

Junior Development Commission Meeting Minutes – April Final

Minutes of the Junior Development Commission meeting held on the 25th April 2014.

PRESENT: Braxton Laine (Chairperson)
Colin Foulds

APOLOGY: Nil

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Board Decision
JO752	Welcome / apologies	BL	The Chairperson welcomed those present and declared the meeting open.		-	-
JO753	Confirmation of minutes	BL	Minutes from 2013 were received as true and correct		Minutes approved	

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JO754	12.16	Anthony Ayres	<i>he existing rule doesn't allow Nippers to ride a SX (PRO SENIOR) SIZED BIKE</i>	I am proposing that the ruling be changed, kids from 4-7 can ride a mini, but have an option at age 6 where they can progress to a KTM 50 PO SENIOR (or equal bike), meaning they will have a year on the bigger bike from age 6-7 (obviously if they are capable), allowing them to progress to the 65 class at age 7. NOTE: ***The email whom this form is attached to, makes up part of this form on content** Many Kids are far too big to be riding a MINI, to the point where it can become dangerous, (An example last weekend 3 kids were jumping a great distance across a table top and the landing of the bike was very hard, due to the bike not really made for a kid/s with the capabilities of some of the more talented young guys we have coming up in the sport, and these kids have only just turned 6!!)	The commission understand this issue but the concern is if a rider who is not ready to make the change is put on the bike. The issue may warrant further discussion with other disciplines and SCB's. Should there be any change considered then the bike/rider would still be in a demonstration class and ride separately to the other demonstration class bikes. Consideration may also need to be given as to whether the rider should be endorsed for this machine.	
JO755	12.16.03d	Donna May	No participant in the 50cc automatic class may compete in any other class other than at club level competitions	No participant in the 50cc automatic class may compete in any other class other than at club level 1 competitions	The rule book states club, not interclub so the Commission does not believe the wording needs to be changed.	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Board Decision
JO756	Minikhana	Greg O Connor	<p>Existing Wording:</p> <p>26.3 Frames and parts - MINIKHANA</p> <p>26.3.0.1 All machines must remain standard with the manufacturer's specifications with the exception of: a) Exhaust system, b) Gearing, c) Carburettor jetting, d) Plastics, e) Handlebars.</p> <p>26.3.0.2 With the exception of rear shock absorber(s), all motorcycles shall comply with the manufacturer's specifications.</p> <p>26.3.0.3 Efficient brakes must be fitted as per manufacturer's specifications.</p> <p>Etc.</p>	<p>26.3.0.1 All machines must remain standard with the manufacturer's specifications with the exception of: a) Exhaust system, b) Gearing, c) Carburettor jetting, d) Plastics, e) Handlebars.</p> <p>26.3.0.2 With the exception of rear shock absorber(s), all motorcycles shall comply with the manufacturer's specifications.</p> <p>26.3.0.1 Efficient brakes must be fitted as per manufacturer's specifications. Etc.</p> <p>Reasons for change:</p> <ol style="list-style-type: none"> 1. To make allowable bike modifications consistent with like disciplines ie: motocross and enduro so that junior riders can ride in all 3 disciplines without the fear that there bike does not comply. 2. So that a rider who wishes to compete in more than one discipline does not need to have more than 1 bike 3. So that scrutineers at Minikhana meetings do not have to constantly keep up to date with the latest changes to bike specifications ie: which bike brands have V-Force reeds and which ones don't as standard equipment. 4. Modified bikes are likely to be much less of an advantage in Minikhana than any other discipline, in fact in many events they are likely to be a disadvantage. 	See JO744. (2013 minutes)	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Board Decision
JO757	Rule 26.5.1.8	Greg O'Connor	26.5.1.8 When a rider goes from Mini Wheel to a 65cc the rider will drop 1 grade and if a rider goes from Mini Wheel to any Junior 85cc 2-stroke or 85/100cc 2-stroke or 150cc 4-stroke the rider will commence in C grade. Any 60cc rider going to Mini Wheel class must ride at the equivalent grade.	26.5.1.8 When a rider goes from Mini Wheel to a 65cc the rider will drop 1 grade and if a rider goes from Mini Wheel to any Junior 85cc 2-stroke or 85/100cc 2-stroke or 150cc 4-stroke the rider will commence in C grade. Any 65cc rider going to Mini Wheel class must ride at the equivalent grade. Reasons for Change/advantages of Change: <ul style="list-style-type: none"> • Correct typographical error ie: 60cc should be 65cc 	See JO749 Has been corrected in 2014 MOMS see Rule 24.3.0.8	
JO758	Rule 26.5.1.4	Greg O'Connor	26.5.1.4 A competitor may be instructed to move up a grade temporarily by the SCB Grading Officer in the case of an interclub or Championship meeting, or by the Club grading Officer for a closed to club meeting to ensure each grade has the required number of starters. Such temporary grading changes shall be effective for only that meeting. Points earned during temporary grading changes shall be accredited to the competitor's accumulated tally for the competitor's official grade. The minimum number of riders to constitute a grade shall be four.	A competitor may be instructed to move up a grade temporarily by the SCB Grading Officer in the case of an interclub or Championship meeting, or by the Club grading Officer for a closed to club meeting to ensure each grade has the required number of starters. Such temporary grading changes shall be effective for only that meeting. Points earned during temporary grading changes shall be accredited to the competitor's accumulated tally for the competitor's official grade and shall be 17 points for second place and 12 points for third place. The minimum number of riders to constitute a grade shall be four. This proposed rule change is designed to incentivise and provide better value to riders who are instructed to go up a grade at a minikhana regional or championship event by allow them to earn more grading points for getting on the podium in the higher grade.	See JO750 Has been corrected in 2014 MOMS see Rule 24.3.0.5	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Board Decision
JO759	Electric bikes	Pete Goddard	Does not exist	<p>We would like MA to consider including Electric Motorcycles into the Manual of Motorcycle Sport for all or suitable Junior disciplines for 2014 please, to compete with and against petrol bikes for all of Australia.</p> <p>Minikhana Trials Dirt Track Pocket bike Motocross Enduro etc</p> <p>This will particularly open our sport and your entry level classes to electric bikes which are now at quite a good level and becoming readily available, well priced, low maintenance and cheap to run.</p> <p>Additionally electric only events can be run in almost any location as there is no noise issues</p>	<p>As they are developing bikes they may be subject to many changes over a short period of time. Perhaps consideration may be given to developing as a demonstration class at this point in time.</p> <p>Commission recommend input from key stakeholders and SCB's for more information pertaining to this category of bike.</p> <p>Commission request Mr. Goddard indicate what classes the bikes are to be put in for parity.</p>	
JO760	Green Flag protocol	DRC		<p>Recommendation is to bring MA's green flag protocols in line with the FIM. Currently there is some confusion amongst officials as to which protocol is correct to use and when (e.g. International Island Classic).</p> <hr/> <p>1.22 Flags and Lights</p> <p>Marshals and other officials display flags or information and/or convey instructions to the riders. All flags are presented waved.</p> <p>1.22.1 Flags and Lights Used to Provide Information:</p> <ul style="list-style-type: none"> • Green Flag The track is clear. This flag must be waved at each flag marshal post each practice session and of the warm up, for the warm up lap. This flag must be shown waved at the flag marshal after the incident that necessitated the use of one or more flags. When the pit-lane exit is open, this flag must be waved. 	<p>Commission agrees that a Green flag after incident is good idea, and should be implemented for incidents on-track to allow riders to know when they are not subject to yellow flag conditions anymore. One issue that may need to be resolved is how a marshal is notified if they don't have a head set (understanding that road marshals have radios but generally other disciplines don't)? Wording may need to be different for each discipline to accommodate this issue.</p>	

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JO761	Recreational activity	Tim Hewitt	there is currently no formal requirement for an entry form to be available , nor a rider's briefing to be delivered , at a practice / recreational event . whilst gcr 7.1.1.1 m) places the onus of completing an entry form upon the participant , currently there is no requirement for clubs / promoters to actually provide these at a practice / recreational event.	<p>suggest additional rules</p> <p>6.8.0.2 an entry form must be made available to all participants by the club / promoter conducting the recreational activity .</p> <p>6.8.0.3 participants in the recreational activity must complete the entry form</p> <p>6.8.0.4 - all participants in the recreational activity must attend a rider's briefing prior to participation. whilst the common requirement for participants to sign an indemnity form satisfies a minimum insurance requirement , machine details - which become vital in the instance where a junior is participating - and other information such as licence expiry that is completed as part of an entry form - are not recorded.</p>	The commission does not believe a rider briefing is necessary but do agree that appropriate paperwork should be signed and completed if done under permit.	

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JO762	4.2.6	MSA	<p>4.2.6 Competitions between Categories of Machine</p> <p>4.2.6.1 In respect of any competition:</p> <p>a. Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category may compete in any event,</p> <p>b. No competition may be conducted under these Rules between a motorcycle and any other vehicle</p>	<p>4.2.6 Competitions between Categories of Machine</p> <p>4.2.6.1 In respect of any competition:</p> <p>a. Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category (as defined in 1.1.0.21) may compete in any event</p> <ul style="list-style-type: none"> • Any promoter proposing events that seek to have two or more different categories of machine compete must be subject to the requirements of 'Alternate forms of Competition' and if approved, permitted accordingly. • Combination of Senior classes, of the same category, within disciplines, is the responsibility of the RCB. <p>b. No competition may be conducted under these Rules between a motorcycle and any other vehicles</p> <p>c. 50cc Demo (Non-competitive) class may have different categories participate on track at the same time subject to:</p> <ul style="list-style-type: none"> • No more than two categories on track at one time (solo, sidecar, quad) • No more than 10 bikes on track at one time. 	<p>The commission agree with the idea in principle but does not agree that the 50cc demonstration class can be combined with any other class or category of bike.</p>	

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JO763	13.8.0.3.	MSA		<p>13.8.0.3 Subject to GCR 13.8.0.1, Competitors aged 14 to under 16 years in the Road Race discipline may compete in other than a Junior competition if that competition is:</p> <ul style="list-style-type: none"> a. 125cc GP class, b. 250 Mono class, c. Moto3 class, d. 250/300/500 Production class <p>13.8.0.3.1 Riders endorsed to compete as per 13.8.0.3 may participate in non-competitive ride days, with senior riders subject to:</p> <ul style="list-style-type: none"> a. Being placed in a group of comparable lap time and competence b. All riders in that group being briefed of a junior rider being in the group track 	<p>Commission agree but would like more details on how and who would determine which group and the senior rider abilities as this can vary greatly from day to day. Commission agrees that rider briefing be undertaken to inform senior riders of junior riders, and that the junior rider should wear some sort of highly visible vest or similar garment to identify them on the track.</p>	
JO764	13.8.0.4d	Bruce Hill	<p>Rule Number: 13.8.0.4d Rule pertains to: Junior Road Racing Affected Discipline: Road Racing Raised by Motorcycling Victoria Road Race Committee</p> <p>Existing Rule " Where Road Race Classes are combined as per c. above, Supermoto-type machines may not be combined with any other road race category."</p> <p>(13.8.0.4c states "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>	<p>Delete rule 13.8.0.4d completely</p> <p>Rationale This rule is completely retrograde and needs to be removed.</p>	<p>Commission require input from Road Commission as this rule was only new in this year's MOMS</p>	

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JO765	12.17.1.1	Donovan & Kylie Flannery	12.17.1.1 this rule is now in every specific discipline chapter	Add or OEM	Up to KTM to ask for homologation. Also see JO754	
JO766	Nippers engines 13.30.1.1 e & 13.31.1.1.e	Paul Edwards		13.30.1.1 e & 13.31.1.1 e For the purpose of engine reconditioning the use of un-modified Malossi engine components (eg. Non-programmable Ignition, cylinder, heard, crankshaft, seals, bearings, gaskets and reed valves) to be fitted to the D50B0 or D50B1 Derby engines commonly found on Metrakit or RMU machines is allowed. Modification to these components including porting or polishing is not allowed, with the exception of shortening of piston skirts as required for fit. Capacity must stay below the maximum capacity as for the class as per the GCR's. This will allow closer parity between the RMU (which are standard with Malossi engine components) and Metrakit machines	Commission agrees in principle but suggest wording be changed to say "For the purpose of engine reconditioning the use of non OEM Metrakit parts produced by other manufacturers is allowed with the same technical specifications"	

Meeting closed

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