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Classic Motocross & Dirt Track Commission Meeting Minutes - Final

Minutes of the meeting held on the 18th & 19th April, 2015

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

IN ATTENDANCE: Lindsay Granger (Rules & Technical Committee)

APOLOGY: None

MEETING OPENS: 10.30AM

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA 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	MA Board Decision
CMX383	Allan Smith	16.1 / 16.3 / 16.4	<p>16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS</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>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.</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>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
CMX384	Rocky Warren (on behalf of the Australia Sidecar Association)	16.1	16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS	<p>Introduce a new Class to Post Classic Motocross & Dirt Track: Pre 90 Sidecar up to 1300cc</p> <p>Pre 90 is for sidecars constructed with motors manufactured prior to 31st December.</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 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	MA Board Decision
CMX385	Heaven VMX Inc. (NSW)	16.9.3	<p>16.9.3 Class Identification</p> <p>16.9.3.1 A letter will be:</p> <p>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.</p> <p>16.9.3.2 Identification letters for each class are:</p> <p>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:</p> <p>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>16.9.3 Class Identification</p> <p>16.9.3.1 A letter will be:</p> <p>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.</p> <p>16.9.3.2 Identification letters for each class are:</p> <p>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>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA 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.		
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.	
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.	
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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
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.	
CMX391	Heaven VMX Inc. (NSW) AND QVMX (same submission)	16.15.12	16.15.12 Acceptable machines and components: Evolution Class Solo 16.15.12.1 Bikes will be OEM (original equipment manufacturer). 16.15.12.2 Modifications converting later equipment to comply will not be allowed. 16.15.12.3 All components will be of the period the machine was manufactured: a) No linkage suspension, b) No disk brakes, c) Air cooled motors. 16.15.12.4 Carburettors; period flat slide carburettors and any round slide carburettor may be used. 16.15.12.5 Engines and gearboxes must remain externally unchanged. 16.15.12.6 All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 16.12. 16.15.12.7 Folding footrests must be fitted. 16.15.12.8 Countershaft sprocket covers will be fitted. 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.	Change Rule: 16.15.12 Acceptable machines and components: Evolution Class Solo 16.15.12.1 Machine will be 1984 and older models originally manufactured before 31 December 1984 with OEM: a) Non linkage suspension, b) Drum brakes, c) Air cooled engines. 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. 16.15.12.2 Modifications converting later equipment to comply will not be allowed. 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: 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.	David Tanner considered himself to be conflicted on this matter and handed Chair to Shane Fraser. Lindsay Granger, Rules & Technical Committee sat in as advisor. 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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
CMX391 (continued)				<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>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 where 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>		

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
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, and must be fitted with rear twin shock absorbers. Single rear shock absorbers are not permitted.</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>	
CMX393	CMXC	Overview	<p>Overview 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 The Australian Post Classic Motocross Championships.</p>	<p>CMXC would alter the paragraph to ensure continuity.</p>	
CMX394	CMXC	Application of Chapter	<p>Application Of Chapter 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.</p>	<p>Delete 2nd Sentence:</p> <p>Application Of Chapter 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.</p>	<p>CMXC wish to delete the "God" clause, it is not relevant to this discipline.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
CMX395	CMXC	16.8.4	16.8.4 Minimum requirements of protective clothing 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: 16.8.4 Minimum requirements of protective clothing 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.	CMXC recommends that this requires updating to make the Rule more concise.	
CMX396	CMXC	16.8.44	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, must be used in Dirt Track.	CMXC recommend that as Modern MX is not required to have a full back protector, then CMX should be the same.	
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 16.8.4 Minimum requirements of protective clothing.	
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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
CMX399	CMXC	16.15.5	16.15.5 Tyres 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.	Delete Rule.	CMXC feels that these Rules are no longer required and are not relevant to Classic or Post Classic MX.	
CMX399	CMXC	16.15.10	16.15.10 Acceptable machines and components: Pre 75 Solo	New Rule: 16.15.10.9 Thor and KLP swingarms are not acceptable.	CMXC recommends that these swing arms are not allowed in pre-1975 competition. 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 reasearch the CMXC is unable to agree that these parts are a suitable replica and recommends that they are not acceptable.	
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.	
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).	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
CMX402	CMXC	16.1 and 16.3	<p>16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS</p> <p>Pre 75 Solo 125cc Pre 78 Solo 125cc</p> <p>16.3 CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK COMPETITION CLASSES</p> <p>Pre 75 solo 125cc Pre 78 solo 125cc</p>	<p>Change Rules:</p> <p>Pre 75 up to 125cc Pre 78 up to 125cc</p>	<p>CMXC hopes the amendment will encourage participation from smaller cc machines such as Classic 100cc MX machines that were commonly available in that period.</p>	
CMX403	CMXC	Follow-on models		Request to the SCBs to assist with follow on models	Commission asks the SCBs to provide additional machines over all classes that may be considered suitable follow on models.	
CMX404	Lech Budniak	Scrutineers	N/A	<p>Add Rule:</p> <p>2.5.x.x Scrutineer</p> <p>The Scrutineer checks all motorcycles for compliance with the corresponding discipline's rules and Supplementary Regulations. This is done at the beginning of the meeting (and at other times if required) and for all motorcycles involved in accidents, prior to being permitted to return to the track. The Scrutineer report to the Chief Scrutineer, who then reports to the Clerk of Course.</p> <p>The is no definition of the Scrutineer's role. This has caused confusion about whether the Scrutineer is to ensure the compliance with the rules (which indirectly ensures safety), or whether the role is to check every component of the bike for safety. This is problematic as the Scrutineer could be judged as legally liable for an unsafe motorcycle. Widely varying standards are being enforced by well meaning Scrutineers making up their own rules and excluding riders because of them. If an item is important enough to exclude a bike, it should be listed in the discipline's requirements. How else can newcomers know the machine requirements?</p>	<p>CMXC agree that there is limited definition in 2.5.10 as to the Scrutineers role. We suggest the Rules & Technical Committee to consider the proposal and amend to include suitable definition of the role.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
CMX405	CMXC	Log Books	<p>N/A</p> <p>Similar to:</p> <p>14.11.3 Log Books 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>16.7 GENERAL RULES 16.7.1 Log Books 16.7.1.1 Machines entered in the Australian Classic Motocross Championships & 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"> - It supports the identification of eligible machines and/or components. - Used in HRR with good results; discussion has taken place with the HRR Commission, who agree with benefits of Log Books. - Less time spent on/issues when scrutineering machines before/during events. - Can be implemented over a 2 year period, by Class categories or similar groups. 	

MEETING CLOSES: 3.30PM Sunday 19th April