



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

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## Junior Sport and Development Commission Meeting Minutes - Final

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

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

APOLOGY: None

MEETING OPENS: 10:35AM

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

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
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.</p> <p>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>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.</p> <p>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	MA Board Decision
JO770 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.	<p>Add additional clause:</p> <p><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></p> <p>Not all Juniors choose, or are 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.</p> <p>Similar to: 15.11.1.4 h) A relevant controlling body may grade junior competitors according to their respective skills,</p>	<p>JC agrees, as it is competition at the same club event.</p>	
JO771 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.	<p>It should be an Australian wide rule under junior Demo class in Motocross that race starts are from behind start gates.</p> <p>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.</p>	<p>JC disagrees as it is a demonstration class and the starting manner should be left to the discretion of the relevant SCB.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
JO772 MX1117	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 <b>under the age of 6 years</b>,</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 etc.</p> <p>It could be administered on a trial basis for 2 years to measure the effect on clubs and competitive classes.</p> <p>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.</p>	<p>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.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
JO773 MX1118	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></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><b>15.24.5 Junior Trail Bikes eligible for competition</b></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 : <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><b>AND/OR</b></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>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>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
JO774 MX1119	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 : <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><b>AND/OR</b></p> <p><b>Delete or Extend the list of Homologated Machines for 50cc Demo Class</b></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>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	<p><b>15.11 JUNIOR ELIGIBILITY</b></p>	<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>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
JO775 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 <b>at a maximum of every</b> 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 <b>at intervals no greater than</b> 35km.</p>	
JO776 SW792	Ivan Golding	19.2	<p><b>19.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS JUNIOR SPEEDWAY CHAMPIONSHIPS</b></p> <p>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:</p> <p>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:</p> <p>7 to under 9 years – 125cc single 4-stroke solo  9 to under 16 years – 125cc single 4-stroke solo</p>	JC agrees with the submission.	

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JO777 SW793	Rick Gill	19.2 / 19.4.1.1 / 19.4.2.1 / 19.19.0.3	<p><b>JUNIOR SPEEDWAY CHAMPIONSHIPS</b> 125 Solo Under 16 years - Individual</p> <p>19.4.1.1 Junior - age groups and capacities - solo and sidecar 13 to under 16 years 250cc solo</p> <p>19.4.2.1 Juniors only to compete in junior competitions.</p> <p>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.</p>	<p>Change Rule</p> <p><b>JUNIOR SPEEDWAY CHAMPIONSHIPS</b> 125 Solo Under 17 years - Individual</p> <p>19.4.1.1 Junior - age groups and capacities - solo and sidecar <b>13 to under 17 years 250cc solo</b></p> <p><b>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.</b></p> <p>19.19.0.3 Riders using these machines must be: <b>a) A minimum age 250cc 13 years, minimum age 350cc 14 years,</b> <b>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.</b></p> <p>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 losing 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).</p> <p>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.</p> <p>No licencing changes are required.</p>	<p>JC disagree. Age rule must be uniform across all disciplines. See Item SW793 for further recommendations.</p>	



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JO778 SW794	Ivan Golding	19.4.2	<b>19.4.2 Junior Eligibility</b> Endorsements will be issued for:	Change Rule:  19.4.2 Junior Eligibility <b>Endorsements, from an MA licenced coach, will be issued for:</b>  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.	
JO779 DT582	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.	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.	

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JO782	Lech Budniak	Scrutineers	N/A	<p><b>2.5.x.x Scrutineer</b>  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>	JC agree that the role of the Scrutineer should be identified. We recommend that it could simply state as they are appointed to check for compliance with the rules i.e. not for safety.	
JO783	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>	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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
JO784	JC	3.4 & 3.8	N/A	<p>Add Rule:</p> <p>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.</p>	<p>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.</p> <p>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.</p>	
JO785 RR1251 HRR754	J Clancy	Sidecar Practice Involving Jnr Riders	<p>N/A</p> <p>Similar to 2013 MoMS GCR:</p> <p><b>15.12 125cc GP CLASS</b></p> <p>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>13.33 JUNIOR SIDECAR PRACTICE</b></p> <p>13.33.1 Junior competitors, 14 - 16 years, may participate in the practice sessions of F2 600cc sidecar class only provided they:</p> <p>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>JC disagrees with the proposal. There are many safety aspects to consider as well as state legislative requirements. Further detailed investigation would be required.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
J0786 & All Disciplines	MA		<p><b>13.12.11 Finishes</b>  13.12.11.1 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>14.10.7.1 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 <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,</p> <p>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'.</p>	JC agrees with the recommendation as outlined.	

MEETING CLOSES: 3.30PM Sunday 19th April