p><b>19.23.6 Classic Class: British, European &amp; American Sidecars</b>  19.23.6.1 This class will cover machines using original factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer.  a) Motors will be 4-stroke 2 valves per cylinder, air cooled and a maximum of two cylinders, manufactured and raced prior to Dec 31st 1974,  b) Rules and regulations covering this class as per SCB 1975 rule book appendix J,  c) Riders of machines in this class must be at least 30 years of age at the date of competition.  19.23.6.2 This class will cover machines with factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer:  a) Motors will be Japanese 2-stroke and 4-stroke SOHC multi cylinder engines with a maximum of 2 valves per cylinder,  b) Engines must be manufactured and raced prior to Dec 31st 1974,  c) Rules and regulations covering this class as per SCB 1975 rule book appendix J,  d) Riders of machines in this class must be at least 30 years of age at the date of competition.</p>	<p>Change Rule:  19.23.6.1 This class will cover machines using original factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer.  a) Motors will be 4-stroke 2 valves per cylinder, air cooled and a maximum of two cylinders, manufactured and raced prior to Dec 31st 1974,  <b>b) Rules and regulations covering this class as per SCB 1975 rule book,</b>  c) Riders of machines in this class must be at least 30 years of age at the date of competition.  <b>19.23.6.2 This class will cover machines with factory motorcycle frames:</b>  a) Motors will be Japanese 2-stroke and 4-stroke SOHC multi cylinder engines with a maximum of 2 valves per cylinder,  b) Engines must be manufactured and raced prior to Dec 31st 1974,  <b>c) Rules and regulations covering this class as per SCB 1975 rule book,</b>  Delete clause d)  These changes will simplify the Rules and entice more competitors.</p>	<p>SWC agree with changes to 19.23.6.1 b) and 19.23.6.2 c) but do not agree to change to 19.23.6.2 d). SWC believe deleting Rule 19.23.6.2 d) is not necessary for Classic Speedway.  SWC agree to 19.23.6.1 Changes as per below and remove 19.23.6.1 b) and 19.23.6.2 c). New 19.23.6.1 as below:  19.23.6.1 This class will cover machines using original factory motorcycle frames and standard forks, i.e. one made by recognized motorcycle manufacturer.  a) Motors will be 4-stroke 2 valves per cylinder, air cooled and a maximum of 2 cylinders, manufactured prior to December 31st 1974.  b) Riders of machines in this class must be at least 30 years of age at the date of competition.  19.23.6.2 This class will cover machines with factory motorcycle frames:  a) Motors will be Japanese 2-stroke and 4-stroke SOHC multi cylinder engines with a maximum of 2 cylinder,  b) Engines must be manufactured prior to 1974.  c) Riders of machines in this class must be at least 30 years of age at the date Competition.</p>	<p>R&amp;T advise that GCR's should not refer to other rule books, or the "MA rule book".  Clarification on why the "SCB 1975 rule book" and the "MA rule book" are mentioned in these points is required.</p>		<p>R&amp;T vote for the Commissions SECOND recommendation</p>
SW797	Tony Walter	19.23.7	<p><b>19.23.7 Post Classic Class Sidecars</b>  19.23.7.1 This class will cover machines using original factory frames and standard forks, i.e. one made by a recognised motorcycle manufacturer:  a) Motors will be 2-stroke and 4-stroke 2 valve DOHC multi cylinder air cooled engines,  b) Rules and regulations covering this class as per MA rule book.</p>	<p>Change Rule:  19.23.7.1 This class will cover machines using original factory frames:  a) Motors will be 2-stroke and 4-stroke 2 valve DOHC multi cylinder air cooled engines,  b) Rules and regulations covering this class as per MA rule book.  These changes will simplify the Rules and entice more competitors.</p>	<p>SWC agree to this Rule change: to tidy up the Rule.  SWC agree to this rule change and remove b). Rule now to read:  19.23.7.1 This class will cover machines using original factory frames:  a) Motors will be 2-stroke and 4-stroke 2 valve DOHC multi cylinder air cooled engines.</p>	<p>Refer SW796.  R&amp;T recommend that clause b) should be clarified or removed.</p>		



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SW798	Tony Walter	19.23.8	<p><b>19.23.8 Evolution Class Sidecars</b>  19.23.8.1 Low Line and custom frames fitted with 2 valve DOHC multi cylinder air cooled engines:  a) Rules and regulations covering this class as per MA rule book.</p>	<p>Change Rule:</p> <p><b>19.23.8 Evolution Class Sidecars</b>  19.23.8.1 Period style customer and purposed built frame.  19.23.8.2 Motors will be maximum 2-valve DOHC multi-cylinder air cooled manufactured and raced prior to 31st December 1985.  19.23.8.3 Bodywork and fairings to be type and material relevant to the period.  19.23.8.4 Rules and regulations covering this class as per MA rule book.</p> <p>This is to formalise the class and to maintain period appearance and performance level.</p>	<p>SWC agree to this addition in the GCR's. These changes will define the Evolution Class Rules.</p> <p>SWC agree with rules remove GCR 19.23.8.</p> <p>19.23.8 Evolution Class Sidecars  19.23.8.1 Period style customer and purposed built frame.  19.23.8.2 Motors will be maximum 2-valve DOHC multi-cylinder air cooled manufactured prior to 31st December 1985.  19.23.8.3 Bodywork and fairings to be type and material relevant to the period.</p>	<p>Refer SW796.</p> <p>R&amp;T recommend that GCR 19.23.8.4 should be clarified or removed.</p> <p>In addition, the R&amp;T recommend the removal of the words "and raced" in 19.23.8.2. These engines were never raced prior to 1985, and it is unable to be 'proven'.</p> <p>19.23.8 Evolution Class Sidecars  19.23.8.1 Period style customer and purposed built frame.  19.23.8.2 Motors will be maximum 2-valve DOHC multi-cylinder air cooled manufactured <del>and raced</del> prior to 31st December 1985.  19.23.8.3 Bodywork and fairings to be type and material relevant to the period.  <del>19.23.8.4 Rules and regulations covering this class as per MA rule book.</del></p>		
SW799	SA Speedway Comm.	19.10.2.1	<p><b>19.10.2 Change of Machines</b>  19.10.2.1 <del>Subject to the supplementary regulations, a competitor may compete on a machine other than that described in the competitor's entry application but:</del>  a) <del>Must inform a key official of any change, and</del>  b) <del>May not, in any heat or final, use the machine on which another rider has qualified for the same heat or final.</del>  Competitors must use the machine presented at scrutineering. The machines that go through machine examination must match frame and engine numbers used by the rider in said meeting.</p>	<p>Change Rule:</p> <p><b>19.10.2.1 Subject to the supplementary regulations, a competitor may compete on a machine other than that described in the competitor's entry application but:</b>  a) <b>Must inform a key official of any change, and</b>  b) <b>May not, in any heat or final, use the machine on which another rider has qualified for the same heat or final.</b></p>	<p>SWC recommend reverting back to previous GCR. The new rule is too limited and confusing to competitors.</p> <p>SWC agree to replace rule in GCRs:</p> <p>19.10.2.1 Subject to the Supplementary Regulations, a competitor may compete on a machine other than that described in the competitor's entry application but:  a) Must inform a key official of any change, and  b) May not, in any heat or final, use the machine on which another rider has qualified for the same heat or final.</p>		SW1 - Feedback from Rick Gill (MWA). Supports Commission's recommendation.	
SW800	SA Speedway Comm.	19.10.12.1	<p><b>19.10.12 Sidecar Passenger</b>  19.10.12.1 In the event that the nominated sidecar passenger is unable to continue during the meeting, they may be replaced providing the new passenger signs the relevant forms and is authorised by the Clerk of Course and Referee prior to taking part.</p>	<p>Change Rule:</p> <p>19.10.12.1 In the event that the nominated sidecar passenger is unable to continue during the meeting, they may be replaced providing the new passenger signs the relevant <b>indemnity</b> forms and is authorised by the Clerk of Course and Referee prior to taking part.</p>	<p>SWC recommends the new wording to clarify the Rule.</p> <p>SWC agree to add indemnity to this Rule:</p> <p>19.10.12.1 In the event that the nominated sidecar passenger is unable to continue during the meeting, they may be replaced providing the new passenger signs the relevant indemnity forms and is authorized by the Clerk of Course and Referee prior to taking part in the meeting.</p>		SW1 - Feedback from Rick Gill (MWA). Supports Commission's recommendation.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SW801	SA Speedway Comm.	19.17.1.1	<p><b>19.17.1 Solo</b>            19.17.1.1 Rear chain guards must:            a) Be fitted to the back end of the rear assembly of machines,            b) Provide protection where the rear chain enters onto the rear wheel sprocket.</p>	<p>Add Rule:            19.17.1.1 Rear chain guards must:            a) Be fitted to the back end of the rear assembly of machines,            b) Provide protection where the rear chain enters onto the rear wheel sprocket,  <b>c) Ensure rear Wheel adjusters is totally enclosed with a rounded or enclosed end so that no thread is exposed.</b></p>	<p>SWC recommends the additional Rule due to open threads causing injury.            SW agree adding of c ) as injuries have occurred due to this item (photograph provided by Shane Parker).            19.17.1.1 Rear Chain guards Must:            a) Be fitted to the back end of the rear assembly of machines.            b) Provide protection where the rear chain enters onto the rear wheel sprocket.            c) Ensure rear wheel adjusters are totally enclosed with a rounded or enclosed end so that no thread is exposed.</p>	<p>R&amp;T request to review the data supporting the claim that open threads have caused injury.</p>	<p>SW1 - Feedback from Rick Gill (MWA). Supports Commission's recommendation.</p>	<p>R&amp;T support for the Commission</p>
SW802	SA Speedway Comm.	19.22.2.2	<p>19.22.2.2 Machines must be fitted with an unmodified 4-stroke production engine and may be fitted with an operating gearbox. OEM engine electrics must also be used.</p>	<p>Change Rule:            19.22.2.2 Machines must be fitted with an unmodified 4-stroke production engine and may be fitted with an operating gearbox.  <del>OEM engine electrics must also be used-</del></p>	<p>SWC recommend removing the section on OEM electrics being used, as older engine electrics are hard to find.            SWC approve the removal of OEM.            19.22.2.2 Machines must be fitted with an unmodified 4-stroke production engine and may be fitted with an operating gearbox.</p>		<p>SW1 - Feedback from Rick Gill (MWA). Supports Commission's recommendation.</p>	
SW803	Shane Parker	19.10.13.1	<p><b>19.10.13 Starting</b>            19.10.13.1 Competitors must be ready for the start when called upon to do so by the relevant official.            a) The Referee may will sound a two minute warning signal and illuminate the amber flashing light (if available) in the pit area,            b) At the order of the Clerk of Course, competitors must leave the pit area together and proceed by the shortest practical route to the starting tapes and there stop under the control of the starting Marshal,            c) Any competitor not ready to start at the expiration of two minutes after the signal may be excluded from the race,            d) A competitor so excluded may be replaced by a reserve,            e) Unless otherwise directed by the Referee, the time between the finish of one race and the start of the next will not exceed five minutes.</p>	<p>Add clause f):            19.10.13.1 Competitors must be ready for the start when called upon to do so by the relevant official.            a) The Referee may will sound a two minute warning signal and illuminate the amber flashing light (if available) in the pit area,            b) At the order of the Clerk of Course, competitors must leave the pit area together and proceed by the shortest practical route to the starting tapes and there stop under the control of the starting Marshal,            c) Any competitor not ready to start at the expiration of two minutes after the signal may be excluded from the race,            d) A competitor so excluded may be replaced by a reserve,            e) Unless otherwise directed by the Referee, the time between the finish of one race and the start of the next will not exceed five minutes.  <b>f) In non-Championship Events, if a rider is excluded on the two minute rule, or a tape touching offence, they will start the re-run from 15 metres back and move to gate position four (4). All other riders will move to the inside positions. In the event of two riders having been excluded, they both will move 15 metres back from gates three (3) &amp; four (4).</b></p>	<p>SWC agrees with the recommendation. It is better to have all 4 riders in a race; for all aspects of the sport, including crowd, competitor and competitions.            SWC approve to the adding of f ) , g) and h ) of this rule.            19.10.13 Starting            19.10.13.1 Competitors must be ready for the start when called upon to do so by the relevant official.            a) The Referee will sound a two minute warning signal and illuminate the amber flashing light ( if available ) in the pit area.            b) At the order of the Clerk of Course , competitors must leave the pit area together and proceed by the shortest practical route to the starting tapes and there stop under control of the starting marshal.            c) Any competitor not ready to start at expiration of two minutes after the signal may be excluded from the race            d) A competitor so excluded may be replaced by a reserve.            e) Unless otherwise directed by the Referee, the time between the finish of one race and the start of the next race will not exceed five minutes.            f) In NON-Championship events, if a rider is excluded for two minute rule, or a tape touching offence, they may start the re-run from 15 metres</p>	<p>R&amp;T request further information on this rule in order to make a recommendation.            Information required includes:            - Will track marking be require to define 15 metres?            - How long is the rider allowed to wait after 2 minutes has passed? E.g. Will they still be allowed to race after 15 minutes late to the start?            - Will this rule also be applied to sidecars?            - Where will the referee/grid walker stand? At 15 metres or at the start line?</p>	<p>SW1 - Feedback from Rick Gill (MWA). Agrees with the Commissions, and has recommendations.            SW2 - Feedback from MV Speedway Committee. Agrees with the Commissions, and has a recommendation.            ATVC agrees in principle with 15m start back clause to keep entrants in the sport.</p>	<p>R&amp;T support the Commission</p>

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
					back and move to gate position four (4) . All other riders will move to the inside positions. In the event of two riders having been excluded, they both will move 15 metres back and start from positions three (3) and four (4). g) For touching the tape rule the Referee will decide the time allowed for race re-start. h) For riders not ready to start at the expiration of two (2) minutes, riders have 30 seconds to move to the fifteen (15) metre line for race start.			
SW804	SWC	19.5.3.3	19.5.3.3 To qualify for selection for an Australian championship event, a competitor must apply in writing no less than 30 days prior to the event, and: a) Be the current Australian Champion, or b) Be the best performing competitor in the State championship of the State which issued the competitors' licence, held a minimum of 30 days prior to the Australian Championship, or <del>c) Competitors who are not Australian citizens may nominate to compete in the Australian Speedway Championships and may be considered by the Speedway Commission for inclusion.</del> d) Medallions and points will be awarded in Australian Speedway Championships where there are: Senior & Under 21 Solo - 16 starters Senior Sidecar - 16 starters Junior 250/350 Solo - 13 starters Junior Sidecar - 9 starters Junior 125 Solo - 16 starters.	Change Rule: 19.5.3.3 To qualify for selection for an Australian championship event, a competitor must apply in writing no less than 30 days prior to the event, and: <b>a) Be the current Australian Champion, or the current Top Four riders in the Australian Championship, plus the current GP Rider, or</b> b) Be the best performing competitor in the State championship of the State which issued the competitors' licence, held a minimum of 30 days prior to the Australian Championship, or <b>c) Competitors who are not Australian citizens may nominate to compete in the Australian Speedway Championships and may be considered by the Speedway Commission for inclusion.</b> d) Medallions and points will be awarded in Australian Speedway Championships where there are: Senior & Under 21 Solo - 16 starters Senior Sidecar - 16 starters Junior 250/350 Solo - 13 starters Junior Sidecar - 9 starters Junior 125 Solo - 16 starters.	SWC recommend the change to clarify and tidy up the wording of the Rule, and also to Reinstate clause c), to allow the entry of overseas competitors to be considered by the SWC for inclusion in Australian Championships.  SWC support the following changes to this rule.  19.5.3.3 To qualify for selection for an Australian Championship event, a competitor must apply in writing no less than 30 days prior to the event. a) Be the current Australian Champion, or the current Top Four riders in the current Australian Championship, Plus the current GP Riders, or b) Be the best performing competitor in the State Championship of the State which issued the competitors licence. held a minimum 30 days prior to the Australian Championship, or c) Competitors who are not Residents may nominate to compete in the Australian Speedway Championship and may be considered by the <u>Speedway Commission</u> for inclusion. d) Medallions and points will be awarded in Australian Speedway Championships where there are, Senior & U21 Solo - 16 Starters. Senior Sidecar - 16 Starters. Junior 250 Solo - 13 Starters Junior Sidecar - 9 Starters. Junior U16 125cc Solo - 16 Starters.	R&T recommend that clause a) requires clarification. Additionally, should it refer to "a" current GP Rider, and not "the" current GP Rider?  R&T also recommend a change in clause c) which removes the word "citizen" and replaces it with "resident", and that the decision on inclusion should be with the MA Board, and not the Speedway Commission.  c) Competitors who are not Australian residents citizens may nominate to compete in the Australian Speedway Championships and will <del>may</del> be considered by the <b>MA Board for inclusion.</b> <del>the Speedway Commission for inclusion.</del>		R&T support the Commission
SW805	SWC	19.19.0.6	19.19.0.6 For junior 250cc machines only, tracks must be no more than 350 metres in length, and licensed by MA or the relevant State Controlling Body.	Delete Rule.	SWC recommend to delete the Rule from the Manual of Motorcycle Sport, and have it included in the "Track Guidelines" instead. This will assist with consistency in Rules between the MoMS and Track Guidelines for content.  SWC Agree to delete this rule, & and Refer to Track guidelines.	Refer to Track Guidelines		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SW806	Robbie Beetham	Application of Chapter	<p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Speedway. Everything that is not authorised and prescribed in this chapter is strictly prohibited.</p>	<p>Change Rule:</p> <p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Speedway. <del>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</del></p> <p>Rule should be removed to allow for inclusive competition, and clearer, more relevant Rules for Speedway.</p>	<p>SWC agree to this change:</p> <p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Speedway.</p>			

FINAL

## Dirt Track & Track Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Les Thomas (Chair), Keith Davis, Peter Baker.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT570		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
DT571		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Dirt Track & Track Commission (DTC) accepted as a true and accurate record of the meeting.	-	-	
DT572	David Smith	20.1.0.1	20.1.0.1 Where there are insufficient entries for the slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have effective front and rear brakes where MX and slider classes are combined.	Delete Rule. Allow only MX machines to compete against each other. MX and Slider machines are completely different machines and have different riding styles. If separated this may also encourage more slider competitors to enter the slider classes.	DTC do not agree. There is no evidence to suggest combining the Sliders and MX machines increases risks to participants.	-		
DT573	David Smith	20.4.0.2	20.4.0.2 Where there are insufficient entries for the slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have effective front and rear brakes where MX and slider classes are combined.	Delete Rule. Allow only MX machines to compete against each other. MX and Slider machines are completely different machines and have different riding styles. If separated this may also encourage more slider competitors to enter the slider classes.	DTC do not agree. There is no evidence to suggest combining the Sliders and MX machines increases risks to participants.	-		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT574	John Castles	Not in existing Moms. Should be 20.4.0.3 Was Rule 20.7.0.1 in 2013 Moms	N/A	<p>Include Rule:</p> <p><b>20.4.0.3 Riders are eligible to enter one class above the capacity of the machine entered for (senior riders only).</b></p> <p>The rule should be included to match rule: 21.4.0.2 Riders are eligible to enter one class above capacity of the machine entered (senior riders only).</p> <p>This rule was in the 2013 Moms as rule #20.7.0.1, but was deleted or omitted from the 2014/2015 Moms. It encourages senior riders to travel if they get more than 1 ride of their machine. Riders are more inclined to enter open events if they can ride their machine more than once.</p>	<p>DTC agrees. This rule was previously included in 2013 Moms, but was inadvertently omitted from subsequent Moms. The 2016 Moms should include as Rule:</p> <p><b>20.4.0.3 - Senior riders ONLY are eligible to enter one class above the capacity of the machine entered.</b></p> <p>The DTC also recommends that this rewritten clause is also published as an amendment for 2015 Moms.</p> <p>The clause relating to this is included in the rules for Track as Rule 21.4.0.2 - this should be amended so that it reads the same as 20.4.0.3 for 2016.</p>	<p>This rule has been updated and a Bulletin released.</p>		
DT575 JO775	Les Jones on behalf of the OLD Women's Sub-Committee	20.7.1	<p><b>20.7 JUNIOR ELIGIBILITY</b> <b>20.7.1 Junior Competitions</b> No person who is under the age of 16 years may compete in other than a junior competition in the discipline of Dirt Track.</p>	<p>Change Rule:</p> <p>20.7.1 No person who is under the age of 16 years may compete in other than a Junior competition, <b>with the exception of Females 14 - Under 16 years old who may participate at Club Competitions only, in the senior Women's Class.</b></p> <p>This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions.</p>	<p>The DTC agrees in principle and recommends that the existing Rule be re-numbered 20.7.1.a), and add Rule:</p> <p><b>20.7 JUNIOR ELIGIBILITY</b> <b>20.7.1 Junior Competitions</b> <b>a) No person who is under the age of 16 years may compete in other than a junior competition in the discipline of Dirt Track.</b> <b>b) Exception to the above clause is that females aged 14 and under 16 years may participate in the Senior Womens class in club competition ONLY, provided that it does not contravene State legislation and on the proviso that this only applies to machines of 250cc capacity.</b></p>	<p>Refer to Items under other Disciplines</p> <p>This needs to be consistent across the disciplines. It may breach policy and/or state legislation.</p>		
DT576	John Castles	20.10.5.1	<p><b>20.10.5 Back Numbers: Seniors and Juniors</b> 20.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.</p>	<p>Change Rule to:</p> <p>20.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke.</p> <p>The rule change increases professionalism in the sport and stops riders looking like "goons". Back numbers are still required for 'on track' officials, but transponders remove this necessity for lap scoring.</p>	<p>DTC do not agree. The current rule enables Officials and spectators to readily identify riders. Advertising and display of sponsors and / or products may be shown on other parts of the riders' clothing or machine.</p> <p>The DT&amp;T C did consider the potential cost factor for riders but maintains its original recommendation.</p>		<p>DT1 - Feedback from Michael Brown. Questions the Commission's recommendation. In conjunction with DT577, DT578, DT579 &amp; DT581.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT577	??	20.10.5.1	<p><b>20.10.5 Back Numbers: Seniors and Juniors</b>            20.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.</p>	<p>Revert back to Moms 2014 rule 20.10.5.1 "...identification numbers on their back in contrasting colours..."</p> <p>Riders were identifiable under the previous Rule, only enforcement was required. Changing the rule places unnecessary financial burden on riders and clubs who had bought jersey's/bibs last year.</p>	<p>DTC do not agree.            The current rule enables Officials and spectators to readily identify riders. Advertising and display of sponsors and / or products may be shown on other parts of the riders' clothing or machine. The rule was amended in accordance with the MA Rule Change Procedure that allows sufficient and appropriate timelines for the changes to be perused by all stakeholders and for feedback to be provided to the Commission for further consideration if and where deemed necessary. No feedback was received and the changes were subsequently ratified by the MA Board at its August 2014 meeting. Therefore the rule should stand.</p> <p>The DT&amp;T C did consider the potential cost factor for riders but maintains its original recommendation.</p>			
DT578	City of Penrith Motor Cycle Club	20.10.5.1	<p><b>20.10.5 Back Numbers: Seniors and Juniors</b>            20.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.</p>	<p>Change Rule to:</p> <p>No senior or junior rider may compete in any competition unless wearing the machine identification number on their back, <b>with numbers easily read from 100 metres. Figures must be in either black or white on a contrasting black or white background.</b></p> <p>Examples provided show that white numbers on a black background are legible and can be read easily from 100 metres.</p>	<p>DTC do not agree.            While the suggestion about allowing white on black has merit, it is considered that this is overridden by the benefits of standardisation of black on white. In addition, stating a minimum size requirement gives a clearly measurable requirement, whereas what is "easily read from 100 metres" introduces variables such as eye sight effectiveness of individuals.</p> <p>The DT&amp;T C did consider the potential cost factor for riders but maintains its original recommendation.</p>			
DT579	Mark Lachlan	20.10.5.1	<p><b>20.10.5 Back Numbers: Seniors and Juniors</b>            20.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.</p>	<p>Revert back to Moms 2014 rule 20.10.5.1 "...identification numbers on their back in contrasting colours..."</p> <p>The existing rule was already sufficient. If a rider's back number is not legible then the original rule allows for this.</p>	<p>DTC do not agree.            The current rule enables Officials and spectators to readily identify riders. Advertising and display of sponsors and / or products may be shown on other parts of the riders' clothing or machine. The original 2014 rule was clearly not adequate for the purpose.</p> <p>The DT&amp;T C did consider the potential cost factor for riders but maintains its original recommendation.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT580	Greg Gaskin	20.16.9	<p><b>20.16.9 Tyres</b>  20.16.9.1 Tyres must comply with the following:  a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant Supplementary Regulations.  b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.  c) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.  d) Paddle or scoop treaded tyres may not be fitted.</p>	<p>Include an additional clause:  e) <b>Wheel size must be 19" front and rear, with only control tyres permitted.</b></p> <p>This is to ensure that there is no unfair advantage amongst competitors with/without knowledge of the track surface. A control tyre also reduces costs for riders; eliminating tyre/wheel swaps during meetings when conditions change, and sets a professional standard for the discipline.</p>	<p>DTC do not support this submission.  Track has regulation of rear wheel size 21.17.2.1.c), however this has never been controlled for dirt track and as much as this now seems desirable, the DTC feels it would be too great a change to introduce with wheel sizes now varying greatly. A control tyre is another area that would be preferred, however it may be too hard to do now.</p>			
DT581	Keith Davies	20.16.9	<p><b>20.16.9 Tyres</b>  20.16.9.1 Tyres must comply with the following:  a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant Supplementary Regulations.  b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.  c) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.  d) Paddle or scoop treaded tyres may not be fitted.</p>	<p>Change Rule:  <b>20.16.9.1 Tyres on Loose Dirt Track must comply with the following:</b>  a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant Supplementary Regulations.  b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.  <b>b) Maximum tyre width outside of blocks 110mm,</b>  <b>c) Maximum block depth 13mm,</b>  <b>d) Maximum block size 22x20mm,</b>  <b>d) Maximum gap between blocks 20mm.</b>  The tyres must be measured with the tyres inflated to 14 PSI and may be adjusted after measurements.</p> <p><b>20.16.9.2 Tyres on Oiled Track:</b>  a) The rear tyre must be a maximum width of 165mm,  b) Tread on tyres must be at least 1mm deep on any of the tyre that comes in contact with the ground,  c) The tread depth on slick tyres must be clearly visible and at least 0.5mm deep, and,  d) The tyres must be measured with the tyres inflated to 14 PSI and may be adjusted after measurements.</p>	<p>DTC recommends the following rule changes:  Delete Rule 20.16.11.2 (some of that wording will re-located elsewhere).  <del>20.16.11.2 Tyres</del>  <del>a) The rear tyre must be a maximum width of 150mm when measured at a point on the tyre located at 90° to where the tyre contacts the ground and at a pressure inflated to 14psi (9.6KPa). (note: GCR under review at time of printing – please refer to MA website for information on any change to this GCR in 2015).</del>  <del>b) Tyre pressure may be adjusted after measurement.</del></p> <p>Change Rule 20.16.9.1 (existing wording should be replaced by the following).  20.16.9.1 Loose Dirt Tracks Tyres must comply with the following:  a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used.  b) Maximum block depth 13mm,</p>	<p>R&amp;T recommend adopting this rule for the Supp Regs. It is not necessary to have these outlined in the GCR.  Will this regulation be policed at a club level? R&amp;T recommend that tyre specifics are part of Supp Regs.  DTC have recommended that knobby tyres not be allowed, yet have allowed them, within Supp Regs, for juniors (Item DT582).</p>		R&T support the Commission.



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
				<p>To have a clearer rule without any doubt as there has been in the past. It is very difficult when there is 2 different types of surface on Dirt/Track.</p>	<p>c) Maximum block size 22x25mm,  d) Maximum gap between blocks 25mm.  e) Maximum rear tyre width measured to the outside of blocks is 116mm. when measured at a point on the tyre located at 90 degrees to where the tyre contacts the ground and at a pressure inflated to 14 psi (9.6 kpa).  f) The tyre pressure may be adjusted after measurements.</p> <p>20.16.9.2 Oiled Dirt Tracks Tyres must comply with the following:  a) Tread on tyres must be at least 1mm deep on any part of the tyre.  b) The maximum width allowed of a rear tyre is 165mm when measured at a point on the tyre located at 90 degrees to where the tyre contacts the ground and at a pressure inflated to 14 psi (9.6 kpa).  c) The tyre pressure may be adjusted after measurements.</p> <p>Current rule 20.16.9.2 should be re-numbered 20.16.9.3  Current rule 20.16.11.3 should be changed to 20.16.6.5. (under Handlebars)  As loose dirt tracks and oiled tracks are very different types of surface, this is necessary to identify the different types of tyres that are</p> <p>The DT&amp;TC believes that the rules needed to be included as there was previously no specification / guidelines clearly spelt out.  We are of the opinion that the rule SHOULD be included in the GCRs, so that they do not need to be included in the Supp Regs for every meeting.  The DT&amp;TC will seek further information re specifications of the most commonly used tyres in dirt track and track racing at the present time.  Clubs can impose restrictions on their own tracks if they choose to – akin to the previous situation where no specification / guidelines were clearly spelt out.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT582 JO779	Bankstown Wiley Park MC Club	20.17.5.2	<b>20.17.5 Junior Dirt Track</b> 20.17.5.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are not allowed.	Change Rule:  20.17.5.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are <b>only permitted at the sole discretion of the Track Licensee.</b>  Some tracks have surface materials capable of sustaining use of knobby tyres without degradation. Allowing their use on larger machines will facilitate the sport of Dirt Track to grow, with riders from other disciplines easily crossing over without machine alterations.	DTC supports the rationale in principle. We recommend that the existing Rule 20.17.5.2 be amended to read:  20.17.5.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are <b>not allowed</b> , with the exception of tyres that may be stipulated in accordance with Rule 20.17.5.1.			
DT583	David Smith	21.1.0.1	21.1.0.1 Where there are insufficient entries for the slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have one effective brake where MX and slider classes are combined.	Delete Rule.  Allow only MX machines to compete against each other. MX and Slider machines are completely different machines and have different riding styles. If separated this may also encourage more slider competitors to enter the slider classes.	DTC does not support the recommendation. There is no evidence to suggest combining the Sliders and MX machines increase risks to participants.			
DT584	John Castles	21.10.5.1	<b>21.10.5 Back Numbers: Seniors and Juniors</b> 21.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.	Change Rule:  21.10.5.1 No senior or junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke.  The rule change increases professionalism in the sport and stops riders looking like "goons". Back numbers are still required for 'on track' officials, but transponders remove this necessity for lap scoring.	DTC do not agree. The current rule enables Officials and spectators to readily identify riders. Advertising and display of sponsors and / or products may be shown on other parts of the riders' clothing or machine.			
DT585	David Smith	21.4.0.1	21.4.0.1 Where there are insufficient entries for the slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have one effective brake where MX and slider classes are combined.	Delete Rule.  Allow only MX machines to compete against each other. MX and Slider machines are completely different machines and have different riding styles. If separated this may also encourage more slider competitors to enter the slider classes.	DTC does not support the recommendation. There is no evidence to suggest combining the Sliders and MX machines increase risks to participants.			
DT586	Neil Burston	21.16.11.1	<b>21.16.11 Senior Solo</b> 21.16.11.1 Brakes must not be fitted to track slider type machines of 500cc. All other solo classes must be fitted with at least one effective brake.	Change Rule:  21.16.11.1 Brakes must not be fitted to any machine competing in Track. All other solo class entrants, including slider or speedway style machines, may compete so long as they comply with the engine requirements for that class.  There is currently confusion over the ruling on brakes being fitted to Sliders. The change in wording would have Australian riders competing on similar machines to the Europeans at World Championships, giving them a competitive edge internationally. It would also offer a more interesting race event for paying spectators and increase the number of Sliders competing.	DTC does not agree with the suggested change. We recommend that the wording be amended to clarify the intention of the Rule to read as follows:  21.16.11.1 Brakes must not be fitted to track slider type machines of up to 500cc when competing in slider only classes. However, when slider machines are competing in other classes of track competition (where permitted), they must be fitted with at least one effective brake.			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT587	DTC	21.16.11.5	21.16.11 Senior Solo ... 21.16.11.5 For long track only, the rear wheel rim must have a maximum width of 100 mm, be 19" or 22" in diameter, as defined in the supplementary regulations.	Change Rule:  <b>21.16.9 Tyres and Rims</b> ... <b>21.16.9.3</b> For long track only, the rear wheel rim must have a maximum width of 100 mm, and be 17", 18", 19" or 22" in diameter. <del>as defined in the supplementary regulations.</del>	DTC recommends that due to changes in standard wheel rim sizes there is a need to provide for use of 17" and 18" wheels in track racing. Also, the word "long" which is now not relevant before the word track, has slipped through the edit process, and should be removed.  Delete the words, "as defined in the supplementary regulation." Those words are not required, it is clear in GCR.  Accordingly, the Commission recommends that GCR 21.16.11.5 be relocated to become GCR 21.16.9.3 in its correct place under a "Tyres & Rims" heading. Refer to Item #DT589 for additional changes.		DT1 - Feedback from Bankstown Wiley Park MC. Request for Tyre List.  DT2 - Feedback from Tony Garard. Request for Tyre List.	
DT588	DTC	21.16.11.6	21.16.11 Senior Solo ... 21.16.11.6 If hand protectors are used, they must be of a shatterproof material.	Change Rule:  <b>21.16.6 Handlebars</b> ... <b>21.16.6.5</b> If hand protectors are used, they must be of a shatterproof material.	DTC recommends the change to ensure clear Rules across the discipline and consistency with Rule Headings.			
DT589	DTC	21.16.9	<b>21.16.9 Tyres</b> 21.16.9.1 Tyres must comply with the following: a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant supplementary regulations. b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground. c) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep. d) Paddle or scoop treaded tyres may not be fitted. 21.16.9.2 Valve caps must be used for all competitions.	Change Rule:  <b>21.16.9 Tyres and Rims</b> 21.16.9.1 Tyres for 'Loose Tracks' must comply with the following: a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used. b) Maximum block depth 13mm, c) Maximum block size 22x25mm, d) Maximum gap between blocks 25mm. e) Maximum rear tyre width measured to the outside of blocks is 116mm, when measured at a point on the tyre located at 90 degrees to where the tyre contacts the ground and at a pressure inflated to 14 psi (9.6 kpa). f) The tyre pressure may be adjusted after measurements.  21.16.9.2 Tyres for 'Oiled Dirt Tracks' must comply with the following: a) Tread on tyres must be at least 1mm deep on any part of the tyre. b) The maximum width allowed of a rear tyre is 165mm when measured at a point on the tyre located at 90 degrees to where the tyre contacts the ground and at a pressure inflated to 14 psi (9.6 kpa). d) The tyre pressure may be adjusted after measurements.  21.16.9.3 For long track only, the rear wheel rim must have a maximum width of 100 mm, and be 17", 18", 19" or 22" in diameter. <del>as defined in the supplementary regulations.</del> 21.16.9.4 Valve caps must be used for all competitions.	DTC recommend that Rule 21.16.9 should be re-titled 'Tyres and Rims', have the wording in existing Rule 21.16.9.1 replaced, as loose dirt tracks and oiled tracks are very different types of surface, and it is necessary to identify the different types of tyres that are required.  Current rule 21.16.9.2 should be re-numbered 21.16.9.4  The chapter on Track racing does not currently include sufficient specifications for tyres.  The DT&TC believes that the rules needed to be included as there was previously no specification / guidelines clearly spelled out. We are of the opinion that the rule SHOULD be included in the GCRs, so that they do not need to be included in the Supp Regs for every meeting. The DT&TC will seek further information re specifications of the most commonly used tyres in dirt track and track racing at the present time. Clubs can impose restrictions on their own tracks if they choose to – akin to the previous situation where no specification / guidelines were clearly spelled out. □	Refer to DT581		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
DT590	Robbie Beetham	20.17.2.2 f) & 21.18.2.2 f)	21.18.2.2 Machine Requirements: ... f) The appearance of a machine must remain as manufactured provided that the following may be altered-All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets.	Change Rule back to original wording:  21.18.2.2 Machine Requirements: ... f) The appearance of a machine must remain as manufactured provided that the following may be altered: <del>All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:</del> i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets.  Rule should not have been changed - there has been no clear reasoning provided behind not being able to use Aftermarket items. Junior riders of a similar/same age & ability can ride 65cc and 80cc modified machines. The same Rules should apply to 50cc.	DTC agree with the proposal.			
DT591	Robbie Beetham	20.18.2.2 d) & 21.18.2.2 d)	21.18.2.2 Machine Requirements: ... d) The clutch must be of centrifugal type, and of OEM type,	Change Rule:  21.18.2.2 Machine Requirements: ... d) The clutch must be of centrifugal type, and <del>must be commercially available, of-OEM-type.</del>  Earlier model 50cc machines (including the pre 2012 KTM's), have an OEM '3 Shoe Clutch' fitted. Current model KTM 50's have an OEM 'Disc Clutch', which is a more superior clutch to the '3 Shoe Clutch'. There should be an allowance in the Rules for older machines to be fitted with newer clutches. The newer designs require less maintenance, are more economical in regards to the wear and tear of associated parts and components, and Disc Clutches also provide more consistent throttle control to the rider - which makes the machine safer.  Some parents just cannot afford to purchase a brand new/newer model machine. However, at a fraction of the cost of a new model bike, they can purchase and fit an updated clutch.  The change would create safe, free and fair competition within the 50cc Auto Class.	DTC agree that to changing the requirements of an OEM clutch. In conjunction with the recommendation from R&T, the wording "must be commercially available" is not required.  DTC agree with wording from R&T.	R&T agree that the clutch rule should change, however we propose the following instead to ensure consistency with "the OEM appearance":  21.18.2.2 Machine Requirements: ... d) The clutch must be of centrifugal type, and <b>must not alter the external appearance of the machine as it was manufactured.</b>  This allows for clutch updates, without compromising the external OEM standards.		

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DT592	Robbie Beetham	Application of Chapter	<p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Dirt Track. Everything that is not authorised and prescribed in this chapter is strictly prohibited.</p>	<p>Change Rule:</p> <p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Dirt Track <del>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</del></p> <p>Rule should be removed to allow for inclusive competition, and clearer Rules for Dirt Track.</p>	DTC do not endorse this proposal.			
DT593	Robbie Beetham	Application of Chapter	<p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Track. Everything that is not authorised and prescribed in this chapter is strictly prohibited.</p>	<p>Change Rule:</p> <p><b>Application of Chapter</b> The Rules set out in this chapter are for the discipline of Track <del>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</del></p> <p>Rule should be removed to allow for inclusive competition, and clearer Rules for Track.</p>	DTC do not endorse this proposal.			

## Supermoto Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Mark Pausler (Chair), Tom Gardiner, Matt Thomson.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SU010		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
SU011		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Supermoto Commission (SMC) accepted as a true and accurate record of the meeting.	-	-	
SU012	SMC	N/A	N/A	<p><b>22.23 ADDITIONAL SPECIFICATIONS FOR ELECTRIC POWERED VEHICLES</b></p> <p><b>22.23.1 Introduction</b></p> <p>22.23.1.2 The technical concept is reserved for motorcycles propelled by non-thermal energies with zero toxic/noxious emissions and by the action of one wheel in contact with the ground.</p> <p>22.23.1.3 Amendments to these technical regulations may be made at any time in order to ensure fair competitions.</p> <p><b>22.23.2 General EPV Class Requirements</b></p> <p>22.23.2.1 Two wheeled electric propelled machines, powered by stored electricity (battery or accumulator).</p> <p>22.23.2.2 The number of electric motors is limited to one.</p> <p><b>22.23.3 Race Procedure</b></p> <p>22.23.3.1 (Race procedure are to be defined by the Controlling Body concerned).</p> <p><b>22.23.4 Race Format (Guidelines and actual race format depends on the discipline and battery life.)</b></p> <p>22.23.4.1 Minimum Race Length - 10 minutes</p> <p>22.23.4.2 Maximum Race Length - 20 minutes</p>	<p>SMC supports the implementation so as to encourage new growth opportunities within the Supermoto sport. The attached rules are derived from the FIM Supermoto regulations.</p> <p>SMC agrees with R &amp; T Committee recommendation.</p>	<p>R&amp;T would like to recommend that some of these "definitions" might be better suited for inclusion in Chapter 1.</p>		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
				<p><b>22.23.5 Charging the Accumulator</b>            22.23.5.1 The vehicles accumulators must be charged at the times and locations determined by the organiser of the event.            22.23.5.2 The charging system must be separate from the machine and comply with all electrical safety requirements including thermal overload trip, fusing and be quipped with an earth leakage protection breaker.</p> <p><b>22.23.6 General Limitation On Competition Entry</b>            22.23.6.1 EPV's shall be generally limited to competition and championship classes that are open, or unrestricted in capacity.</p> <p>These rules are to provide for the incorporation of Electric Powered Vehicles within the Supermoto discipline.</p>				
SU013	SMC	22.5	SECTION 22B: COMPETITION CLASSES 22.5 SENIOR COMPETITION CLASSES	<p>Include Section:  <b>VETS/VETERANS - Unrestricted capacity up to 700cc</b></p> <p>The Veterans class is currently provided for as a support class at events through the SRs. This seeks to include the Veterans as a competition class. Entry will be regulated by age and machinery under section 22C.</p>	SMC supports the inclusion as a competition class.			
SU014 J0775	Les Jones on behalf of the QLD Women's Sub Committee	22.7.1.2	<p><b>22.7.1 Junior Eligibility</b>            22.7.1.1 Juniors only to compete in junior competitions            22.7.1.2 No person who is under the age of 16 years may compete in other than a junior competition in the discipline of Supermoto.</p>	<p>Change Rule:            22.7.1.2 No person who is under the age of 16 years may compete in other than a Junior competition, <b>with the exception of Females 14 - Under 16 years old who may participate at Club Competitions only, in the senior Women's Class.</b></p> <p>This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions.</p>	SMC does not support the suggested rule change. This is due to the disparity in machine types, and the fact the Supermoto Class structure is seeing a large consolidation.			
SU015	SMC	22.7.3	SECTION 22C: COMPETITION RULES 22.7 GENERAL ELIGIBILITY	<p>Include:  <b>22.7.3 Veterans Eligibility</b>            22.7.3.1 Riders must have turned 35 years old before the 1st of January in the year of competition.</p> <p>Rule to provide base guidelines as to the Veterans Championship/Competition Classes, including limitations on machinery.</p>	SMC supports the inclusion, as a necessary definition to class eligibility.			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SU016	Bruce Hill	22.8.2	<p><b>22.8.2 Helmet Cameras</b>            22.8.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet. Helmet cameras are subject to approval by Chief Scrutineer.</p>	<p>Change Rule:</p> <p><b>22.8.2 Cameras</b>            22.8.2.1 Helmet and body mounted cameras are not permitted except by the permission of the Supp Regulations and subject to the approval by the Chief Scrutineer.            22.8.2.2 Camera mounted to the motorcycle must have a secondary tether to prevent the camera from detaching, subject to the approval by the Chief Scrutineer.</p> <p>Due to the high speed involved on the bitumen, a camera coming loose and hitting a fellow rider or creating a hazard on the track is a safety concern. There is no helmet manufacturer that will endorse the fixing of a camera by unknown solvents. The fixing of a camera to the helmet or body represents an unnecessary risk.</p>	<p>SMC supports the suggested change, except with the removal of the words 'and body mounted cameras' from the proposed rule 22.8.2.1.</p> <p>Change Rule:</p> <p>22.8.2.1 Helmet cameras are not permitted except by the permission of the Supp Regulations and subject to the approval by the Chief Scrutineer.            22.8.2.2 Camera mounted to the motorcycle must have a secondary tether to prevent the camera from detaching, subject to the approval by the Chief Scrutineer.</p> <p>SMC stands by their recommendations on helmet cameras.</p>	<p>Refer to previous discussion in other disciplines - RR1225.</p>		
SU017	Bruce Hill	22.21.3.10	<p>22.21.3.10 A non-return valve must be fitted to the tank breather pipe which must discharge into a catch tank with a minimum capacity of 350cc</p>	<p>Delete Rule or Change Rule:</p> <p>22.21.3.10 A non-return valve must be fitted to the tank breather pipe which must discharge into a catch tank with a minimum capacity of 350cc.</p> <p>The requirement to have the one way valve discharge to a catch tank is redundant as the one way valve prevents any discharge. This rule is already ignored by competitors as it is clearly not necessary. The Rule has already been deleted from Road Racing.</p>	<p>SMC supports the rewording of the rule to remove the requirement of a catch tank for bikes fitted with a non-return valve.</p>			



Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SU018	SMC	22.2, 22.3 & Section 22B: 22.5 & 22.6	<p>22.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS</p> <p>22.3 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS</p> <p>SECTION 22B: COMPETITION CLASSES 22.5 SENIOR COMPETITION CLASSES 22.6 JUNIOR COMPETITION CLASSES</p>	<p>Change Rule:</p> <p>22.2 CATEGORY FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS Supermoto Pro   Over 175cc to 250cc 2-stroke &amp; over 290cc to 450cc 4-stroke. MAX 32 Riders.</p> <p>22.3 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS Supermoto Junior   13-15 years, up to 125cc 2-stroke &amp; up to 250cc 4-stroke Supermoto Junior Lites   9-13 years, Over 65cc to 85cc 2-stroke &amp; over 90cc to 150cc 4-stroke.</p> <p>SECTION 22B: COMPETITION CLASSES 22.5 SENIOR COMPETITION CLASSES Supermoto Pro   Over 175cc to 250cc 2-stroke &amp; over 290cc to 450cc 4-stroke. MAX 32 Riders. Supermoto Open   Up to 500cc 2-stroke &amp; up to 700cc 4-stroke. Supermoto Clubman   Up to 500cc 2-stroke &amp; up to 700cc 4-stroke.</p> <p>22.6 JUNIOR COMPETITION CLASSES Supermoto Junior   13-15 years, up to 125cc 2-stroke &amp; up to 250cc 4-stroke. Supermoto Junior Lites   9-13 years, Over 65cc to 85cc 2-stroke &amp; over 90cc to 150cc 4-stroke.</p>	<p>SMC support the restructuring, and consolidation of classes within the Supermoto discipline.</p> <p>The reduction of the Championship classes down to one (for seniors), is to raise, not only the quality of championship racing, but the status of the championship event itself. This also brings the Supermoto discipline into line with the FIM World Supermoto championship.</p> <p>Event hosts will be able to run other Competition classes as support races at Championship events. Competition classes have been consolidated to ensure that, overall, more track time is provided to riders at any given event. (Note the potential inclusion of the Veterans Competition class - See item SU013).</p> <p>SMC understands the concerns of the 4 responses to the class/category rule changes and would like to make the Supermoto Open class an Australian Championship class as well. The Commission would also like to add to the competition classes list:</p> <p>Veterans 35yrs or older class - Up to 500cc 2 stroke &amp; up to 700cc 4 stroke</p> <p>In section 22B SMC recommend to remove max number of riders (32) for all classes and leave it to the promoter or event co-ordinator to choose as per track requirements. All other class/category changes as per our original recommendations.</p>		<p>SU1 - Feedback from Ross Taylor. Does not agree with the proposal/Commission's recommendation.</p> <p>SU2 - Feedback from Marty Duke. Does not agree with the proposal/Commission's recommendation.</p> <p>SU3 - Feedback from Aaron Watson. Does not agree with the proposal/Commission's recommendation.</p> <p>SU4 - Feedback from Matt Johns. Does not agree with the proposal/Commission's recommendation.</p>	
SU019	SMC	Section 22C Heading	SECTION 22C: COMPETITION RULES	SECTION 22C: CHAMPIONSHIP AND COMPETITION RULES Ensure clarity and that the sub-rules are interpreted to apply to both championship and competition classes	SMC supports the implementation of clearer, more concise Rules and wording.			
SU020	SMC	SECTION 22C: CHAMPIONSHIP AND COMPETITION RULES	N/A	SECTION 22C: CHAMPIONSHIP AND COMPETITION RULES 22.7.3 QUALIFICATION FOR CLASSES 22.7.3.1 To qualify for a Supermoto Pro race, a rider must achieve at least a time equal to 106% of the time recorded by the fastest rider of his class. 22.7.3.2 Any rider who fails to qualify for Supermoto Pro, will be reclassified to the Supermoto Open class. 22.7.3.3 Any rider entered into a Supermoto Clubman race, who achieves a qualifying time that is at least equal to 106% of the time recorded by the fastest rider of the Supermoto Open class shall be reclassified to the Supermoto Open class. 22.7.3.4 Race officials may alter the percentage amount, on a per event basis, where it is deemed necessary and in the interests of safety, fairness, competitiveness or the application of the set amount would make the running of the event impractical.	<p>SMC recommends the implementation of the proposed rule, in the interest of competitiveness, fairness and safety.</p> <p>Working in conjunction with the proposed class rule amendment, this rule is to ensure that riders are appropriately placed within a class that best ensures safety, competitiveness and fairness to all competitors.</p>			

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SU021	SMC	22.7 GENERAL ELIGIBILITY	N/A	Add Rule: 22.7.4 Oversubscription (Supermoto Clubman Only) 22.7.4.1 In the event that the Supermoto Clubman class is oversubscribed, event organisers may decide to run multiple groups.	SMC recommends the implementation to ensure all riders are allowed the chance to compete.  SMC agrees with R & T Committee, rule can be removed and dealt with in the Supp Regs for each event.	R&T would like further information on why this should be a Rule. Wouldn't this happen automatically for any class that was oversubscribed? R&T believe this would be detailed in Supp Regs.		
SU022	SMC	22.1.0.2	22.1 AUSTRALIAN SUPERMOTO CHAMPIONSHIP 22.1.0.1 The Australian Supermoto Championships are to be conducted annually. 22.1.0.2 The method of conducting this Championship will be listed in the supplementary regulations for the event(s).	Change Rule: 22.1.0.2 The following Race Format shall be adhered to for all Supermoto Pro Championship events: a) Free Practice of 30 minutes duration (if time within the event schedule allows), b) Two (2) Qualifying sessions, each of 20 minutes duration, c) Minimum three (3) Finals of (#) laps. Number of laps to be adapted to approx. 20 minutes of racing.	SMC recommends the implementation of the Rule change to ensure the appropriate amount of time is set aside for the premier level event in Championship competition. The race format is derived from/inline with FIM world level Supermoto racing.  Remove our recommendation for a race format and leave as existing.		SU1 - Feedback from Ross Taylor. Does not agree with the proposal/Commission's recommendation.  SU2 - Feedback from Marty Duke. Does not agree with the proposal/Commission's recommendation.  SU3 - Feedback from Aaron Watson. Does not agree with the proposal/Commission's recommendation.	
SU023	SMC	22.7, 22.8, 22.9, 22.11, 22.12, 22.13, 22.14, 22.15, 22.16, 22.17, 22.18, 22.19, 22.21.1, 22.21.2,	Refer to 2015 MoMS	Delete Rules.  Removal of the listed rules, and their associated sub-rules from the Supermoto specific area. Rules are largely duplicated in multiple disciplines, and should all be merged together into a single set of rules that apply to multiple disciplines in one section.	SMC recommends a simplification and removal of duplicate rules within the GCR's.			
SU024	SMC	22.22.10	22.22.10 Rims 22.22.10.1 Rims must be up to 17" in S1, S2 and S3 classes. 22.22.10.2 Rims other than 17" may be used in S4, S5, S6 classes. 22.22.10.3 Any rim size can be used in S7/S8 classes.	Change Rule:  22.22.10 Rims 22.22.10.1 Any rim size can be used in all classes. <del>22.22.10.1 Rims must be up to 17" in S1, S2 and S3 classes.</del> <del>22.22.10.2 Rims other than 17" may be used in S4, S5, S6 classes.</del> <del>22.22.10.3 Any rim size can be used in S7/S8 classes.</del>	SMC supports the implementation to assist in the growth and cost effectiveness of the sport.			
SU028	SMC	22.22.2.1	22.22.2 Exhaust Systems 22.22.2.1 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 two 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.	Delete clause c), d) & e).  22.22.2.1 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, <del>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.</del> <del>d) Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc.</del> <del>e) Where silencers are re-packable, have safety wired securing bolts.</del>	SMC recommend deletion to simplify the Rule. The Scrutineer already has authority to confirm or deny the safety of the machine.			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
SU029	SMC	22.22.8	<p><b>22.22.8 Drive Chain Protection</b></p> <p>22.22.8.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.</p> <p>22.22.8.2 The guard must be constructed of:</p> <p>a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or</p> <p>b) Fibreglass having a minimum thickness of 3mm.</p> <p>22.22.8.3 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.</p> <p>22.22.8.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.</p> <p>22.22.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.</p>	<p>Change Rule:</p> <p><b>22.22.8 Drive Chain Protection</b></p> <p>22.22.8.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.</p> <p>22.22.8.2 The guard must be constructed of suitable material, must be fitted in a way to prevent trapping between the lower chain run and the final drive sprocket, at the rear wheel.</p> <p><del>a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or</del></p> <p><del>b) Fibreglass having a minimum thickness of 3mm.</del></p> <p><del>22.22.8.3 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.</del></p> <p><del>22.22.8.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.</del></p> <p><del>22.22.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.</del></p>	<p>SMC recommend deletion of Rules 22.22.8.2 clause a) &amp; b), 22.22.8.3 - 22.22.8.5, and changing wording of 22.22.8.2 to simplify the rule.</p> <p>SMC agrees with R &amp; T Committee recommendation.</p>	<p>R&amp;T require clarification on this rule change. It is recommended that confusion between primary and secondary drives can be eliminated by modelling a new rule on the current GCR in Road Racing (13.17.10):</p> <p><b>22.22.8 Drive Chain Protection</b></p> <p>22.22.8.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.</p> <p>22.22.8.2 Projecting front/countershaft sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded.</p> <p>22.22.8.3 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.</p>		
SU030	SMC	22.10 MACHINE AND RIDER IDENTIFICATION	Refer to 2015 MoMS	<p>Delete all sub-rules, and replace with:</p> <p><b>22.10 MACHINE AND RIDER IDENTIFICATION</b></p> <p>22.10.1.1 For all competitions three (3) number plates must be fitted: one at the front and one on each side.</p> <p>22.10.1.2 All number plates must have figures which are clearly visible at a distance of 20 metres.</p> <p>22.10.1.3 Advertising is permitted on all machines, but must be at least 25 mm clear of the number plate background, and the riders name by either a gap or contrasting colour strip.</p>	SMC recommends deletion for simplification.			
SU031	SMC	Application of Chapter	<p><b>Application of Chapter</b></p> <p>The Rules set out in this chapter are for the discipline of Supermoto.</p> <p>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</p>	<p>Change Rule:</p> <p><b>Application of Chapter</b></p> <p>The Rules set out in this chapter are for the discipline of Supermoto.</p> <p><del>Everything that is not authorised and prescribed in this chapter is strictly prohibited.</del></p>	SMC recommends deletion, due to the rule being exclusive, not inclusive.			



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## Trials Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Kevin Zarczynski (Chair), Bob McGlinchy, Steve Scragg.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
TL589		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
TL590		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Trials Commission (TC) accepted as a true and accurate record of the meeting.	-	-	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
TL591	Ian Pickering	23.1	SECTION 23B: COMPETITION CLASSES 23.5 SENIOR COMPETITION CLASSES AND GRADES	<p>Add a new class age category:</p> <p>Pre Masters - Aged 22 to 34 years (This class will compete using the Masters lines)</p> <p>There is currently no class for male riders aged 22-34 years that enables them to compete at a National level on a modern monoshock bike, unless they enter Open Solo. The new class would provide a stepping stone between Youth and Open Solo; therefore increasing the number of riders in an Australian Championship.</p> <p>It would also provide an unbroken career path for male riders, similar to the successful path available to female riders. Currently it is difficult to retain male riders in the 22-34 age group, as they seem drawn to other motorcycle disciplines that cater specifically for their age group with a class that will build their skills and confidence before expecting them to step into a more advanced class like Open Solo.</p> <p>The number of riders in the Open Solo would not be reduced; with the expectation that more riders would be comfortable competing at this level (Open Solo) after participation in the Pre-Masters.</p>	<p>TC feels that the Australian Championships is for riders competing in Australian Championship classes, the TC does not believe there can be a class for every competitor in an Australian Titles event.</p>			
TL592	Bev Anderson	23.1	SECTION 23A: AUSTRALIAN CHAMPIONSHIPS 23.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS	<p>Include the following class categories for Seniors:</p> <p>TRIAL Solo Sidecar Classic Post Classic Youth Veteran-Aged 40 to 49 years Veteran-Aged 50 to 59 years Veteran-Aged 60 years and over Masters Open Women Masters Women-Aged 40 to 55 years Super Masters Women-Aged 56 to 69 years Grand Masters Women-Aged 70 years and over Air Cooled Mono Shock</p> <p>Currently the "Women's" class in Trials has the highest number of entrants of any class in the championships. Just as Veteran classes cater for men competing at older ages, so should there be an available path for women. Older women in Trials are excellent role models for younger women and should be supported in their own classes.</p>	<p>TC recommend that it is not necessary at this time to create additional women's classes for potential class interest that may arise in the future. The Rule requirement from GCR 23.4.1.1 of 5 starters per class for a National Championship to be awarded will not be changed, and classes can not be created on the basis of possible future entries. There is no ruling that excludes women from entering the senior Championship classes such as Solo, Masters, or Veterans, and should women's participation in such classes increase a review of possible new classes can then be undertaken.</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
TL593	Peter Hamer	23.12.3.2	23.12.3.2 The penalties on the following table apply:  Riding over, touching or riding on or dislodging a grade marker for a riders own grade.	Change Rule:  Dislodging a grade marker for a riders own grade where the observer considers it necessary to reinstate the marker prior to the section attempt of the next rider.  The current Rule is open to interpretation and is subjective. The touching of a marker without altering the section or gaining advantage is not always visible to the Observer. The change proposed in the Rule is consistent with UK and ACU Rules and allows the Observer to make a decision based on the question "Has the rider touched, ridden over or moved the marker sufficiently to need me to replace the marker in its original position?". If YES, then 5 points deducted, if NO, then the penalty does not apply.  The Rules need to be clearer in Trials, and although FIM WTC regard any touch of a marker as an infringement, the ordinary club Trial is not FIM WTC and riders need to be encouraged and supported without overly subjective infringements.	TC do not support a change to this Rule.  Such a change would increase the burden on Observers to make difficult determinations and decisions, and to examine markers before each rider enters the section. The current rule is clear to understand, gives the minimum scope for discussion and reduces the likely hood of sections needing continuous repair.  TC uphold their original recommendations - they do not support this proposal.		TL1 - Feedback from Peter Hamer. Does not agree with the Commission's recommendations.	
TL594	David Ault on behalf of the NSW Trials Committee	23.12.3.2	23.12.3.2 The penalties on the following table apply:	Include on table:  Rider not wearing Engine Cut-out Lanyard in Section - 5 Points Lost  The current rule stipulates that lanyards must be fitted, but does not go so far as to apply a penalty for non-compliance in using them.	TC recommend to change GCR 23.16.4.1 to read:  23.16.4.1 All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.  TC recommend to add a new infringement penalty to GCR 23.12.3.2 table "ALL TRIAL" section:  The rider does not have the lanyard cut-out switch attached to the wrist while in the section - 5 Points Lost.			
TL595	Bob McGlinchy	23.12.3.2	23.12.3.2 The penalties on the following table apply:	Include on table:  Rider not wearing Engine Cut-out Lanyard in Section - 5 Points Lost  Whilst 23.16.4.1 requires all machines to be fitted with a lanyard, there is no penalty to the rider if they fail to attach it in a section. This has been a noted omission at Trails Championships, and brings the rule inline with FIM Trials Rules.	TC agrees with principal. Refer to Item TL594.			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
TL596	Paul Wright	23.12.2.5	23.12.2.5 Where a section is marked by stakes they must be: a) Of flexible material, b) Connected by tape placed no more than 500mm above the ground, c) Coloured red for right, d) Coloured white for left.	Change clause a): 23.12.2.5 Where a section is marked by stakes they must be: a) <b>Stakes made of flexible material,</b>  Some clubs are use flexible boundary tape holders but still fitting wooden stakes. This is a serious safety issue, with the possibility of impalement.	TC recommends that 23.12.2.5 a) already covers the use of flexible stakes, therefore timber, steel or rigid stakes are not allowed. Clubs should ensure they are following GCR's for competitors safety.			
TL597	David Ault on behalf of the NSW Trials Committee	23.16.4	<b>23.16.4 Ignition Cut-Out Switch</b> 23.16.4.1 All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.	Change Rule: 23.16.4.1 All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit. 23.16.4.2 Penalty for non-compliance for each section ridden without a lanyard attached to the rider shall be a 5 point deduction. 23.16.4.3 Additional penalties and/or fines may be imposed for repeated breaches of this safety ruling.  The current rule stipulates that lanyards must be fitted, but does not go so far as to apply a penalty for non-compliance.	TC agree in principal, however we recommend to change GCR 23.16.4.1 to read:  23.16.4.1 All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.  TC recommend to add a new infringement penalty to GCR 23.12.3.2 table "ALL TRIAL" section:  The rider does not have the lanyard cut-out switch attached to the wrist while in the section - 5 Points Lost.			
TL598	TC	23.8.1.1	<b>23.8.1 Junior Endorsements</b> 23.8.1.1 Endorsements will be issued for: • Up to 125cc • Up to 200cc • Trial Open Capacity • Trial Electric Bike (open Kw)	Change Rule : 23.8.1.1 Endorsements will be issued for: • Up to 125cc • Up to 200cc • Trial Open Capacity • Trial Electric Bike ( <del>open Kw</del> )	TC recommends change as the Rule wording is not consistent with GCR 23.6.1.2: junior classes electric machines.			





Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
TL602	TC	3.8.0.4	3.8.0.4 Endorsements will be issued for:  Trial Up to 125cc Up to 200cc Trial Open Capacity Trial Electric Bike (open Kw)	Change Rule:  3.8.0.4 Endorsements will be issued for:  Trial Up to 125cc Up to 200cc Trial Open Capacity Trial Electric Bike ( <del>open Kw</del> )	TC recommend the change as Rule wording is not consistent with 23.6.1.2 junior classes electric machines.	-		
TL603	TC	23.1	23.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS	Evaluate class:  Air Cooled Mono Shock		-		
TL604	TC	23.1	23.10 PROTECTIVE CLOTHING AND HELMETS 23.10.0.1 No competitor may practice, start or compete in any Trial competition unless wearing the following protective equipment and clothing: 23.10.1 Helmet	N/A	TC believes the current Rules regarding helmets are sufficient, except that a production date for the AS1698 helmets is not identified. TC recommend that helmets for competition use should be less than 10 years old.	-		
TL605	TC	X-Trial and Super Trial	N/A		The inaugural X-Trial championship was held in Thomlie, WA on 11-12th April  TC discussed the successful running of the X-Trial championship, and encourages the promotion of similar events in the future.	-		
TL606	TC	23.12.3.2	23.12.3.2 The penalties on the following table apply:  Super Trial: Stopping whilst footing once - 5 points lost Footing twice whilst stopped - 5 points lost Footing more than twice whilst stopped - 5 points lost	Change Rule:  23.12.3.2 The penalties on the following table apply:  Super Trial: Stopping whilst footing once - 1 point lost Footing twice whilst stopped - 2 points lost Footing more than twice whilst stopped - 3 points lost	TC recommend updating the Rule to bring them in line with current event requirements for Super Trial competitions.	-		
TL607	TC	MoMS distribution to Officials and Members	N/A	N/A	TC recommends that all MA officials and MA members receive a printed copy of the MoMS each year. This will greatly improve understanding and awareness of the Rules.	-		



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## Womens Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Christine Knee (Chair), Kerry Marsh, Bec Lipsett.

APOLOGY: Melissa Holmes, Bec Lipsett (Sunday 19th only)

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
WO185		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
WO186		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Womens Commission (WC) accepted as a true and accurate record of the meeting.	-	-	
WO190 JO775 MX1124 EO916 DT574 SU013	Les Jones on behalf of the QLD Women's Sub-Committee	15.11	15.11 JUNIOR ELIGIBILITY	<p>Include Rule:</p> <p>15.11.2.2 Females 14 - Under 16 years old may participate at Club Competitions in the senior Women's Class.</p> <p>This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions. Would be best implemented across the disciplines of MX, Dirt Track, Supermoto and Enduro.</p>	WC does not endorse this proposal. Seniors and Juniors are not able to race together, and should the Rule change be permitted for women, then it must also change for other classes as well.			

## Junior Sport and Development Commission Meeting Minutes - Final

Minutes of the meetings held April to October 2015

PRESENT: Colin Foulds (Chair), Rodney McGee, Julie Waters.

APOLOGY: None

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
J0767		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	-	-	
J0768		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 Junior Sport & Development Commission (JC) accepted as a true and accurate record of the meeting.	-	-	
J0769 RR1223	Chris Barton	13.5	<p>13.5 JUNIOR COMPETITION CLASSES            JUNIOR AGE CATEGORY CAPACITY/CLASS            14 and above 125GP, 250 GP Mono, Moto3, 250 Production</p>	<p>13.5 JUNIOR COMPETITION CLASSES            JUNIOR AGE CATEGORY CAPACITY/CLASS            13 and above 125GP, 250 GP Mono, Moto3, 250 Production</p> <p>Allow the use of 250GP Mono by rider aged 13 years and above. If not in competition, then allow them to practice/train at MA sanctioned Junior Development days.            As a class run in conjunction with 125/Moto3 Competition, the rule amendment should be made for use in Junior racing development, and so aligning MA rules with FIM Sanctioned Junior Events and Doma/FIM classes such as the Pre-Moto3 and The European Moriwaki Cup. We had 18 riders try out in 2014 for the FIM sanctioned (Doma run) "Asia Talent Cup", with 2 selected by Alberto Puig to ride Honda NSF Moto3 machines. With current MA rules neither of these riders were old enough to ride both the stock 250 Mono (with a stock Honda CRFX engine) or a Moto3 machine at any MA event - be it a race meeting or training/development day.</p> <p>There is currently a growing trend of underage riders using these machines at non-MA events at various tracks. MA should embrace and control this trend to assist with the transition to Moto3 Competition in the future. Currently riders aged 13 and above are able to complete in FIM sanctioned 250 GP Mono/ Moto3 / M3 / GP3 events.            A suggested BHP limit as per "Pre-Moto3", as in Spain/Italy and the European Moriwaki Junior Championship, should be implemented as per current rules to keep BHP in check.</p>	<p>JC agree in principal. This will allow junior riders more time on the track to practice/learn to compete in this class.</p> <p>The current Rule should remain however, i.e. 14 and above for Competition class. JC recommend introducing a Demonstration Class for 13 to 14 years (inclusive) at sanctioned practice days - provided they have been endorsed under the junior coaching program, and therefore acting as a transitional class, subject to state or local legislation.</p>	-		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
J0770 RR1224	Tim Hewitt	13.8.0.5	13.8.0.5 Competitors aged 14 to under 16 years may participate in classes listed in GCR 13.8.0.3, provided the following conditions are met: a) The State Controlling Body is satisfied of their competence, b) The competitor obtains a licence endorsement for Road Racing only, c) The competitor competes in the classes listed in GCR 13.8.0.3 or in combined classes with similar performing machines e.g. 250/300/500 Production, 400cc 4-Stroke.	Add additional clause:  <b>d) Such endorsed competitors, if entered in a Senior Class listed in 13.0.8.4, are ineligible for entry into a Junior competition class conducted at the same event.</b>  Not all Juniors choose, or a eligible due to age constraints, to be endorsed in accordance with 13.8.0.5, and are therefore placed at a disadvantage when competing in Junior events at the same meeting with riders who have enhanced race skills gained from Senior competition.  Similar to: 15.11.1.4 h) A relevant controlling body may grade junior competitors according to their respective skills,	JC agrees, as it is competition at the same club event.  JC still agree with original decision/proposal and rationale, as does the Road Racing Commission.		JO1 - Feedback from Wayne Emerson. Does not agree with the proposal, or the Commission's recommendation.  JO2 - Feedback from Gary Ellem. Does not agree with the proposal, or the Commission's recommendation.	
J0771 MX1116	Rod van Doren	MX/SX	Motorcycling NSW do not have 4-7 year old juniors in 50cc Demo Class (aka Nippers) start behind gates.	It should be an Australian wide rule under junior Demo class in Motocross that race starts are from behind start gates. As the speed increases in the Auto Class, it would be safer for the juniors to practice gate starts from the younger age, and it brings NSW into line with the other states. Juniors in NSW are at a disadvantage when competing in the Auto Class against other states; who have had practice with gate starts from 4 years old.	JC disagrees as it is a demonstration class and the starting manner should be left to the discretion of the relevant SCB.			
J0772 MX1117	Anthony Ayres	15.3 and/or 15.6 And potentially 15.11.1.4 et al	<b>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</b>  50cc: Division 2 - 7 to under 9 years 65cc Solo - 7 to under 9 years,  <b>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS</b> 4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class  15.11.1.4 Subject to GCR 15.11.1.a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical. a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years,	Change Rule:  15.3 50cc Division 2 - 6 to under 9 years  AND/OR  15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class  If required change 15.11.1.4 clause b):  b) No applicant will be issued with their first competition licence if they are <b>under the age of 6 years</b> ,  3 years in a Demo Class restricted to a Homologated 50cc Demo machine is too long for some juniors, who have the capacity to advance into the Auto Class, or ride a 65cc machine in a Demo Class to gain the required skills for competitive riding. It is turning frustrated families away from club events and into private/recreational riding on machines of their choice. The restrictions are without basis on current trends in riding, nor available safety gear etc. It could be administered on a trial basis for 2 years to measure the effect on clubs and competitive classes.  The Rule for 7 to under 9 participation in 65cc Solo Class could remain as standard: which gives junior riders 2 years learning in Demo Class, 1 year of competitive riding in the 50cc Auto Class, and then advancement into the 65cc Solo. With the upper Class age limits remaining the same, it offers those juniors who require longer in Demo/50cc Auto Class the opportunity they require as well.	JC does not endorse the submission. We believe removal of homologation for 50cc Demo class will assist with this matter. JC will review this matter in 12 months time to analyse the impact this change has made.			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
J0773 MX1118	Aaron Skalecki	15.3 and/or 15.24.5	<p>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS</p> <p>4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.</p> <p>a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years,</p> <p>And/or</p> <p>15.24.5 Junior Trail Bikes eligible for competition</p> <p>15.24.5.1 The following machines are eligible for club and inter-club competitions:</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>AND/OR</p> <p>Delete or Extend the list of Homologated Machines for 50cc Demo Class</p> <p>For bigger 6 year old junior riders it is now a safety concern that they are not eligible to ride larger machines in the 50cc Demo Class: nor are they allowed to move into the 50cc Auto Class. Juniors on bikes that are too small ride poorly, crash often and cannot learn the required skills to assist them in the Auto Class when they turn 7. To change either the Class, or the Homologation rules on bikes in the 50cc Demo Class will make riding easier and safer for juniors that are of a size that naturally fits a bigger machine.</p>	<p>JC believe removal of homologation for 50cc Demo class will assist with this matter. JC will review this matter in 12 months time to analyse the impact this change has made.</p> <p>See Item J0772</p>			

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback	R&T / Board Decision
JO774 MX1119	Carla Williams	15.3 and/or 15.24.5	<p>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS</p> <p>4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.</p> <p>a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes:</p> <p>b) No applicant will be issued with their first competition licence if they are under the age of 7 years,</p> <p>And/or</p> <p>15.24.5 Junior Trail Bikes eligible for competition</p> <p>15.24.5.1 The following machines are eligible for club and inter-club competitions:</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>AND/OR</p> <p>Delete or Extend the list of Homologated Machines for 50cc Demo Class</p> <p>With the Rules as they are, parents are not allowed to choose the bike most suitable for their child. Starting out at a club is made impossible when a junior cannot ride the same bike they have at home, and families cannot afford to buy another, smaller bike just for club days. Families being turned away from clubs leaves a sour taste, and is totally counter-productive to the sport. Safety is not a valid argument to keep larger juniors off suitable machines: there are always going to be faster and slower riders in the Classes, even when allowed on exactly the same model bike. The 50cc capacity restrictions and GCR 15.24.6.2 should be enough to control the Class for junior riders, with exclusions on particular models only if necessary.</p>	<p>JC believe removal of homologation for 50cc Demo class will assist with this matter. JC will review this matter in 12 months time to analyse the impact this change has made.</p> <p>See Item JO772</p>			
JO775 MX1124 EO916 DT574 SU013	Les Jones on behalf of the QLD Women's Sub Committee	15.11	15.11 JUNIOR ELIGIBILITY	<p>Include Rule:</p> <p>15.11.2.2 Females 14 - Under 16 years old may participate at Club Competitions in the senior Women's Class.</p> <p>This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions. Would be best implemented across the disciplines of MX, Dirt Track, Supermoto and Enduro.</p>	<p>JC does not endorse this proposal. We recommend that Seniors and Juniors should not be put together.</p>			
JO776 EO915	Bryan Noble	17.14.23.3	17.14.23.2 Enduro courses for Juniors must have one refuelling stop every 35km.	<p>Change Rule:</p> <p>17.14.23.2 Enduro courses for Juniors must have one refuelling stop at a maximum of every 35km.</p> <p>Wording requires change as a fuel stop may be located at less than 35kms, and currently the rule could be interpreted as being mandatory to have ANOTHER fuel stop at 35km.</p>	<p>JC agree that the Rule may be ambiguous/open to interpretation and suggest wording to be:</p> <p>17.14.23.2 Enduro courses for Juniors must have one refuelling stop at intervals no greater than 35km.</p>			

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JO777 (previously 776) SW792	Ivan Golding	19.2	19.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS JUNIOR SPEEDWAY CHAMPIONSHIPS 125 Solo Under 16 years – Individual 125 Solo Under 16 years – Teams 250 Solo 13 to Under 16 years – Individual 250cc Sidecar 11 to Under 16 years – Rider 9 to Under 16 years – Passenger	Change Rule: 125 Solo 9 to Under 16 years – Individual 125 Solo 9 to Under 16 years – Teams 250 Solo 13 to Under 16 years – Individual 250cc Sidecar 11 to Under 16 years – Rider 9 to Under 16 years – Passenger  Change so that 19.4.1.1 Age Group is complied with:  7 to under 9 years – 125cc single 4-stroke solo 9 to under 16 years – 125cc single 4-stroke solo	JC agrees with the submission.  Rick Gill agrees with Commission, no further comment required.		JO1 - Feedback from Rick Gill (MWA). Agrees with the Proposal and the Commissions recommendation.	
JO778 (previously 777) SW793	Rick Gill	19.2 / 19.4.1.1 / 19.4.2.1 / 19.19.0.3	JUNIOR SPEEDWAY CHAMPIONSHIPS 125 Solo Under 16 years - Individual  19.4.1.1 Junior - age groups and capacities - solo and sidecar 13 to under 16 years 250cc solo  19.4.2.1 Juniors only to compete in junior competitions.  19.19.0.3 Riders using these machines must be: a) A minimum age 250cc 13 years to under 16 years, minimum age 350cc 14 years to under 16 years, e) No juniors are permitted on track with seniors.	Change Rule JUNIOR SPEEDWAY CHAMPIONSHIPS 125 Solo Under 17 years - Individual  19.4.1.1 Junior - age groups and capacities - solo and sidecar 13 to under 17 years 250cc solo  19.4.2.1 No person under who is under the age of 16 years may compete in other than junior competition. Senior competitors aged 17 as at 1 January may compete with Junior competitors in the 250cc Solo 13 to under 17 age group.  19.19.0.3 Riders using these machines must be: a) A minimum age 250cc 13 years, minimum age 350cc 14 years, e) No juniors are permitted on track with seniors, excepting senior riders aged 17 as at 1 January who may participate in the junior class of 250cc Solo machines.  These changes fix an anomaly that affects more than 33% of all junior speedway riders. Speedway being a summer sport, has a season that runs between calendar years; resulting in juniors loosing the chance to finish junior seasons, and even not having the opportunity to compete in nation championships at a senior level (when the change over is from 31 December).  This rule will only apply to 250cc machines, as this is the class affected the most by the age restrictions. The 350cc class is no longer viable, and should not be accommodated in the rule change to discourage participants further.  No licencing changes are required.	JC disagree. Age rule must be uniform across all disciplines. See Item SW793 for further recommendations.  Rick Gill agrees (?) with Commission, no further comment required		JO1 - Feedback from Rick Gill (MWA). Agrees with the Proposal and NOT the Commission's recommendation.	
JO779 (previously 778) SW794	Ivan Golding	19.4.2	19.4.2 Junior Eligibility Endorsements will be issued for:	Change Rule: 19.4.2 Junior Eligibility Endorsements, from an MA licenced coach, will be issued for:  Specifies how competitors are endorsed to avoid confusion.	JC disagree. Endorsements are issued by SCB's and assessment requirements are covered under 3.8 Junior Coaching Program.			

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JO780 DT582	Bankstown Wiley Park MC Club	20.17.5.2	20.17.5 Junior Dirt Track 20.17.5.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are not allowed.	Change Rule:  20.17.5.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are <b>only permitted at the sole discretion of the Track Licensee.</b>  Some tracks have surface materials capable of sustaining use of knobby tyres without degradation. Allowing their use on larger machines will facilitate the sport of Dirt Track to grow, with riders from other disciplines easily crossing over without machine alterations.	JC endorses the submission as is.			
JO781	Ralph Freeman	1.1.0.21	1.1.0.21 "Motorcycle" means and includes: a) Solo - a one-track vehicle with two wheels with the drive through the rear wheel.	Change Rule:  1.1.0.21 "Motorcycle" means and includes: <b>a) Solo - consisting of a frame, the structure or structures used to join any steering mechanism at the front of the machine, the engine, gear box and all components of rear suspension.</b>  In some disciplines a "change of machine" can be allowed, with what can be changed being stipulated within the SR's - and allows for confusion. Intrinsic parts which make up the machine should allow more understanding.	JC is uncertain what Ralph is requesting. A change of machine is allowed and in most cases is a complete change, not components. The commission believe the proposed wording would only complicate matters and cannot see its relevance to a machine change.			
JO783	Murray Garlan	Flags	N/A	Introduce a Rule that ensures a Yellow Flag is available in pit lane for someone to use in an emergency. Penalties would apply for deliberate misuse.  This addition would improve rider safety with minimal risk. As Flag Marshals are spread thinly around the Track, once a Yellow Flag has been waved, why not have someone in Pit Lane waving one more to ensure riders are aware of situations up ahead. There has been the case of a rider stalling a motorcycle at a start line and, being near the front, was hit from behind by a rider who was unaware of the situation. The second rider could not see the Yellow Flag being waved from the right-hand side of the Track (closer to the start line).	JC disagrees. The location and use of the yellow flag can be implemented by the Steward or Clerk of Course if they feel it is a safety concern.			
JO784	JC	3.4 & 3.8	N/A	Add Rule:  3.8.0.11 Junior licence holders who have been endorsed by an accredited coach to a larger capacity may be issued with a 28 day interim licence, which thereby entitles the junior to commence riding in the class that has been newly endorsed.	Currently, after a rider has passed their competency based assessment for change of capacity, they are not able to compete in this class until the endorsement is noted on their licence.  JC proposes that once the accredited coach has signed off on a riders competency, the coach can then issue an interim licence (short term e.g. 28 days) to allow the rider to compete whilst waiting for their hard copy of the endorsed licence to be received.  JC request when will the R&T recommendation be actioned as in NSW this is a big problem? i.e. waiting for endorsed licence to be issued as log book entry is not being accepted as per MOMS.	R&T recommend that recognising the proof as signing off in a Log Book, means an "interim licence" is not required. The junior rider can simply retain their signed Log Book until their new endorsed licence arrives.  The new database will also allow immediate checking of confirmation of endorsements.  Interim licences are not recommended.		



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JO785 RR1251 HRR754	J Clancy	Sidecar Practice Involving Jnr Riders	N/A  Similar to 2013 MoMS GCR:  <b>15.12 125cc GP CLASS</b> 15.12.1.1 14 year old competitors may participate in the 125cc GP class or the 250 GP Mono class only provided they: a) Satisfy their SCB of their competence, b) Obtain a licence endorsement for Road Racing only, c) Compete in the 125cc GP class or in combined classes with similar performing machines. e.g.. 250cc Production, 400cc 4-Stroke. d) State legislation will override these rules where applicable	Allow juniors 14-16 to PRACTICE on a Road Racing sidecar at MV Practice Days, Junior Development Days, or Come & Try Days.  Other disciplines do not have any age restrictions. The encouragement of juniors on sidecars may lead to better participation in senior race down the track. Motorcycling UK and Motorcycling NZ do not have any rules in place at this stage to accommodate this Rule change.  Add Rule:  <b>13.33 JUNIOR SIDECAR PRACTICE</b> <b>13.33.1 Junior competitors, 14 - 16 years, may participate in the practice sessions of F2 600cc sidecar class only provided they:</b> a) Ride with an experienced MA National senior licence holder or Road Racing coach, b) Have held a MA National junior licence for a minimum of 2 years prior, c) Wear a fluoro vest (rider and passenger) to distinguish the sidecar from other senior riders on track, d) Are supervised at an event where a ratio of one or two sidecars per coach is applicable. d) State legislation will override these rules where applicable.	JC disagrees with the proposal. There are many safety aspects to consider as well as state legislative requirements. Further detailed investigation would be required.  JC is still of same opinion and recommendation until further detailed information is provided, particularly from other SCB's.	R&T would like it noted that RRC support the proposal, whilst the HRRRC and JC do not. This may need to be investigated further to ensure consistency between the Commissions.	JO1 - Feedback from Brian March (on behalf of HMRV). Supports the Rule Proposal.	
JO786 & All Disciplines	MA		<b>13.12.11 Finishes</b> 13.12.11.1 For events where speed is the determinant:  d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine,	Change Rule:  14.10.7.1 For events where speed is the determinant:  d) Where there are two competitors required to be on one machine together, both must finish the event <del>on</del> <b>in contact with</b> the machine. On a solo machine the competitor must finish the event <del>on</del> <b>in contact with</b> the machine,  Current Rule is open to interpretation at different events around the country. Different interpretations occur between riding, coasting, pushing, engine running or stopped - and whether or not this constitutes the riders being 'on the machine'.	JC agrees with the recommendation as outlined.			