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Supermoto Commission Meeting Minutes - Final

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

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

APOLOGY: None

MEETING OPENS: 10:30AM

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

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
SU012	SMC	N/A	N/A	<p>22.23 ADDITIONAL SPECIFICATIONS FOR ELECTRIC POWERED VEHICLES</p> <p>22.23.1 Introduction 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. 22.23.1.3 Amendments to these technical regulations may be made at any time in order to ensure fair competitions.</p> <p>22.23.2 General EPV Class Requirements 22.23.2.1 Two wheeled electric propelled machines, powered by stored electricity (battery or accumulator). 22.23.2.2 The number of electric motors is limited to one.</p> <p>22.23.3 Race Procedure 22.23.3.1 (Race procedure are to be defined by the Controlling Body concerned).</p> <p>22.23.4 Race Format (Guidelines and actual race format depends on the discipline and battery life.) 22.23.4.1 Minimum Race Length - 10 minutes 22.23.4.2 Maximum Race Length - 30 minutes</p> <p>22.23.5 Charging the Accumulator 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>22.23.6 General Limitation On Competition Entry 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>	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.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
SU013	SMC	22.5	SECTION 22B: COMPETITION CLASSES 22.5 SENIOR COMPETITION CLASSES	<p>Include Section:</p> <p>VETS/VETERANS - Unrestricted capacity up to 700cc</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 JO775	Les Jones on behalf of the QLD Women's Sub Committee	22.7.1.2	<p>22.7.1 Junior Eligibility</p> <p>22.7.1.1 Juniors only to compete in junior competitions</p> <p>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:</p> <p>22.7.1.2 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>	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:</p> <p>22.7.3 Veterans Eligibility</p> <p>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	MA Board Decision
SU016	Bruce Hill	22.8.2	<p>22.8.2 Helmet Cameras 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>22.8.2 Cameras 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>	
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	MA 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 & 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 & up to 250cc 4-stroke Supermoto Junior Lites 9-13 years, Over 65cc to 85cc 2-stroke & 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 & over 290cc to 450cc 4-stroke. MAX 32 Riders. Supermoto Open Up to 500cc 2-stroke & up to 700cc 4-stroke. Supermoto Clubman Up to 500cc 2-stroke & up to 700cc 4-stroke.</p> <p>22.6 JUNIOR COMPETITION CLASSES Supermoto Junior 13-15 years, up to 125cc 2-stroke & up to 250cc 4-stroke. Supermoto Junior Lites 9-13 years, Over 65cc to 85cc 2-stroke & 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.</p> <p>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>	
SU019	SMC	Section 22C Heading	SECTION 22C: COMPETITION RULES	<p>SECTION 22C: CHAMPIONSHIP AND COMPETITION RULES Ensure clarity and that the sub-rules are interpreted to apply to both championship and competition classes</p>	<p>SMC supports the implementation of clearer, more concise Rules and wording.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
SU020	SMC	SECTION 22C: CHAMPIONSHIP AND COMPETITION RULES	N/A	<p>SECTION 22C: CHAMPIONSHIP AND COMPETITION RULES</p> <p>22.7.3 QUALIFICATION FOR CLASSES</p> <p>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.</p> <p>22.7.3.2 Any rider who fails to qualify for Supermoto Pro, will be reclassified to the Supermoto Open class.</p> <p>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.</p> <p>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>	<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>	
SU021	SMC	22.7 GENERAL ELIGIBILITY	N/A	<p>Add Rule:</p> <p>22.7.4 Oversubscription (Supermoto Clubman Only)</p> <p>22.7.4.1 In the event that the Supermoto Clubman class is oversubscribed, event organisers may decide to run multiple groups.</p>	<p>SMC recommends the implementation to ensure all riders are allowed the chance to compete.</p>	
SU022	SMC	22.1.0.2	<p>22.1 AUSTRALIAN SUPERMOTO CHAMPIONSHIP</p> <p>22.1.0.1 The Australian Supermoto Championships are to be conducted annually.</p> <p>22.1.0.2 The method of conducting this Championship will be listed in the supplementary regulations for the event(s).</p>	<p>Change Rule:</p> <p>22.1.0.2 The following Race Format shall be adhered to for all Supermoto Pro Championship events:</p> <p>a) Free Practice of 30 minutes duration (if time within the event schedule allows),</p> <p>b) Two (2) Qualifying sessions, each of 20 minutes duration,</p> <p>c) Minimum three (3) Finals of (#) laps. Number of laps to be adapted to approx. 20 minutes of racing.</p>	<p>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.</p>	

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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. 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.	SMC supports the implementation to assist in the growth and cost effectiveness of the sport.	
SU025	SMC	2016 Supermoto of Nations	N/A	N/A	SMC requests the MA Staff to provide the SMC with estimated budgetary requirements and possible funding opportunities (internal and external) for sending a team to the 2016 Supermoto Of Nations.	
SU026	SMC	2016 Supermoto Championships	N/A	N/A	SMC requests MA to advertise for expressions of interests from potential hosts for the 2016 Supermoto Championship event(s).	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
SU027	SMC	Videographers for Supermoto Championships	N/A	N/A	<p>SMC requests MA to advertise for expressions of interests from videographers for the 2016 Supermoto Championship event(s).</p> <p>Conditions might include that the event be available via the internet (as a minimum), including live streaming during the event, publication to video content sites after the event etc.</p> <p>Videographers would maintain the rights to footage, with the ability to sell advertising space during streaming, and derive revenue from the footage.</p> <p>Caveat - Footage will be made available to MA (free of charge) for press release and advertising purposes.</p>	
SU028	SMC	22.22.2.1	<p>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.</p>	<p>Delete clause c), d) & e).</p> <p>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.</p>	<p>SMC recommend deletion to simplify the Rule. The Scrutineer already has authority to confirm or deny the safety of the machine.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
SU029	SMC	22.22.8	<p>22.22.8 Drive Chain Protection</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>22.22.8 Drive Chain Protection</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>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>SMC recommend deletion of Rules 22.22.8.2 clause a) & b), 22.22.8.3 - 22.22.8.5, and changing wording of 22.22.8.2 to simplify the rule.</p>	
SU030	SMC	22.10 MACHINE AND RIDER IDENTIFICATION	Refer to 2015 MoMS	<p>Delete all sub-rules, and replace with:</p> <p>22.10 MACHINE AND RIDER IDENTIFICATION</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>	<p>SMC recommends deletion for simplification.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
SU031	SMC	Application of Chapter	Application of Chapter The Rules set out in this chapter are for the discipline of Supermoto. Everything that is not authorised and prescribed in this chapter is strictly prohibited.	Change Rule: Application of Chapter The Rules set out in this chapter are for the discipline of Supermoto. Everything that is not authorised and prescribed in this chapter is strictly prohibited.	SMC recommends deletion, due to the rule being exclusive, not inclusive.	
SU032	SMC	Go-Kart Track Access	N/A	MA to investigate Go-Kart track access for Supermoto at any/all Kart tracks in Australia on behalf of SMC & MA members.	SMC, MA license holders and members of the public have repeatedly been knocked back, turned away, had access removed from kart tracks around the country due to, what we believe, is an unfair bias to their own community when the tracks are not being used and could generate another form of income by allowing the booking and use by Supermoto bikes. Supermoto bikes were designed to run on a short tight track not at all unlike a Go-Kart track. Opening up access to these types of tracks would allow more riders to practice more regularly, gaining more skill and therefore sharing their experience with potential new riders. Having our sports controlling body connect on our behalf would make a huge impact and maybe give us a greater insight into why we are being denied access to these tracks.	

MEETING CLOSES: 3.30PM Sunday 19th April