

Speedway Commission Meeting Minutes - Final

Minutes of the Speedway Commission held Friday 19th April, 2013 at Motorcycling Australia offices, 147 Montague Street, South Melbourne.

PRESENT: Ivan Golding - Chairman
Peter Campton
Gary Davey

APOLOGY: Nil

IN ATTENDANCE: Emma van Maanen

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Lead	MA Board Decision
SW709	Welcome	IG	The Chairman welcomed those participating and declared the meeting open 9:00am.	-	-	-	-
SW710	Confirmation of minutes	IG	Minutes of last meeting were received as true and correct	-	No business arising.	-	-
SW711	Rule 12.8.8.3 If this rule cannot be interpreted or re written it should be eliminated	Gavin Cosway	12.8.8.3 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.	If this rule cannot be interpreted or re written it should be eliminated	Commission agree this rule should not be eliminated. This is a safety item.	SCB's	Board approves Commission decision
SW712	Eliminate rule 12.8.5.1.b	Gavin Cosway	12.8.5.1.b <i>Footrests must: Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.</i>	This rule should be eliminated or amended so road racing machines are excluded	Commission agree this rule is not related to Speedway.	-	Noted
SW713	Eliminate rule 12.8.3.1 a,d,e	Gavin Cosway	12.8.3.1 Exhaust systems must: a) Be fitted with silencers,	This rule should be eliminated. a) If this rule is under noise limit without	Commission agree this rule is not related to Speedway.	-	Noted

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			<p>b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,</p> <p>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,</p> <p>d) Where separate silencers are fitted, have a minimum of 2 mountings or locking screws on all machines which have a capacity in excess of 85cc,</p> <p>e) Where silencers are re-packable, have safety wired securing bolts.</p>	<p>silencer why is there a requirement for a silencer</p> <p>b) How many motorcycles have 2 mounting or locking screws?</p> <p>e) Most re packable silencers have pop rivets or self-tapping screws</p>			
SW714	12.8.9.2	Gavin Cosway	12.8.9.2 Valve caps must be used for all competitions.	Metal valve caps must be used for all competitions. Plastic valve caps should not be used	Commission does not agree as long as a cap is used it doesn't matter if it is plastic or metal.	-	Board approves commission decision
SW715	19.12.4.1. (d)	Mildura MC	Medallions and points will be awarded in Australian Speedway Championship where there are Sidecar – 12 starters	Medallions and points will be awarded in Australian Speedway Championship where there are Sidecar – 9 starters As history has proven and current shortage of riders and passengers required, makes it virtually impossible to keep the Australian Junior Sidecar Title going in its current requirement. We need to look at moving forward in a positive direction to keep the sport.	Commission suggest dropping entry number for Junior Sidecar Championship to 9 starters instead of 12 for a two year trial basis starting January 2014 - January 2015.	MA Board	Board approves commission decision
SW716	Amend rule	Gary Johnson	The 3 main officials at a club ride day cannot ride. Steward, Clerk of Course and race secretary	Have only 2 non riding officials, Steward and clerk of course	Commission do not agree for Speedway.	MA Board	Board approves commission decision
SW717	Amend rule 3.2.0.1	Karen Skate	3.2.0.1 Any rider, who is transported to hospital ,recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance before taking part in any further competition event will have their license suspended until such time as they supply a medical clearance to MA, their SBC or a Key Official at a MA permitted race meeting event	I write in regard to this rule and base the reasons for the abolishment of this rule on my experience as being (Road Race) race secretary for some 10 years	Commission do not agree. This rule will remain as it is a safety issue.	MA Board	Board approves commission decision
SW718	Delete rule 3.6	R Gill	LICENSING - SPEEDWAY MECHANICS 3.6.1.1 A person may not work as a Mechanic for any rider in any Speedway competition	Delete rule This rule is not being applied and is being ignored. Pits are being adequately controlled by other more effective means such as wrist bands	Commission agree this rule will remain. This rule allows action to be taken against mechanics	SCB's	Board referred back to commission the following decision was made after consultation

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			<p>unless that person:</p> <p>a) Is licensed as a mechanic, b) Is not less than 16 years of age, 3.6.1.2 MA, or an SCB on behalf of MA, may issue a mechanic's licence to any person. 3.6.1.3 An application for a mechanic's licence and for renewal thereof, must:</p> <p>a) Be to the SCB of the State or Territory in which the applicant ordinarily resides, b) Be in the prescribed form, c) Be accompanied by:</p> <p>i) Proof of the age of the applicant, ii) Proof the applicant has current ambulance subscription, and iii) The prescribed fee.</p> <p>3.6.1.4 On receipt of an application for the issue or renewal of a Mechanic's licence the SCB may:</p> <p>a) Issue or renew the licence unconditionally, b) Refuse to issue or renew the licence, or c) Issue or renew the licence on such terms and conditions, as it thinks fit. 3.6.1.5 An applicant for a Mechanic's licence who is aggrieved by a decision of the SCB under the previous GCR may appeal to the appellate body of that SCB. 3.6.1.6 A Mechanic's licence continues in force for 12 months from the date of issue. 3.6.1.7 A Mechanic's licensee must:</p> <p>a) Carry the licence at all times during any meeting, b) Produce the licence on demand to any key official during any meeting, 3.6.1.8 If unable to produce the licence, complete a declaration</p>	<p>and gate attendants. Currently the issue of a mechanics licence does not guarantee that a licence holder is an actual mechanic. Licensing of mechanics adds a level of bureaucracy that is not necessary</p>	<p>other than the rider. As requested by the MA Board, Speedway Commission have revisited SW718 the Commission believe SW718 stay as Mechanics licence restricts persons allowed in the closed pits.</p>		<p>with the MA Speedway Commission Members it was agreed GCR 3.6.1.1 Remain as is, it was explained GCR 1.1.0.36 covers personal in the pit area for action against anyone for any breach of rules. The mechanics licence also helps restrict persons allowed access to the pit area.</p>

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SW719	Amend rule 12.4.5.1.	R Gill	certifying compliance with the licence requirements of these rules and forthwith pay the prescribed non-production fee. 12.4.5 Engine Capacity 12.4.5.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:	Add to bottom of table 125cc 4-stroke (Speedway) 1% 150cc 4 Stroke (Speedway) NIL Clarifies the engine capacity tolerances between the 125cc engine and the proposed 150cc engine and aligns the location for capacity tolerances with the MoMS	Commission do not agree, Speedway 125cc covered in GCR 19.4.1.2. Commission do not agree with adding 150cc engine.	-	Board approves commission decision
SW720	Amend rule 19.4	R Gill	19.4 ENGINES - JUNIOR SPEEDWAY 19.4.1 125cc Solo 19.4.1.1 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in 1 gear while racing. 19.4.1.2 The engine capacity must not exceed 125cc with a +1mm tolerance of the bore diameter. 19.4.1.3 A single cylinder, 4-stroke engine, fitted with 1 carburettor, of a mass produced type must be used. 19.4.1.4 The cylinder head must be as follows: a) 2-, 3- or 4-valve cylinder heads can be fitted, but 3- and 4-valve heads must retain manufacturers specifications, b) The action of the valves must be controlled by valve springs, c) The cylinder head may be ported and, if damaged in use, bearing journals may be bored and bearings replaced with either roller or bronze bearings, d) For 2-valve heads, maximum valve size must be: i) Exhaust - 25mm, and ii) Inlet - 30mm. 19.4.1.5 Carburettors no bigger than 24mm can be fitted. 19.4.1.6 Inlet manifold must be round for entire length. 19.4.1.7 Early model crankcases may be used with late model heads but the compression ratio must not exceed 9.7:1.	19.4 ENGINES - JUNIOR SPEEDWAY 19.4.1 125/150cc Solo 19.4.1.1 - If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in 1 gear while racing. 19.4.1.2 - The engine capacity must not exceed 150cc. 19.4.1.3 - Engines must be single cylinder, 4 stroke and be of a mass produced carburettor type 19.4.1.4 - The following may be modified- up to 125: a) Any type of ignition system may be used. b) Any type of carburettor up to 24mm may be used c) Cylinder head may be ported d) For 2-valve heads, maximum valve size must be: i) Exhaust - 25mm, and ii) Inlet - 30mm e) 3 and 4 valve heads must retain standard valve size e) Camshaft bearing journals may be bored and bearings replaced with either roller or bronze bearings Replacement parts equivalent to OEM may be fitted g) The gearbox, if fitted, may be modified or removed to limit the engine to one gear. h) Camshaft i) Compression ratio k) Parts from other engines either the same or other manufacturer may be interchanged.	Commission do not agree with this rule change regarding 150cc engine capacity. Commission believe Junior Speedway does not warrant another section.	SCB's	Board approves commission decision

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			<p>19.4.1.8 Any type of ignition system may be used. 19.4.1.9 Later model parts, or parts of different manufacture, may be installed. 19.4.1.10 The "Shupa" brand junior Speedway machine is approved for competition in the Junior 125 Solo class when the machine is fitted with the 2- or 3-valve head.</p>	<p>Over 125 and up to 150cc a) The engine must remain OEM and any replacement parts must either be OEM or a direct equivalent. b) Carburettor must remain OEM as supplied with the donor motor. c) Ignition system must be OEM as supplied with the donor motor d) NIL tolerance on capacity e) Exhaust system may be modified 19.4.1.3 A single cylinder, mass produced, 4-stroke engine, fitted with 1 carburettor, of a mass produced type must be used. 19.4.1.4 The cylinder head must be as follows: a) 2-, 3- or 4-valve cylinder heads can be fitted, but 3- and 4-valve heads must retain manufacturers specifications, b) The action of the valves must be controlled by valve springs, c) The cylinder head may be ported and, if damaged in use, bearing journals may be bored and bearings replaced with either roller or bronze bearings, d) For 2-valve heads, maximum valve size must be: i) Exhaust - 25mm, and ii) Inlet - 30mm. 19.4.1.4 Carburettors no bigger than 24mm can be fitted. 19.4.1.6 Inlet manifold must be round for entire length. 19.4.1.7 Early model crankcases may be used with late model heads but the compression ratio must not exceed 9.7:1. 19.4.1.5 Any type of ignition system may be used. 19.4.1.9 Later model parts, or parts of different manufacture, may be installed. 19.4.1.10 The "Shupa" brand junior Speedway machine is approved for competition in the Junior 125 Solo class when the machine is fitted with the 2- or 3-valve head.</p>	<p>Commission do not agree with this rule regarding 150cc.</p> <p>Commission recommends leaving rule 19.4.1.7 as is.</p>		
SW721	Delete rule 19.9.0.2.	R Gill	19.9.0.2 Junior Senior riders must be assessed by an MA accredited coach prior to Competition.	19.9.0.2 Delete. This rule singles out 250 senior riders for special consideration, the way the existing rule is written and inserted means 500cc riders or	Commission disagree with rule change This rule will remain. This rule is needed for new	SCB's	Board approves commission decision

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				<p>sidecar riders do not need to be assessed by a coach. All junior riders already need assessing by an accredited coach through other rules, this is unnecessarily repetitive.</p> <p>Currently no senior riders in any discipline need to be assessed, if it is considered all senior riders need assessing by a coach it should be written in the licensing section of the MoMS.</p>	Senior riders in Speedway and it is a safety item.		
SW722	Delete rule 19.11.4	R Gill	<p>19.11.4 Log books</p> <p>19.11.4.1 Each competitor must possess a prescribed log book which must:</p> <p>a) Be produced by the competitor at Scrutineering,</p> <p>b) Be available for production at any other time during the meeting,</p> <p>c) Contain provision for the following entries:</p> <p>i) The meeting date and place,</p> <p>ii) The Scrutineer's report as to any defects or faults in the machine,</p> <p>iii) Any penalties imposed by the Referee.</p> <p>19.11.4.2 A competitor must correct any machine defects noted in the log book before being permitted to compete on that machine again.</p>	<p>Delete rule</p> <p>The retention of this rule not only carries an unacceptable risk for the rider, officials and MA, but is another unnecessary expense and administrative burden in place for no known reason.</p> <p>The risk to the organisation and volunteers is severe. Knowingly allowing a rider to ride a machine that is not mechanically sound could result in a charge of criminal negligence should that fault result in an injury or death of a competitor or worse a spectator. All faults should be attended to before a rider is permitted to continue, this is a basic rule with any other discipline. Speedway should be no different to other sports. The noting of penalties is not something that is observed in the current age, and carries no significance. In making a decision on any penalty the referee generally will make a call on what he has seen in a race, he doesn't have time to chase up a riders log book to add an extra penalty for multiple offences.</p> <p>In any case a rider with something unacceptable in the log book be it penalties or requirements to repair a fault can magically lose their book and obtain a replacement from the SCB.</p>	<p>Commission does not support rule change and agrees Log Books should remain.</p> <p>As per 2012 minutes (SW674) Log Books if used properly are warranted in Speedway.</p>	SCB's	Board approves commission decision
SW723	Amend rule 19.13.4	R Gill	<p>19.13.4 Heat Format - Teams</p> <p>And</p> <p>19.13.4.3 Heats must be as follows:</p> <p>a) There must be 7 teams with each team having 6 heats and each team meeting all teams twice,</p> <p>b) Between each heat there must be</p>	<p>19.13.4 14 Heat Format – Teams</p> <p>And</p> <p>19.13.4.3 Heats must be as follows:</p> <p>a) There must be 7 teams with each team having 6 heats and each team meeting all teams twice,</p> <p>b) Between each heat there must be either another event or a 4 minute break,</p>	<p>Commission suggest changing rule to:</p> <p>19.13.4.3 c) Competitors cannot change gate position in this format only.</p>	MA Board	Board approves commission decision

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			either another event or a 4 minute break, c) Competitors cannot change gate position.	c) Competitors cannot change gate position in a 14 heat format. New Rule 19.13.6 Competitors in all but the 14 Heat format may change gate positions Adding the number '14' to the title clarifies this rule is for 14 heat format. The leaving out of '14' changes the context of the rule and leads to confusion. Adding 'in a 14 heat format' to item c) clarifies with no uncertainty where this rule applies which is only to the 14 heat format. Rule 19.13.4.3 must remain as not being able to exchange places as this 14 heat format does not lend itself to exchanging places fairly. The new rule 19.13.6 clarifies the right of riders in a team to exchange places.	"19.11.9.2 Competitors who are members of the same team or pair may exchange their starting positions." Should be added under 19.13.3 also.	MA Board	
SW724	New rule 19.9.0.4	Speedway MC of WA	No existing rule	19.9.0.4 The 350cc machines will no longer be eligible for junior competition from 1 January 2014. This puts a sunset clause into the rules to allow for the phasing out as has been the intention. A 2014 phase out will ensure that riders committed to the 350 are not disadvantaged as riders 14 this year will be 16 in 2014. This rule was supported by the Commission and Board in 2012 for the 2013 season however the rule has not appeared in the 2013 rule book. Commission to confirm the rule for 2013 and 2014 rule book.	Commission suggest adding the following rule; 19.9.0.3 d) 350cc machines are not eligible for Australian Championship from January 1 st 2014.	MA Board	Board approves commission decision
SW725	New rule 19.7	R Gill	No existing rule	19.7 50cc Solo Eligible machines are any production solo motorcycles utilising 50cc 2 or 4 stroke engines. All machines must be OEM. a) Engine capacity must not exceed 50cc b) The gearbox must not have more than one gear for 2 stroke machines and 3 gears for 4 stroke machines c) The clutch must not be of other than OEM and other than of a centrifugal type d) Rear wheel must not be other than 10" (254mm). e) Front wheels must not be other than 10" (254mm) or other than 12" (304mm)	Commission do not agree with proposed new rule request. Commission agree 50cc machines are a good starting point for riders, already covered in GCR 12.16.0.1 With the GCRs being available only electronically in 2014, the Commission now	SCB's	Board approves new rule 19.7

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				<p>f) A lanyard kill switch must be fitted g) Working brakes must be maintained The following may be altered a) Parts equivalent to OEM may be fitted. b) Seat c) Colour d) Mudguards e) Handlebars f) Grips g) Levers h) Cables i) Chains j) External gearing k) Tyre brand and pattern l) Foot pegs and foot peg position m) Rear shock absorber may be removed and replaced with a solid replacement n) Throttle limiting devices may be removed o) Restrictor washers in the header pipe abutting cylinder barrel may be removed.</p> <p>The 50cc competitive class is one of the most important classes in junior speedway as it is the primary feeder class for junior solo classes. These rules keep the machines standard with the exception of some modifications which make them more suitable for speedway, yet retain the ability for the rider to use them at other events. Having the class included in the speedway chapter clearly indicates to riders that there are options to motocross and makes it clear to clubs that they can cater to this class and promote it to the wider riding community. This approach at SMCWA has resulted in over 20 50cc riders participating with riders now graduating to junior solos as they reach 8 and 9 years of age. It is also important to include this class as a national championship class.</p>	<p>approve SW725 50cc Machines.</p>		
SW726	Amend rule 19.2.4.	R Gill	<p>19.2.4 Junior - 125cc Solo 19.2.4.1 Wheelbase must not exceed 1375mm. 19.2.4.2 Rear rim diameter must not exceed 17" (432mm). 19.2.4.3 Rear tyres must:</p>	<p>19.2.4 Junior - 125cc Solo 19.2.4.1 Wheelbase must not exceed 1375mm. 19.2.4.2 Rear rim diameter must not exceed 17" (432mm) for the 7 – U9 class and 9 – U12 classes or 18" (457mm) for the 12 – U16 class. 19.2.4.3 Rear tyres must: a) Have Trial or Speedway pattern tread tyres,</p>	<p>Commission do not agree with this rule change. Junior Speedway does not need changes at this stage.</p>	SCB's	Board approves commission decision

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			<p>a) Have Trial or Speedway pattern tread tyres, b) Not exceed 90mm x 432mm (3.5" x 17"), c) Not be modified. 19.2.4.4 Front rim diameter must not exceed 482mm (19"). 19.2.4.5 Front tyres must: a) Have Trial pattern or Speedway tread, b) Have a diameter not exceeding 19" (482mm), c) Not be modified. 19.2.4.6 Exhaust mounts: a) The exhaust must have at least 3 mounts to the motorcycle. b) The silencer must be attached to the frame with at least 1 clip. A second moveable coupling must be fitted from the first third of the silencer to the frame with a steel cable of at least 3mm or strong steel spring.</p>	<p>b) Not exceed 3.5" (90mm) x 432mm (3.5" x 17"), c) Not be modified. 19.2.4.4 Front rim diameter must not exceed 19" (472mm) for the 7 - U9 and 9 – U12 classes or 21" (532mm) for the 12 – U16 class. 19.2.4.5 Front tyres must: a) Have Trial pattern or Speedway tread, b) Have a diameter not exceeding 19" (482mm), c) Not be modified. The current wheel sizes limit larger junior riders. The option of a larger diameter wheel will ensure older and larger juniors are retained in the sport by ensuring, as much as possible, the machines are sized appropriately, whilst at the same time ensuring that the differential between wheel sizes being using by riders in the same class are kept within acceptable tolerances for safety. Larger Juniors attempting to ride bikes that are too small gives rise to control issues and represents a significant safety issue for the rider and their fellow competitors. FIM regulations for junior classes stipulate a maximum 17" for the rear and unlimited for the front. This aligns MA junior classes with the FIM.</p>			
SW727	Amend rule 19.7	R Gill	<p>19.7 CLASSES- JUNIOR SPEEDWAY 19.7.0.1 Junior - age groups and capacities - solo and sidecar; AGE GROUP CLASSES AND CAPACITY 7 to U9 years 125cc Single 4-stroke Solo 9 to U16 years 125cc Single 4-stroke Solo 13 to U16 years 250cc solo 14 to U16 years 350cc solo 11 to U16 years 250cc 4-stroke Sidecar 9 to U16 years 250cc 4-stroke Sidecar Passenger</p>	<p>19.7 CLASSES- JUNIOR SPEEDWAY 19.7.0.1 Junior - age groups and capacities - solo and sidecar; AGE GROUP CLASSES AND CAPACITY 4 to U9 years 50cc 2 stroke and 4 stroke Solo non-competitive 7 to U9 years 50cc 2 stroke and 4 stroke Solo 7 to U9 years 125cc Solo Single 4-stroke Solo 9 to u16 years up to 150cc Solo Single 4 stroke Solo 9 to U16 years up to 85cc Solo Single 2-stroke Solo 13 to U16 years 250cc solo 11 to U16 years 250cc 4-stroke Sidecar 9 to U16 years 250cc 4-stroke Sidecar</p>	<p>Commission do not agree with this rule change. Age group to stay as per GCR 19.7.0.1</p>	SCB's	Board approves commission decision

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				<p>Passenger Rationale</p> <p>If speedway is to grow there needs to be a defined pathway from 4 years through to senior. Classes need to be defined within the sport and not just allowed to 'happen' ad-hoc around the country. An ad-hoc approach will and does produce ad-hoc results. MX and Dirt track (the most successful of the disciplines) have 16 and 13 classes respectively from 7 yrs through to 15 years and for every capacity size (plus 50cc non-competitive). Riders and parents need to see this pathway, and clubs have got to know there are these classes to offer. SMCWA is catering to this philosophy and it is paying dividends. SMCWA DO NOT accept the argument that there are not enough riders to make these classes, but do accept that without an effort from clubs to recruit riders it will be a challenge especially in the early days. Speedway will grow if we start thinking outside the square, attack the problem from the elite end as well as the grass roots, offer choice (of which there is limited at present) and learn from the other successful disciplines and other sports. If we stick to doing the same thing then it is no surprise we get the same result. Rider numbers WILL NOT increase without some change. These changes won't cost anything but do provide the structure for a future.</p>			
SW728	Amend rule 19.2.5 Junior sidecar	R Gill	<p>19.2.5 Junior - Sidecar</p> <p>19.2.5.1 Overall length from the leading edge of the front tyre to the outside edge of the rear mudguard must not exceed 2100mm.</p> <p>19.2.5.2 Overall width must not exceed 1250mm.</p> <p>19.2.5.3 Wheelbase, taken at axle height and from the centre of the front axle to the centre of the rear axle, must measure between 1,500mm and 1,200mm.</p> <p>19.2.5.5 Wheel track, taken between the</p>	<p>19.2.5 Junior - Sidecar</p> <p>19.2.5.1 Overall length from the leading edge of the front tyre to the outside edge of the rear mudguard must not exceed 2500mm.</p> <p>19.2.5.2 Overall width must not exceed 1400mm.</p> <p>19.2.5.3 Wheelbase, taken at axle height and from the centre of the front axle to the centre of the rear axle, must measure between 1,700mm and 1,200mm.</p> <p>19.2.5.5 Wheel track, taken between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel,</p>	Commission do not agree with this rule change. All Junior tracks other than Pinjar Park cannot accommodate this change.	SCB's	Board approves commission decision

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			tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel, must measure between 800mm and 600mm.	must measure between 900mm and 600mm.			
SW729	Amend rule 19.4 engines Junior Speedway	R Gill	19.4 ENGINES - JUNIOR SPEEDWAY 19.4.1 125cc Solo 19.4.1.1 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in 1 gear while racing. 19.4.1.2 The engine capacity must not exceed 125cc with a +1mm tolerance of the bore diameter.	19.4 ENGINES - JUNIOR SPEEDWAY 19.4.1 125cc / 150cc Solo 19.4.1.1 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in 1 gear while racing. 19.4.1.2 The engine capacity must not exceed 125cc for the 7 to U9 years class, & 32mm for the 9 to U16 years class can be fitted.	Commission do not agree with this rule change. Engines to stay as 125cc only, 150cc not needed as another class.	SCB's	Board approves commission decision
SW730	Amend rule 19.7 classes Junior speedway	R Gill	19.7.0.1 Junior – age groups and capacities – solo and sidecar 7 – U9 years 125cc single 4 stroke solo 9 – U16 years 125cc single 4 stroke solo 13 – U16 years 250 cc solo 14 to U16 years 350cc solo 11 to U 16 years 250 cc 4 stroke sidecar 9 to U 16 years 250 cc 4 stroke sidecar passenger	19.7.0.1 Junior – age groups and capacities – solo and sidecar 7 – U9 years 125cc single 4 stroke solo 9 – U16 years 125cc 150cc single 4 stroke solo 13 – U16 years 250 cc solo 14 to U16 years 350cc solo 11 to U 16 years 250 cc 4 stroke sidecar 9 to U 16 years 250 cc 4 stroke sidecar passenger. The reason for these changes is to align with rules under all disciplines rule 12.16.0.1	Commission do not agree with this rule change to add 150cc engines.	SCB's	Board approves commission decision
SW731	2014 Solo Speedway Championship	Commission		Applications received for the 2014 Championships discussed; Promoters from the 2013 Series met at Motorcycling Australia with David White and decided; <ul style="list-style-type: none"> There will be a Series Referee for 2014 Championship. Series Announcers with be Rod Colqhoun and Matt Holder at Motorcycling Australia's expense. Commission discussed the possibility of the 3 round series to be reverted to a one off Championship. Riders prefer a 3 Round Series held over a week period.	Speedway Commission supports this recommendation	MA Board for discussion	Noted

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				Championship will be a 3 round series on the following dates and venues; 2014 Solo Championship - 3 Round Series Round 1 Kurri Kurri (NSW) 3 rd - 4 th January Round 2 Undera (VIC) 8 th January Round 3 Gillman (SA) 11 th January			
SW732	2014 U16 250cc and U21 Solo Speedway Championship	Commission	-	Proposal to run U16 250cc Championship to run separately to the U21 Championship for 2015. 2014 U16 250cc and U21 Solo Championship to be held at Gillman Speedway 25 th January 2014	Speedway Commission supports this recommendation	MA Board	Board approves commission decision
SW733	2014 U16 125cc and U16 Speedway Sidecar Championship	Commission	-	U16 125cc Championship and U16 Speedway Sidecar Championship will be held at Perth on 17 th -19 th January 2014. Speedway Commission recommends moving the U16 Speedway to October 2015. To eliminate Junior riders competing in extreme heat over the Christmas period.	Speedway Commission supports this recommendation	MA Board	Board approves commission decision
SW734	2014 Senior Sidecar Championship	Commission	-	2014 Senior Sidecar Championship to be held at Kurri Kurri on 28 th and 29 th March 2014.	Speedway Commission supports this recommendation	MA Board	Board approves commission decision
SW735	Social media	Commission	-	Commission are concerned about Social Media forums e.g. Facebook and believe the Social Media Policy should be strongly enforced by Motorcycling Australia. Current forums are allowing affiliates of MA to express derogatory opinions against Clubs/Promoters and Officials without consequence.	Commission to follow through with this item as per Appendix 3.	Speedway Commission	Noted
SW736	Speedway Coaching	Commission	-	Commission concerned Coaches outside of Speedway coaching Juniors incorrectly.	Speedway Commission supports this	MA Board	Board approves commission decision

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	Accreditation			Propose there be specific Speedway Accreditation for Coaches to access and pass Speedway Riders only.	recommendation		
SW737	Pro Rata Licences	Commission	-	Can a pro rata licence for Speedway riders who compete overseas be obtained.		MA Board to advise	Board advised the answer is "No"
SW738	MA Officials Clothing	Commission	-	Commissioners would like an update on the MA Uniform to wear to National and International Events to represent Motorcycling Australia	-	MA Board	Noted
SW739	FIM International Speedway Meetings	Commission	-	Speedway Commissioners who attend FIM Speedway meetings (at own cost) be granted an 'All Access Pass' to have the opportunity to liaise with competitors and officials to discuss processes and bring back ideas to better our sport locally.	Speedway Commission supports this recommendation	MA Board	Noted
SW740	Face to Face meetings	Commission	-	Proposal to arrange one of the two Commission meetings around a Championship where Commissioners are all present. One in person meeting to be held on a Saturday and one held at a meeting. Rationale: Amount of time taken off work and personal commitments mid-week.	Speedway Commission supports this recommendation	MA Board	Noted
SW741	Australian Title Selections. Current selection process to be revised	Commission	-	Commission propose the following to 2014; First four placegetters from previous year Current State Champions Any GP riders (if they nominate) Two Wildcards Remaining Qualify	Final Decision Speedway Commission supports recommendation to read as follows for 2014 First four placegetters from previous year championship Current State Champions Any GP riders (if they nominate) Two Wildcards Remaining Qualify	MA Board	Board approves commission's decision
SW742	Business Arising:	Commission	Touching Tape	Controversy over touching tape. Discussion on GCR 19.12.9.3 Officials should be trained on interpretation on letters M, R, F,	Speedway Commission supports this recommendation	-	Noted

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Lead	MA Board Decision
				T, E, N. All less than 0 and cannot be counted in a count back. Training of Level 4 Race Secretaries/ Referees to be looked at for the Speedway count back system.			
SW743	Amend rule 19.9.0.3a)	Commission	GCR 19.9.0.3 a) Junior riders can practice on a 250cc from age 12 years 9 months and on a 350cc from 13 years 9 months,	Propose to change to the below; 19.9.0.3 a) Junior riders can practice/ demonstrate on a 250cc from age 12 years 9 months and on a 350cc from 13 years 9 months	Speedway Commission supports this rule change	MA Board	Board approves commission decision
SW744	Propose new rule for Mudguards	Commission	-	FIM rule: New tyre 35mm from top of tyre to top of mudguard plus 5mm tolerance. If a pushbar is used, it should be made in one piece, of strong material which should not break under impact and must not protrude any higher than 35mm above the rear mudguard.	Speedway Commission supports this rule change as this is a safety item.	SCB's	Board approves commission decision
SW745	Amend rule 19.9.0.5	Commission	Track length for 250cc GCR 19.9.0.5 Tracks must be no more than 450 metres in length, and licensed by MA or the relevant SCB	Propose to change rule; 19.9.0.5 Tracks must be no more than 350 metres in length, and licensed by MA or the relevant SCB	Speedway Commission supports this rule change This is a safety item.	Board	Board approves commission decision
SW746	2013 Oceania Speedway Sidecar Championship	Commission	-	Discussion on applications received to host Oceania Speedway Sidecar Championship. To be held at Mildura on November 23 rd 2013 subject to track renovations to be completed by the end of August 2013. Transfer to Kurri Kurri if Mildura fail to have track prepared.	Speedway Commission supports this recommendation	Board	Board approves commission decision
SW747	Amend rule 22.3.0.1.d)	Commission	Quads Speedway Rule 22.3.0.1 d) A maximum overall width, including the rear tyres of 1400mm for Speedway machines until 31 March 2013. From 1 April 2013 the maximum overall width, including the rear tyres for Speedway machines will be 1300mm. For all other Quads the maximum overall width, including the rear tyres will be 1300mm from 1 January 2013.	Proposed Rule Change; A maximum overall width, including the rear tyres of 1400mm for Speedway machines be allowed.	This rule is a safety issue for Speedway machines, and for the future of Quad Speedway in Australia and must be retained.	Board	Board does not approve this recommendation
SW748	Amend rule	Commission		Change GCR 19.2.1.1 to read The use of	Commission supports	Board	As per appendix A

Item No.	Issue	Raised By	Existing Rule	Proposed Rule Change & Rationale	Commission's Decision	Lead	MA Board Decision
	19.2.1.1. 19.3 and GCR 19.4			<p>Titanium is permitted, with the exception in the construction of the frame, the front forks, the handlebars or the wheel axles of any machine. NOT TO USED IN ANY PARTS OF 50 125CC SOLOS OR 250CC SIDECARS</p> <p>Add to 19.3</p> <p>Engines – Speedway Titanium may be used.</p> <p>19.4 Engines Junior Speedway Titanium may NOT be used,</p> <p>Rationale</p> <p>The use of Titanium has been approved by 1.1.2013 in engines, Commission believe changes to Rules to allow the use of Titanium in engines will allow riders returning from overseas with engines to use these motors. This will effect GCR 19.2.1.1, 19.3 and GCR 19.4.</p>	recommendation		
SW749	Amend rule 19.2.1.1	Commission	-	See appendix A	--	Board	Board supports Appendix A

Meeting closed: 12:21pm Friday 19th April, 2013

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Speedway Commission
SCB

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Addition to the Speedway Commission minutes 21.8.2013 (Appendix A)

The use of Titanium in Speedway Engines.

After consultation with Phil Crump and another UK engine builder who Phil spoke to for me, the MA Speedway Commission have decided to NOT change the GCRs in relation to the use of Titanium in Speedway Engines.

19.2.1.1 will read,

Titanium may not be used in the construction of the frame, the front forks, the handlebars, the swingingarms or the wheel axles of any machine. This stays the same as the 2013 GCR 10.2.1.1.

19.3 Engines – Speedway Stay as the 2013 GCRs

Will not change the wording in the 2014 GCR in relation to the use of Titanium.

19.4 Engines – Junior Speedway Stay as the 2013 GCRs.

Will not change the wording in the GCR in relation to the use of Titanium.

Also spoke to Phil Re the use of after-market valves & valve springs, and pistons in 250cc & 350cc Engines he suggested MA allow the use of after-market valves, valve springs and pistons the rest of engine to be OEM.

The MA Commission have agreed with these suggestions, therefor GCR 19.9.06 will be changed to read.

19.9.0.6 Engines must be OEM 250cc and 350cc only changes allowed are ;

Valves, Valve Springs may be changed but must be the same size as OEM,

Pistons may be changed, replacement pistons must be the same compression as OEM. TITANIUM MUST NOT BE USED.

Carburettor size 34mm +/- 0.1mm.

Rationale.

The rule for the use of Titanium by FIM has been tried since 1.1.2013 and has not worked for the construction in engines, Engines cannot be used for a full race meeting and engines must be pulled down after every meeting.

The cost of this has seen all SGP riders not using titanium at all in engines, for this reason the Commission believe the suggested change to allow the use of titanium in engines will not proceed.

The change to allow the use of some after-market parts in 250cc & 350cc engines is also a cost cutting and reliability issue with these engines.

Final