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## MOTOCROSS COMMISSION MEETING MINUTES

Minutes of the Motocross Commission meeting held at the Airport Convention Centre-Melbourne on 8<sup>th</sup> May 2010.

**PRESENT:** John Tisdale – Chairman  
Robert Mestrom  
Mark Luksich  
Kevin Mortimer

**APOLOGY:** Paul Foster

**IN ATTENDANCE:** Nil

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	SCB Response
<b>MX869</b>	MX822(MX779)		Refer to Quad committee - Adam Siemensma		The quad committee sent a representative for the first time. The MX commission has long recommended quads have their own committee. There has been continuous confusion as to the responsibility of the operation of quads within MA	Quad Comm	
<b>MX 870</b>	(MX838) Venue Guidelines		Follow up on - "There is an expectation from the MXC that we be consulted before any action taken" - <b>REMINDER</b>		The commission is concerned to see the new guidelines out ASAP as there now seems to be a mixture of the new and old. However we remain concerned that some of the proposed off road changes are unworkable and strongly request we have the opportunity to comment before publication	MA	

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<b>MX871</b>	MX841		Noted: no contrary opinion has been forwarded and the current rule should remain.			Comm	
<b>MX872</b>	MX846		This request has continually been ignored. We ask that we are issued these licence statistics on a monthly basis.		This request is always agreed but never delivered. The commissions have no insight as to the health of their codes without this information	Comm	

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MX873	Lites Class Capacity		Change of rule:		This will address a more appropriate equalisation of power and promote a lower cost base where applicable for riders, hence increasing participation numbers at club level.	MA/ SCB's	
	Motocross		GCR 17.5.1.1.b) and 12.6.3.1 Change details under "Capacities:Lites to read <b>"up to 250cc (2 or 4 stroke)</b> Open to read <b>255 and over 4 stroke 250 and over 2 stroke, 250 2stroke permitted to ride 1 class only</b>		This will address a more appropriate equalisation of power and promote a lower cost base where applicable for riders, hence increasing participation numbers at club level. The 2 year trial of 250 2 strokes has proven the 250 four stokes are a superior bike. Initially there were approx. 6 riders who went to the 2 stroke option. This year there are none.		
	Motocross		GCR 17.12.1 and GCR 13.2.8 Change Pro-Lites to read <b>"up to 250cc"</b> for both 2 stroke and 4 stroke. Change Pro-Open to read <b>255 to 450 2 or 4 stroke</b>		This is all about affordability at club level racing and intended to increase membership		
	Supercross		GCRs 17.14.1 and GCR 13.2.8 Change details for Pro-Lites to read <b>"up to 250cc"</b> under 2 stroke and 4 stroke capacity columns. Change Pro-Open to read <b>255 to 450 2 and 4 stroke</b>		This will address a more appropriate equalisation of power and promote a lower cost base where applicable for riders, hence increasing participation numbers at club level. The 2 year trial of 250 2 strokes has proven the 250 four stokes are a superior bike. Initially there were approx. 6 riders who went to the 2 stroke option. This year there are none.		
MX874	Parade Lap / Helmets		We do not support that this rule be introduced.	No Action. Leave as current.	The basis of parade laps is for moments of respect or promotional reasons.	MA/ SCB's	

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MX875	FIM Noise Levels		The MXC acknowledges the FIM proposed rule changes and will look to implement these if and when the FIM make the change.			Comm	
MX876	Race Numbers email from Mongrel Motos		Change of rule: 12.6.2.1.b - delete Change to: "Figures with minimum sizes of 100mm height and 20mm width of stroke in Impact, <b>Bolt, Euro, Compacta or</b> 12.6.4.2 - change font options to: <b>Arial Rounded. Impact, Bolt, Euro, Compacta or Arial Rounded.</b> 12.6.1.2.a - delete		The current rules only allowing for one font are too difficult and unreasonable to police. The suggested recommendation allows for more flexibility within a range of popular fonts that are easy to identify.	MA/SCB's	
MX877	Pit Bike Racing		We acknowledge the comments from Urban Motos and encourage that dialogue be had with a range of specialists in this category.		We request that expressions of interest be called from stakeholders to conduct a review of rules and classes	Comm	
MX878	Helmet Cameras		New Rule: 17.1.9 - Accessories 17.1.9.1 - Helmet Cameras Cameras with a detachable design are approved to be mounted to helmets.		This has been approved in principal by the board in the past. The advent of increased TV coverage with MX and SX creates a demand for this promotional requirement. They are widely used in major events and have been since approved 2 years ago. We seek only to have this included in the GCR's to eliminate the confusion out there at present	MA/SCB's	

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MX879	Number Fonts		12.6.2.1 This will be covered under MX877 This requires a rule that will eliminate the continuous menacing by some as per letter from Mr Peter Woodhead. The Commission Chairman will address this at the next Board meeting attended.			Comm	
MX880			We appreciate the comments raised by Kim Rowcliffe and would like to point out that we interpret the ruling in 17.8.1.7.b as a general term for a person holding the minute board.			Comm	
MX881	Regional SX		It is of the MXCs opinion that a feeder for the major national SX series is required. This would help develop a stepping stone for younger riders to bridge from outdoor MX racing to the high pressure of technical SX style tracks.			Comm	
MX882	Rider Representative		The MXC supports the continuation of the recently appointed Rider Representative role that has been established for the Motocross Championship. The honourable intentions by the late Andrew McFarlane should be continued and a new rider should be appointed as soon as possible. The functions of the role should be agreed on in consultation with WEM so that it is clearly understood by all contributing riders.			Comm	

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MX883	Flags and Signals		<p>Move rule 17.14.4 "Qualifying" to 17.14.5  New Rule 17.14.4  17.14.4 - Track flags and signals for the ASXC.  <b>Yellow flag held stationary</b> - minor danger, show caution, overtaking forbidden.  <b>Yellow flag waved</b> - no jump signal, immediate danger, show caution, jumping forbidden, overtaking forbidden.  <b>White flag with a red cross</b> - medics on track, extreme incident, competitors to show extreme caution, prepare to stop, jumping forbidden, overtaking forbidden - riders are expected to be in first gear, standing on the pegs and riding at walking pace.  <b>Red flag displayed</b> - race, qualifying or practice stopped, slow down and immediately proceed to the start, pits or any area indicated by the officials  All other relevant flags and signals as per GCR 12.13.0.2</p>		This seek to formalise what is now common use of this ruling in the national SX event and to ensure it is noted as different from MX	MA/SCB's	
MX884	New MA Licence		The MXC believes that the new MA licence that has no rider ID photo is a negative move and will promote impersonation. Additionally the expiry date is too small and difficult to identify for officials.		The licence needs to be redesigned to bring the format back to a user friendly.	MA/SCB's	
MX885	12.16.0.3.d		This rule currently reads: "No participant in the 50cc automatic class may compete in any other class other than at club level competitions"	Delete 12.16.0.3.d	Unfairly penalises this age group.	MA/SCB's	

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MX886	Team Manager Junior World Titles		<p>The joint commission (MX and Junior) expressed surprise and disappointment at the board's decision to not support recommendation of Mark Willingham for this position. It is the commissions opinion that Mark Willingham has carried out his role in a competent and professional manner in his role at both the recent world junior and Oceania titles and in the latter we were especially grateful for him accepting his position at very short notice and it was commonly understood that in doing so and in successfully managing the team that he would be given favourable consideration for the position of manager for the 2010 team to France.</p> <p>It's our fear that this resource may now be lost to the code.</p> <p>We would appreciate that on issues as sensitive as this that if MA are to reject our recommendation, that we have the opportunity to discuss it before the final announcement.</p>			MA	
MX887	Fast 50 - capacity		The MXC recommends that a discussion with a wider range of specialists in this industry is arranged to better understand that is required.			Comm	
MX888	Jamie Heidrich Letter - classes		The MXC rejects this request.		There is no requirement to create a new class in the GCRs for this class. A promoter has the opportunity to accommodate a special request of this nature in the SR's if he feels it is required for consideration.	Comm	

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<b>MX889</b>	Handle Bar Width - Dale Daniels		The MXC rejects this request.		Refer to Junior Commission	Junior Comm	
<b>MX890</b>	Junior Trail Bikes		The MXC recommends that the distributors be notified of any market demands to have their models approved for competition.		All homologation requests should be driven by the national distributors.	Comm	
<b>MX891</b>	Junior Female Quad Class		The MXC referred this to the Women's and Quad commissions.			Womens / Quad	
<b>MX892</b>	Women's no. plate backgrounds		The MXC referred this to the Women's commission.		Women's blue background with yellow numbers has been approved several years ago. However does no longer appear in MOM and may have just been an omission	Womens	
<b>MX893</b>	Rick Gill - GCR12.16.0.3.d		The MXC commission supports this request and referred it to the Junior Commission.			Junior	
<b>MX894</b>	13y/o capacity		The MXC wishes to raise a concern that currently exists in the GCRs. Today a 13y/o can go directly from a 65cc two stroke to race a 250cc four stroke. It is recommend that we seek more information from the FIM and AMA as to what rules they have or are developing to address this issue. The MXC recommends that the stake holders be advised of this concern		250cc four strokes have improved immensely since their introduction and are now clearly more competitive than most 250cc two strokes that these same riders are not permitted to race. The industry needs to be informed as we are considering introduction of a rule to resist the larger machine to >14years. Stakeholders need at least one seasons notice	Comm	
<b>MX895</b>	Junior MX Title Club Allocation					Comm	



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