



147 Montague Street Phone (+61-3) 9684 0500
PO Box 134 Fax (+61-3) 9684 0555
South Melbourne Internet: www.ma.org.au
Victoria 3205 Email: mail@ma.org.au

Supported by



Australian Government
Australian Sports Commission

ABN 83 057 830 083

Enduro Commission Meeting Minutes - Final

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

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

APOLOGY: None

MEETING OPENS:

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
EO910		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	
EO911		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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
EO912	Collin Jennings on behalf of the Motorcycling WA Enduro Panel Trail & Enduro Motorcycle Club (WA)	Not enough time is being given to States/Clubs to comfortably organise the Australia 4 Day Enduro Championship (A4DE).	N/A	<p>The current system of advertising for expressions of interest in the year immediately before the A4DE is not practical for getting a commitment from clubs to run the event.</p> <p>Unlike other disciplines, which mostly run from established circuits/facilities, it is more difficult for Enduro events to gather all necessary approvals from various government/private agencies. This task realistically takes a <u>minimum</u> of 2 years.</p> <p>It is recommended that the roster system be re-established and printed in the Moms each year detailing the States anticipated to conduct the A4DE for the following 5 years.</p> <p>It would then be up to the State Controlling body (through their Enduro Committee) to sort out which clubs will be running that Championship in their allocated year. This can be monitored and administered by the Enduro Commission.</p> <p>Reinstating the roster system for the allocation of the A4DE Championships will enable interested clubs to have a realistic run-in time for planning and running an A4DE.</p>	Although EC agree that expressions of interest need to go out early and even 2 years in advance, it is not practical to assign states to a Roster as this won't always suit states to run during their "Rostered" Year. This is more of a Procedural operation from the office of MA rather than a Rule for the GCR book.	
EO913	Bryan Noble	17.1	<p>17.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS</p> <p>Class E1 100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke Class E2 175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke</p>	<p>Change Rule:</p> <p>Class E1 100cc to 200cc 2 stroke & 150cc to 250cc 4 stroke Class E2 220cc to 250cc 2 stroke & 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	MA Board Decision
EO914	Bryan Noble	17.2	<p>17.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS</p> <p>E1 100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke E2 175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke</p>	<p>Change Rule:</p> <p>Class E1 100cc to 200cc 2 stroke & 150cc to 250cc 4 stroke Class E2 220cc to 250cc 2 stroke & 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>	<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.</p>	
EO915	Bryan Noble	17.5	<p>SECTION 17B: COMPETITION CLASSES</p> <p>17.5 SENIOR COMPETITION CLASSES</p> <p>Enduro 1 100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke Enduro 2 175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke</p>	<p>Change Rule:</p> <p>Enduro 1 100cc to 200cc 2 stroke & 150cc to 250cc 4 stroke Enduro 2 175cc to 220cc 2 stroke & 275cc to 450cc 4 stroke</p> <p>*See above Rationale</p>	<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.</p>	
EO916 JO775	Les Jones on behalf of the QLD Women's Sub-Committee	17.9.1.1	<p>17.9 JUNIOR ELIGIBILITY</p> <p>17.9.1 General</p> <p>17.9.1.1 No person who is under the age of 16 years may compete in other than a Junior competition.</p>	<p>Change Rule:</p> <p>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.</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>For Enduro, EC do not support riders under 16yo on the course at the same time as riders over 16yo.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
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 refueling 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 50km .	
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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
EO920	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.	<p>Change Rule:</p> <p>1.1.0.21 "Motorcycle" means and includes: 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.</p> <p>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.</p>	EC recommend that this go to the Technical Committee and we would support their decision. We also feel the definition should include "a one track vehicle" for SOLO.	
EO921	Lech Budniak	Scrutineers	N/A	<p>Add Rule:</p> <p>2.5.x.x Scrutineer 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>	EC feel that the Risk Manager should assess if the Scrutineer role should be legally liable for Motorcycles. Any definition should come from them.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
EO922	EC	Previously 12.11.3.1 c) Potentially 17.14.24.5	<p>12.11.3 Juniors - Starts and Finishes 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 17.14.24.1 Junior riders may receive assistance starting their machine at the special test start line. 17.14.24.2 Junior riders may be given a new start time should they stall their machine on the start line. 17.14.24.3 Junior competitors may receive parts anywhere on the course. 17.14.24.4 Junior competitors may receive outside assistance anywhere on the course. 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>	

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

MEETING CLOSES: