

## Moto-Trials Commission Meeting Minutes – April Final

Minutes of the Moto-Trials Commission meeting held on 15<sup>th</sup> April 2014 at the MA offices

**PRESENT:** Colin Scott (Chair)  
Bob McGlinchy  
Kevin Zarczynski

**APOLOGY:** Steve Scragg

**IN ATTENDANCE:** Bron Sorensen (BS)

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL570	Welcome	CS	The Chairperson welcomed those present and declared the meeting open.	-	-	-
	Confirmation of minutes	CS	The minutes of 2013 were received as true and correct			-

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL571	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. Additionally electric only events can be run in almost any location as there is no noise issues</p>	<p><b>Commission supports and recommends the inclusion of electric bikes into the Trial rules.</b></p> <p><b>Commission recommends addition to GCR 23.6.1.2:</b></p> <p><b>Junior Competition Classes for electric bikes:</b>  7 to under 13 years    Up to 1.5Kw  12 to under 16 years    All Kw</p> <p><b>Commission recommends following Junior Endorsement for GCR 23.8.1 &amp; GCR 3.8.0.4 Trial electric bike (all Kw).</b></p>	
TL572	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> <p><b>1.22 Flags and Lights</b> Marshals and other officials display flags or light information and/or convey instructions to the riders. <b>All flags are presented waved.</b></p> <p><b>1.22.1 Flags and Lights Used to Provide Information:</b></p> <ul style="list-style-type: none"> <li><b>Green Flag</b> The track is clear. This flag must be waved at each flag marshal post for each practice session and of the warm up, for the start of the warm up lap. This flag must be shown waved at the flag marshal post after the incident that necessitated the use of one or more flags. When the pit-lane exit is open, this flag must be waved.</li> </ul>	<p><b>Not applicable to Trial. No recommendation from Commission.</b></p>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL573	23.11.1	Pete Arnold	<p>23.11.1 Identification Plates</p> <p>23.11.1.1 Identification plates must:</p> <p>a) Measure 200mm x 150mm +/-10%,</p> <p>b) Have the riders name displayed on the identification plate, using lettering 25mm high minimum.</p> <p>23.11.1.2 Identification plates may include reference to:</p> <p>a) Where a rider completed the Australian Trial Championship in the first 10 places in the previous year, that riders place in the Championship, and</p> <p>b) The riders club or sponsor, providing the background colour of the plate remains prominent and clearly visible.</p>	<p>23.11.1 Identification Plates</p> <p>23.11.1.1 Identification plates must:</p> <p>a) Measure minimum of 180mm x 100mm, in the applicable background colour as per 23.11.3.1</p> <p>b) Have the riders name displayed on the identification plate, using lettering 25mm high minimum.</p> <p>c) Score cards are not to obscure rider's name.</p> <p>23.11.1.2 Identification plates may include reference to:</p> <p>a) Where a rider completed the Australian Trial Championship in the first 10 places in the previous year, that riders place in the Championship.</p> <p>b) Outside of the 180mm x 100mm the rider may display riders club or sponsors in any colours.</p> <p>The triple clamps on modern Moto Trials bikes are now closer together and the current size of 200mm x 150mm +/-10%. This forces them to sit proud of the triple clamps or have rebates cut to the corners. The size of the lettering has not been altered.</p>	<p>Commission recommends GCR 23.11.1.1 be amended as follows:</p> <p>23.11.1.1 Identification plates must:</p> <p>a) Measure 200mm x 150mm +/-10%,</p> <p>a) Have the riders name displayed on the identification plate, using lettering 25mm high <del>minimum.</del></p> <p>Note on Commission recommendation:  Re 23.11.1.1 Commission feels that existing rules allowing alteration of measurement by +/- gives greater latitude than proposed changes.</p> <p>All lettering should be of a standard size for identification purposes.</p>	

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TL574	23.11.2	Peter Arnold	<p>23.11.2 Identification Plates: Sidecar</p> <p>23.11.2.1 Identification plates are required and must:</p> <p>a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,</p> <p>b) In the case of rectangular plates, have the corners formed to a 38mm radius,</p> <p>c) In the case of bolt on number plates, be made from a rigid material with and 285mm width, and</p> <p>d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.</p> <p>23.11.2.2 Front identification plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.</p> <p>23.11.2.3 Side identification plates must:</p> <p>a) Be fitted above a horizontal line drawn through the rear axle,</p> <p>b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest,</p> <p>23.11.2.4 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.</p> <p>23.11.2.5 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover</p>	Delete Name plates for all Moto Trials riders is covered in 23.11.1	<p><del>23.11.1 Identification Plates: Sidecar</del></p> <p><del>23.11.2.1 Identification plates are required and must:</del></p> <p><del>a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,</del></p> <p><del>b) In the case of rectangular plates, have the corners formed to a 38mm radius,</del></p> <p><del>c) In the case of bolt on number plates, be made from a rigid material with and 285mm width, and</del></p> <p><del>d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.</del></p> <p><del>23.11.2.2 Front identification plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.</del></p> <p><del>23.11.2.3 Side identification plates must:</del></p> <p><del>a) Be fitted above a horizontal line drawn through the rear axle,</del></p> <p><del>b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest,</del></p> <p><del>23.11.2.4 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.</del></p> <p><del>23.11.2.5 Advertising must be at least</del></p>	

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TL575	23.18.1.5	Peter Arnold	23.18.1.5 An effective cut-out switch must be attached to the handlebars.	Delete This rule is covered under 23.16.4	<del>23.18.1.1 - An effective cut-out switch must be attached to the handlebars.</del> Commission recommends to delete rule: covered under 23.18.1.5	
TL576	23.18.1.7	Peter Arnold	23.18.1.7 When brake cam arms or lever are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.	Delete This rule is covered under 23.16.5.1	<del>23.18.1.7 When brake cam arms or lever are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.</del> Commission recommends to delete rule: covered under 23.16.5.1	
TL577	Veterans	George Lewis	Veterans 40-50 50-60 60+ State & Auus Titles	Propose option of riding either blue line or white line in State and Aus Titles	Commission does not support this recommendation for inclusion in MoMS. Lines are at the discretion of Promoter and are not required in GCRs.	
TL578	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.	suggest additional rules 6.8.0.2 an entry form must be made available to all participants by the club / promoter conducting the recreational activity . 6.8.0.3 participants in the recreational activity must complete the entry form  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.	Commission supports this recommendation	
	Letter received	John Cuff				

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL579	23.5 and 23.17.1.1	John Cuff	<p>23.5 SENIOR COMPETITION CLASSES AND GRADES</p> <p>Classic Open – For machines manufactured before 1965 and excluding machines manufactured in Spain</p> <p>23.17.1.1 The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component.</p>	<p>Proposed Rules (amendments in blue)</p> <p>23.5 SENIOR COMPETITION CLASSES AND GRADES Classic Open – For machines first available to the general public before 1965.</p> <p>23.17.1.1 The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component. The responsibility for proving eligibility is on the rider.</p>	<p>Commission tentatively supports this recommendation pending consultation with the membership.</p> <p><b>23.5 SENIOR COMPETITION CLASSES AND GRADES</b> Classic Open – For machines <del>manufactured before 1965 and excluding machines manufactured in Spain</del> <b>first available to the general public before 1965.</b></p> <p>23.17.1.1 The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component. <b>The responsibility for proving eligibility is on the rider.</b></p>	

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TL580	23.5 23.17.1.6a & d	John Cuff	<p>Existing Rules 23.5 SENIOR COMPETITION CLASSES AND GRADES Classic Open – For machines first available to the general public before 1965. *</p> <p>* This Rule Change Request #2 flows on from Request # 1, so this is as it would exist if Rule Change Request #1 was approved before Request #2.</p> <p>23.17.1.6.a Pre-1965 i) Manufactured before 31st December 1964</p> <p>23.17.1.6.d Post Classic (Twin Shock) i) For models designed and first manufactured between 1 st January 1965 to 31st December 1986,</p>	<p>Proposed Rules (amendments in blue) 23.5 SENIOR COMPETITION CLASSES AND GRADES Classic Open – For machines first available to the general public before 1965, excepting Specials which shall be for machines first available before 1968. Under 23.17.1.6 this would be added: Specials i) Machines first available to the general public before 1 January 1968, ii) Any such machines that have been modified to provide a ground clearance or chassis performance more in keeping with the Post Classic era. iii) D10/14 Bantam, BSA C15F/G, M10 Bultaco, and aftermarket-framed machines are eligible for this category, not Pre-65. 23.17.1.6d Post Classic (Twin Shock) i) For models designed and first manufactured between 1 st January 1968 to 31st December 1986,</p>	<p>Commission supports this recommendation</p> <p>23.17.1.6 d) Specials i) Machines first available to the general public before 1 January 1968, ii) Any such machines that have been modified to provide a ground clearance or chassis performance more in keeping with the Post Classic era. iii) D10/14 Bantam, BSA C15F/G, M10 Bultaco, and aftermarket-framed machines are eligible for this category, not Pre-65. e) Post Classic (Twin Shock) i) For models designed and first manufactured between 1 st January 1968 to 31st December 1986</p>	
TL581	Letter received	Roger Galpin				

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL582	New class request	Ian Pickering	NA	Letter received requesting MA to create a Class called "Pre Masters" for the age group 22 to 34 , using the same line as Masters, for riders of monoshock motorcycles who currently have no grade to ride at a National level. This would complete the Men's Career path, providing a class for riders 22 to 34 who can ride at B grade or better standard, but not yet Open Solo. It will help retain them in the sport and give them a stepping stone to bridge the gap to Open solo.	Commission does not support this recommendation for Australian Championship.  Commission suggests class may be added as a non-championship support class at Promoters discretion as per TL584.	
TL583	23.1	Ian Pickering	23.1 Categories for Senior Australian trial Championships TRIAL Solo Sidecar Classic Post Classic Youth Veteran-Aged 40 to 49 years Veteran-Aged 50 to 59 years Veteran-Aged 60 years and over Masters Women Air Cooled Mono Shock	223.1 Categories for Senior Australian trial Championships Add Class Pre Masters – Aged 22 to 34 years	Commission does not support this recommendation see TL582	
TL584	23.5	Ian Pickering	23.5 Senior COMPETITION - Classes and Grades	23.5 Senior COMPETITION - Classes and Grades Add Class "Pre Masters"	Commission does not support this recommendation. Class may be included in events as a division of Open Solo where applicable.	



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TL585	3.8.0.4	MNSW Trials SC	Trial Up to 125cc Up to 200cc Open Capacity	Trial Up to 125cc Up to 200cc Open Capacity Electric bikes any size See supporting requests for rules: 23.2 and 23.6.1.2 To allow for the use of electric powered bikes in TRIALS competition. The use of electric powered bikes for Trials use are gaining popularity overseas and are equally relevant and adaptable to use in Australia - both for recreation and competition. There currently exists strong support for and use of these machines in Australia. Over recent years, children have used them for participation in Kick Start courses and have gone on to ride them in events and competitions after acquiring their licences. We propose that these machines be formally acknowledged as legitimate motorcycles and that they are appropriate for use in Trials – both recreational and competition use	Commission supports this recommendation see TL571	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL586	23.2	MNSW Trials SC	<p>CLASS CAPACITY            Junior 7 to under 13 years Up to 125cc            Junior Open 13 to under 16 years Up to 125cc            Junior Women 7 to under 16 years Up to 125cc</p>	<p>CLASS CAPACITY            Junior 7 to under 13 years Up to 125cc &amp; Electric bikes any size            Junior Open 13 to under 16 years Up to 125cc &amp; Electric bikes any size            Junior Women 7 to under 16 years Up to 125cc &amp; Electric bikes any size            See supporting requests for rules: 3.8.0.4 and 23.6.1.2            To allow for the use of electric powered bikes in TRIALS competition. The use of electric powered bikes for Trials use are gaining popularity overseas and are equally relevant and adaptable to use in Australia - both for recreation and competition.            There currently exists strong support for and use of these machines in Australia. Over recent years, children have used them for participation in Kick Start courses and have gone on to ride them in events and competitions after acquiring their licences. We propose that these machines be formally acknowledged as legitimate motorcycles and that they are appropriate for use in Trials – both recreational and competition use</p>	<p>Commission does not support this recommendation for inclusion as an Australian Championship at this time.</p>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
TL587	23.6.1.2	MNSW Trials SC	<p><b>CLASS CAPACITY</b></p> <p>Classic &amp; Post Classic Junior 7 to 12 years Up to 200cc</p> <p>Classic &amp; Post Classic Junior 13 to 15 years Open Capacity</p> <p>Classic &amp; Post Classic Junior Women 13 to 15 years Open Capacity</p> <p>Classic &amp; Post Classic Junior Women 7 to under 13 years Up to 200cc</p> <p>Junior 7 to under 13 years Up to 125cc</p> <p>Junior 13 to under 16 years Up to 125cc</p> <p>Junior Women 7 to under 16 years Up to 125cc</p>	<p><b>CLASS CAPACITY</b></p> <p>Classic &amp; Post Classic Junior 7 to 12 years Up to 200cc</p> <p>Classic &amp; Post Classic Junior 13 to 15 years Open Capacity</p> <p>Classic &amp; Post Classic Junior Women 13 to 15 years Open Capacity</p> <p>Classic &amp; Post Classic Junior Women 7 to under 13 years Up to 200cc</p> <p>Junior 7 to under 13 years Up to 125cc &amp; Electric bikes any size</p> <p>Junior 13 to under 16 years Up to 125cc &amp; Electric bikes any size</p> <p>Junior Women 7 to under 16 years Up to 125cc &amp; Electric bikes any size</p>	<p>Commission supports this proposal in part subject to age groups and Kw limit outlined in TL571</p>	

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	MA Board Decision
	4.2.6	Chris McArdle 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"> <li>• 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.</li> <li>• Combination of Senior classes, of the same category, within disciplines, is the responsibility of the RCB.</li> </ul> <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"> <li>• No more than two categories on track at one time (solo, sidecar, quad)</li> <li>• No more than 10 bikes on track at one time.</li> </ul>	No recommendation – not relevant to Trial.	

Meeting closed at

Distribution:

MA Board  
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Final