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Classic Motocross Commission Meeting Minutes

Minutes of the Classic Motocross meeting held at the Airport Motel-Melbourne on April 4 & 5, 2009.

PRESENT: Dave Tanner
Stuart Muntz
Shane Fraser

APOLOGY: Nil

IN ATTENDANCE: Nil

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Action Date
CMX232	Noise	Mick Sayer	Request that the noise limit for CMX and CDT be increased to 102 dba.	<p>The Commission agrees with the substance of the proposal, good points are made. Unfortunately however there is a responsibility on us in the sport to reduce environmental impacts and noise is at present a huge problem resulting in loss of venues.</p> <p>In the last few years there have been considerable discussion and proposals for rectification; it is therefore the decision of the Commission that this stage we are not in a position to alter the decisions as made.</p>	There is a need for the riders to take noise seriously and make an effort to reduce to an acceptable limit noise. The results of testing show that CMX /CDT can be compliant to the regulations and the competitors who have made an effort have been found to have considerably reduced noise.	MA	

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CMX233	Fuel	MNSW		In the absence of a satisfactory rationale we see no basis on which to make recommendation for change.		Nil	
CMX234	Re: 18.9.02 "Trial period for Pre 68"	MNSW		The Commission agrees Alter 18.9.02 to read <i>"Pre 68 will be sidecars constructed from road going frames and all major components are those commercially available within the period."</i>	It is agreed that the trial period has passed and removal of the reference to same is overdue.	MA	
CMX235	Rule 20.5.01	MNSW		The commission feels that fuel is covered sufficiently within 18.3 and the reference to 20.5.01 refers to the Dirt Track rules.	Suggest forward request to the DT Commission.	DT Comm	
CMX236		Classic Scramble Club, VMX Club of WA, Gaylene Guy.	The submissions ask that consideration be given to reducing the number of riders in the Pre 60 and Pre 65 classes from 10 to 5. Included is the removal of rule 18.12.01.	It is therefore recommended that; <i>Rule 18.12.0.1 is to be removed from the rule book.</i> <i>Rule 13.3.5.1 be altered with the addition of</i> e) 5 or more starters for Pre 60 and Pre 65 Classic MX and DT	What we want to do is encourage the riders in this class. The submissions all state that more riders would attend if the requirement for Championship status was not dependant on 10 riders attending. The Commission feels that offering Championship status to these classes will encourage greater participation. **The Commission also suggests that consideration be given to the upcoming 2009 Australian Championships and allowing the alterations as above for this event.	MA/SCB's	
CMX237		Mark Aliprandi		The Commission requests that Mark supply reference to the rule where a slider cannot compete in the classes per his submission.		Nil	

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CMX238	Flat slide Carburettor	Gaylene Guy		<p>It is agreed that there is an error in the rule book that disallows flat slide carburettors for later model bikes. The Commission therefore recommends that,</p> <p><i>Rule 18.6.04 b) Flat-slide carburettors are prohibited.</i></p> <p><u>Alter</u></p> <p><i>Rule 18.6.04 b) Flat slide carburettors are prohibited on all machines except EVO and Pre85.</i></p>	<p><u>Rationale</u>: as these carburettors were used as standard equipment on the machines in the EVO and Pre 85 period then they should be available for use in these classes.</p>	MA/SCB's	

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CMX239	18.7.6 Pre 78	Comm	Some minor errors are in the Pre 78 rules, see below following amendments	<p><u>Alter</u> to read the inclusion “1975, 1976 and 1977 -“</p> <p>18.7.6.1 Acceptable for the Pre-78 class are machines built up to and including the 1975, 1976 and 1977 model. The only exception to this GCR is where the model remains unaltered after this date.</p> <p>18.7.9.1 Certain 125cc and smaller machines built up to and including the 1975, 1976 and 1977 model year that made up the first generation long travel, small bore motorcycles. Eligible machines include;</p> <p>18.7.9.1 Certain 126-250cc machines built up to and including the 1975, 1976 and 1977 model year that made up the first generation long travel motorcycles. Eligible machines include:</p> <p><u>Alter</u> 18.7.10 to read correctly</p> <p>18.7.10 <i>Tables of Machines and Components Pre 78 263cc – 1300cc</i></p> <p>18.7.10.1 <i>Certain 263-1300cc machines built up to and including the 1975, 1976 and 1977 model year that made up the first generation long travel motorcycles. Eligible machines include:</i></p>	<p><u>Rationale:</u> There are no rule changes in the above amendments; there is however minor amendments that clear up errors in the wording of the rules and bring them into line with other areas of the rules.</p>	MA/SCB's	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Action Date
CMX240	Error in the rule book Re 13.3.5.2.	Comm	Should read the same as 18.2.3.3 <u>Alter</u> 13.3.5.2 to read	13.3.5.2 <i>For the purpose of determining eligibility to compete for medallions, the capacity categories set out in the above table for pre-75 Classic Motocross are divided into the following age group classes:</i> A) Under 30, B) 30-39 C) 40-49 D) 50-59 E) 60 Plus F) Juniors aged 13 to under 16 years	<u>Rationale:</u> Amending 13.3.5.2 as above will make it read the same 18.2.3.3.	MA/SCB's	
CMX241	Vinduro	Comm		The Commission asks the Board of MA if Vinduro should be required to come under GCRs that this Commission be given the class. Vinduro is a great concept and at this stage well received, we don't however feel that we suddenly need to create any rules for the sport as such but wish to make note of the potential of the sport.		MA	

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Action Date
CMX242	Rule 18.14.0.1	Comm	Requirement for specific date for the Australian DT Championships; the Commission feels that this restricts the opportunities for promoters to conduct the meeting.	<p>We therefore recommend that;</p> <p><i>18.14 And rule 18.14.0.1 is to be removed from the rule book.</i></p> <p><u>Amend</u> 18.13 to say; <i>Australian Classic Motocross and Dirt Track Championships</i></p> <p><u>Amend</u> 18.13.1.1 to say; <i>The Championships will be conducted as single meetings at venues selected by the Classic Motocross and Dirt Track Commission.</i></p> <p><u>Amend</u> 18.13.1.2 to say; <i>Evolution Class and Pre 85 may be run as part of the Australian Classic Motocross Championships or independently</i></p> <p>Delete 18.13.1.3 (sidecars)</p>	<p><u>Rationale:</u> The alterations to the above rules remove restrictions and will encourage more promoters to conduct meetings. Other changes simply amend minor errors or omissions in the rule book.</p>	MA/SCB's	

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CMX243	Omission in the rules	Comm		<p>Note 3 amendments as below a, b, c.</p> <p>a) Re 18.2.2.1 Pre 85 classes missing from this section and should be rectified.</p> <p><u>Amend</u> 18.2.2.1 to include</p> <p>x) <i>Pre 85 125 Solo</i> y) <i>Pre 85 250cc Solo</i> z) <i>Pre 85 263cc and over Solo.</i></p> <p>b) Re 18.7.5.1</p> <p><u>Add</u> under (insert) the Honda section as below.</p> <p><i>Honda XL250K1</i></p> <p>c) Re 18.7.14.1</p> <p><i>18.7.14.1 Delete this rule as it is covered in 18.13.1.2</i></p>	<p><u>Rationale:</u> Omissions or duplications in the GCRs</p>	MA/SCB's	
CMX244	Re 18.3.0.4		Addition to Re 18.3.0.4	<p><u>Add</u> 18.3.0.4</p> <p>a) <i>Exhaust may be modified but must generally follow original lines.</i> b) <i>Must be fitted with a silencer</i></p>	<p><u>Rationale</u> With the alteration of the above rule there will be no doubt that bikes not fitted with a silencer will be ineligible to compete.</p>	MA/SCB's	

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CMX245	Environmental issues	Comm		<p><u>Mats</u> * Shane Fraser provided a sample of a suitable environmental mat. It's a cheap item and we agree that this type of basic item should be encouraged for use at CMX/CDT.</p> <p><u>Noise</u> * as described in the above minutes the Commission supports the requirements of the GCRs for 96 dba. We also feel that there is a requirement of the Commission to assist riders to become compliant and discourage riders from not making efforts to limit noise.</p>		MA/SCB's	
CMX246	CD6 and the Honda Broadford Bike Bonanza	Comm		<p>The question is whether these types of events are the future of the sport. There is no doubt of the attractiveness of this type of event and the rider numbers confirm this. We don't however feel that we will be phasing out racing in the future rather the concept allows for greater enthusiast involvement in the sport. In short they compliment and encourage each other.</p>		Comm	
CMX247	Vinduro			<p>Vinduro is considered by the Commission as extremely positive for the sport.</p>		Comm	

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CMX248	Pre 65 and what to do to encourage it.		<p>The Commission requests input from the states that will offer positive recommendations and ideas aimed at encouraging Pre65 competition. For example the Commission feels that in the past there has been too much insistence on absolute proof of eligibility and considers that it is now time to look seriously at ways to change requirements for the class with the hope of attracting riders.</p> <p>It is not considering allowing B44 models and will not accept submissions as such.</p> <p>It is however considering some existing ideas along the lines that (for example only) may allow frames to be "free" so long as they are considerate of the period. The rationale here is that you will be able to build a replica that may not necessarily be a 100% replica of what was available in 1964 but very close and this will become acceptable? (One idea only).</p>	<p>The Commission will continue to support the growth of CMX and CDT as a form of reasonably priced, and exciting motorcycle sport.</p> <p>The Commission looks for ideas from interested persons in regard to this discipline.</p>		MA/SCB's	

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