

## Motocross Commission Meeting Minutes

### Phone Conference 26 July 2011

Presented to the MA Board Commission meeting on 16<sup>th</sup> August 2011 held at Motorcycling Australia, 147 Montague Street, South Melbourne

**PRESENT:**

Stephen Foody	President (Chair)
David White	CEO
John Tisdale	Vice President
Lyal Allen	Director
Ray Jonkers	Director
Mark Luksich	Motocross Chairman

**APOLOGY:** Nil

**IN ATTENDANCE:** Tina Alderman

**APPENDIX:** 2

#### **AIS CAMPS**

Stephen Gall explained why the coaching committee has split the usual, one camp per year into two camps.

Camp One (1-7 Sep 2011) – 15 riders (7-8 MX) targeted at level B riders.

Camp Two (17-26 Jan 2012) – 20 riders (10MX) targeted at A level riders.

Stephen expressed that he was not so firm on the traditional “over 15/under 21” age group. In the past this has been strict.

Stephen expressed his concern regarding riders that may show inappropriate behavior. It was suggested that a ‘behavior clause’ be added to the rider agreement.

The MX Commission will be asked to select the riders for the camps and will give Stephen Gall the opportunity to make comment on any ‘past issues’ before final confirmation is given to the rider.

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision												
MX899	MX870: Venue Guidelines	Comm	Commission has not had the opportunity to review the standards. We now await the opportunity to review in respect to our recommendations.	BF to send to the commission (26/7/11)		MA	Noted, Venue guidelines were held back due to some final changes. Will be sent to MX Commission as soon as completed.												
MX900	MX871: It is our intention to change the rules to allow a 15-U19yr old class to compete at national events on 150cc 2 stroke machines only. This requires a number of rule changes including a modification to the junior/senior rule.  1. Aligns with junior FIM World Titles making selection easier as the current arrangement requires selection from up to four different divisions, including the Pro Open.  2. The commission believes this will further enhance the attraction of transitioning juniors to stay in the sport  3. It will further smooth the progression from junior to senior as has been experienced in the road race. It is envisaged that 15 yr olds would not lose their junior	Comm	<p>Commission:</p> <p>Rule 17.12.1 to read as:</p> <table border="1"> <thead> <tr> <th>Class</th> <th>Capacity 2 stroke</th> <th>Capacity 4 stroke</th> </tr> </thead> <tbody> <tr> <td>Pro Lites</td> <td>Up to 250cc</td> <td>Up to 250cc</td> </tr> <tr> <td>Pro Open</td> <td>251 to 450cc</td> <td>251 to 450cc</td> </tr> <tr> <td>Under 19</td> <td>Up to 125cc</td> <td>Not Applicable</td> </tr> </tbody> </table> <p>Rule has been approved by the board in 2010. Rationale as per proposed recommendation previously. It was requested that this recommendation be sent to all stake holders including the relevant senior distributor managers.</p> <p>The MX Commission is concerned that relevant senior</p>	Class	Capacity 2 stroke	Capacity 4 stroke	Pro Lites	Up to 250cc	Up to 250cc	Pro Open	251 to 450cc	251 to 450cc	Under 19	Up to 125cc	Not Applicable	<p>(2010) Although one SCB voted against this decision, the Commission recommends that it go ahead.</p> <p>(2010) Letter to be sent to Manufacturers by MA. (The letter was not sent, some Manufacturers were spoken to, the ones that did not have 125cc machines strongly objected to the rule change)</p> <p>(26/7/11) MA is concerned that since this was first raised Suzuki, Honda &amp; Kawasaki have stopped producing 125cc 2 stroke machines, Factory &amp; Team riders may be forced to ride another brand to compete in this class, Riders will need two bikes, only Yamaha and KTM manufacture/import these machines and 2-3 year old KTM's are being imported from the USA further damaging the market.</p>		MA	This matter has been held over Mark Luksich to address this item. Rejected: Agreed that some of the initial intentions of this recommendation had been achieved MX900 to be cancelled and reviewed by MXC for 2012.
Class	Capacity 2 stroke	Capacity 4 stroke																	
Pro Lites	Up to 250cc	Up to 250cc																	
Pro Open	251 to 450cc	251 to 450cc																	
Under 19	Up to 125cc	Not Applicable																	

	status. 4. This will accelerate the transition for the rookies and bolster Lites and Opens		manufacturer representatives may not have been specifically notified of the rules intent and that this should be re-enforced immediately	MNSW disagree with the commission, Rationale is: Seniors and Juniors should not ride together.			
MX907	MX878 Helmet cameras	Comm	Applied into rule 12.2.4.1 instead	No further action required.		No Action	noted
MX910	MX881 Regional SX	Comm	It is of the MXCs opinion that a feeder for the major national SX series is required. The commission would like to identify if the current promoter would be interested to provide these additional SX events. If not the commission would like to seek the interest of other interested parties.	Commission seeks MA's advice.  The commission would like to proceed with the decision.	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/ MA CEO/ MA BOARD	Supercross in Australia is not as strong or secure as it has been in the past CEO to carry on further discussions with Mark Luksich and Kevin Williams regarding opportunities, rider eligibility and scheduling of another series.
MX911	MX882 Rider representative	Comm	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.	No Action	Information Only	No Action	(2010) Noted

			Craig Anderson is the rider representative for 2011				
MX914	MX885 Rule change resubmission for 2012 Rule 12.16.0.3 (d)	Comm	Amend rule 12.16.0.3 (d) which currently reads: "No participant in the 50cc automatic class may compete in any other class other than at club level competitions".	<b>The Commission recommends that this rule be deleted from the 2012 MoMS.</b>	The rule unfairly penalises this age group.  <b>MNSW &amp; MWA agree with commission, this rule is impossible to police so why have it.</b>	MA	This recommendation was not approved by the Board.
MX919	MX889 12.17.2.2 k) Handelbars must be securely plugged and be no wider than 630mm	Comm	KTM standard bars are wider than 630mm, MA and some competitors questioned why we have this rule in the GCR's.	No action	Carry over from 2010	No Action	No action
MX924	MX894 <b>Rule change Discussion for 2013</b> 12.16.0.3.a)  Ref Junior Motocross & Enduro age range table on page 103  13y/o can go directly from a 65cc two stroke to race a 250cc four stroke	Comm	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.	<b>26/7/2011 On the basis of the responses the commission would like to resubmit this next year.</b>  The MXC is concerned about this item and requests that the industry receives the following draft notice. <b>Draft Notice:</b> Dear Industry Partner, consistent with the Motocross Commission's desire to give the industry sufficient notice on our desires and directions we wish to bring to your attention the following. Under rule 12.16.0.3.a of the Manual of Motorcycle Sport sets the classes for Junior Motocross. Under this law a rider may ride a 65cc bike from age 7 to under 13. The next year at age 13 a rider may then compete on a 250cc capacity bike. It is the opinion of the Motocross Commission that this is not a desirable circumstance. It is the commission's opinion that this	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. <b>MNSW agree with the commission's concerns and think the rule should be extended to read that riders under 15 years should not be allowed to ride a 250cc 4 stroke machine at any time except for three months prior to their birthday in coaching situations only.</b>  <b>MWA do not share the same opinion as the commission and feel that it would be easier to reduce the age maximum on the 65cc class if this was the determining</b>	Resubmit in 2012	Noted 2011. Redrafted letter to be sent to industry.

				<p>option for a rider should cease to exist and that a rider must move through capacity classes before being allowed to ride the largest capacity machine.</p> <p>Once the Board of MA approve the final rules all interested parties will be notified of the result.</p>	<p>factor in this ruling. With the update of the JCP, the new competencies on-bike practical skills sessions should indicate the rider's ability to ride/control any larger capacity machine. If our coaches are trained correctly and given an unbiased view of the riders capabilities, then it should not be an issue, if the rider display's all the competency and ability to control and maintain safety on the 250cc 4 stroke machine then they should be allowed to do so.</p>		
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MX926	Noise Levels letter from Murray Sayle for MX/SX	M Sayle	<p>Murray Sayle letter:  1) Need to focus on noise,  2) MA noise regulations to reflect new FIM MX rules, if an FIM MX world Championship is held in Aust, Aust riders will be disadvantaged because they have not competed on bikes that comply.  At the May 2010 MXC meeting, under MX875 the MXC already acknowledged the FIM proposed rules. A letter should be sent to Mr Sayle acknowledging that the MXC has been in fact instrumental in bringing the noise levels in line with FIM levels in previous years and intending doing same with latest FIM noise rules as soon as they are finalised.  All importers of aftermarket exhausts should be informed of our intentions as well.</p>	<p>Re MX875 – in May 2010 The MXC acknowledged the FIM proposed rule changes</p> <p><b>26/7/11 BF to check if a response was sent to Murray Sale in May 2010.</b></p>		Comm	Noted. Letter was sent to Murray Sale.
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MX927	Helmet Standards in Australia	B Ryan	Mr Bernie Ryan raised the potential for litigation due to the proliferation of non Aust Standard helmets being used in domestic competition. The Potential of Enduro riders breaking the law and the difficulty scrutineers may be having in identifying approved helmets.	MXC acknowledges that there are possible commercial ramifications to the current rule. The MXC will consider this issue further and thanks Mr Bernie Ryan for his correspondence. This issue runs across many motorcycling disciplines should be considered by all commissions. <b>26/7/11 Commission asked that Mr Ryan's email is responded to.</b>	<b>MNSW disagree with rule change</b>	All Comm's	Noted no action required. Ensure Mr Ryan correspondence be acknowledged.
MX928	Primary Drive guards <b>Rule Change 12.8.8.1</b>	G Thomas	Existing Rule: 12.8.8.1 Primary drives must be guarded so as to prevent direct access to the drive chain or sprockets with the fingers. Change to: 12.8.8.1 <b>All primary</b> drives must be guarded so as to prevent direct access to the drive chain or sprockets with the fingers.	MXC thanks Mr Garry Thomas for his submission. MXC doesn't see that there is any immediate imperative that there needs to be an amendment to the rule here for motocross. <b>MNSW agree with the commission</b>	Many Officials believe that the primary drive is the drive off the end of the crankshaft that drives the clutch on most modern motorcycles it is already covered by a sealed engine case therefore the secondary drive off the gearshaft comes under 12.8.8.4 As the secondary drive also comes with a factory fitted guard which at times is being removed contrary to OH & S requirements (removal of a safety guard). In most cases this drive is less than 30mm from the swingarm. By removing the word Primary the rule means all drive sprockets must be covered regardless of distance from the swing arm therefore simplifying the interpretation of the rule.	No Action	Noted no action required.
MX929	Helmet camera footage <b>Rule change and additions 12.2.4</b>	B Ferrari	Rule heading 12.2.4 delete 'Helmet' Create new rule <b>12.2.4.2 Allows onboard cameras unless specifically banned in the supplementary regulations.</b>	MXC thanks Mr Brendan Ferrari for his submission. In this matter it is the discretion of the promoter and usually handled in the Supplementary regs.	More and more cameras are being used and this allows them but retains some control and may prevent undesirable footage being published	No action	Board has not endorsed this 12.2.4.2

			Create new rule 12.2.4.3 All onboard camera footage is owned by the promoter and should an incident occur, where an onboard camera has footage of the actions leading to an incident, the footage is not allowed to be published without the promoters consent.	26/7/11 Commission asked that Mr Ferari's email is responded to.  MNSW agree with the commission and stated that penalties should apply.			MA to seek legal advice in regards to creating rule 12.2.4.3.
MX930	Helmet Removal System New rule request	A Katakou zinos	Add rule: <b>A commercially available helmet removal system must be worn at all times in all disciplines.</b>	MXC thanks Mr Alex Katakouzinis for his submission.  <b>The MXC recommends the use of the new helmet removal system becomes recommended for 2012 and thereafter becomes compulsory for the senior national Championship events.</b>  Recommendation is to discuss with Racesafe, compare AMA usage and prepare implementation plan through event Supplementary Regulations from 2012 onwards.	A helmet removal system is to aid in removing the helmet from an injured rider. It is most useful to emergency personnel when the rider is unconscious or unable to remove their helmet. It allows them to remove the helmet without putting additional strain on the rider's neck. The quick removal can help decrease the risk of serious injury in an accident.  <b>MNSW disagree and state: Since we do not have minimum standards for medical, this could lead to further injury if used by unqualified medical such as St Johns or industrial first aid specialists.</b>	<b>MA</b>	Mark Luksich to further investigate this.
MX931	"Pit Bikes" use	G Henry	Letter from Mr Geoff Henry raising concern that Kids entering the sport via 'Pit Bike' type machines are being denied	MXC thanks Mr Geoff Henry for his submission. We note that your concern is primarily to do with coaching and that		No Action	No action

			coaching because the GCR's do not allow for these bikes due to their wheel sizes.	the rules regarding wheel sizes are there for the purpose of controlling racing, not coaching, and have been developed over a long period of time. No further action required.			
MX932	Practice 3 months prior to a birthday <b>Rule Change 3.8.1.3</b>	C Barton	Current rule: 3.8.1.3 The coaching requirement for a 125/150cc 2 stroke or a 250 4 stroke endorsement can be undertaken 3 months prior to the riders birthday that allows them to compete on either machine. Suggested wording: <b>3.8.1.3 Junior riders in all disciplines can, at 3 months prior to their birthday, commence practice on a machine of increased capacity that they will be competing on when reaching the required age, provided it is at a permitted practice/coaching event only, and in the presence of an accredited coach of that discipline.</b>	MXC thanks Mr Chris Barton for his submission. MXC note that the rule mentioned only relates to an activity that is permitted by MA No further action required.  <b>MNSW agree with rule change except only for coaching not practice.</b>	To allow the junior rider to gain experience and familiarity of the machine and it's characteristics before entering competition on the machine of increased capacity. The current rule exists in regards to 125cc/250cc endorsements (3.8.1) but is not discipline specific, (but lends itself to Motocross). The implementation of this amendment will also clarify some misinterpretations of this current ruling and what discipline it is specific to.	No Action	To be reworded as follows Not to be at practice sessions, coaching sessions only.
MX933	<b>Rule change 12.16.0.3 d</b>	R Gill	Current rule: 12.16.0.3 d) No participant in the 50cc automatic class may compete in any other class other than at Club level competitions.  Change to: 12.16.0.3 d) <b>No participant in the 50cc Automatic class may compete in any other class other than at Club level competitions. Participants having competed at above club level competition on a manual machine may no</b>	MXC thanks Mr Rick Gill for his submission.  <b>Refer to MX914 (The Commission recommends that this rule be deleted from the 2012 MoMS)</b>	It appears the Board support the principle of a rider not being able to return to the automatic machine. As this rule was changed with the homologation of 50cc manual machine in 2006, and the wording removed that referred to no longer returning to a manual machine to cater for this, the suggested wording now makes it clear that a rider cannot return to an automatic machine unless it is one of the manual machines	No Action Ref MX914	No action rule not to be deleted.



			longer ride the 50cc automatic class with the exception of machines homologated in accordance with rule 12.17.1.1		allowed under the rules.  MXNSW agree with proposal		
MX934	Rule change 12.16.0.3 b	R Gill	Current rule: 12.16.0.3 b) Table as displayed on page 103, 13 to U16 age range '100 to 150cc 2 stroke' Change to: 12.16.0.3 b) Remove '& enduro' from the title copy table to the Enduro specific chapter new title 'Junior Enduro' change wording of the 13 to under age range to 100cc to 200cc 2 stroke	MXC thanks Mr Rick Gill for his submission.  Change to: 12.16.0.3 b) Remove '& enduro' from the title copy table to the Enduro specific chapter new title 'Junior Enduro' change wording of the 13 to under age range to 100cc to 200cc 2 stroke	To be consistent in wording and intent, the Enduro specific chapter currently allows up to 200cc 2 stroke for juniors however the all disciplines limits to 150cc  MXNSW disagree with proposal	JS&D Comm	Board has endorsed this recommendation; Enduro commission needs to be made aware of this.
MX935	Correspondence from Mr Brett Kilvington	B.Kilvington	Already actioned and no further action required.	MXC requests that MA confirm that correspondence regarding this request was forwarded back to Mr Kilvington. If so MXC consider the matter closed.		No Action	No action
MX936	Rule 17.5.1.1. Check rule Discrepancy between Lite and Open class capacities.	MA	Rule 17.5.1.1. Discrepancy between Lite and Open classes. Should capacity for Lite's be 'up to 255cc 4 stroke and up to 250 2 stroke' not up to 250cc (2 or 4 stroke). The Open class is 255cc	Re Agenda item 10 it is not clear to the MXC where this request originated or why, however we have reviewed the rule and consider it worded as intended.		No Action	No action

MX937	<p><b>Rule Change 12.6.5</b> Paul Foster tabled correspondence dated 4<sup>th</sup> March Re Back numbers Rule 12.6.5. introduced in 2011 GCR's</p>	P Foster Comm	<p>Current rule: <b>12.6.5 Back Numbers – Seniors and Juniors</b> 12.6.5.1 No junior or senior may compete without back numbers, except in Enduro, Moto-Trials or Road Racing unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.</p> <p>NEWRULE 12.6.5.1 No junior or senior may compete without back numbers, except in Enduro, Moto-Trials, Road Racing or interclub/closed to club competitions unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.</p>	<p><b>NEW RULE</b> 12.6.5.1 No junior or senior may compete without back numbers, except in Enduro, Moto-Trials, Road Racing or interclub/closed to club competitions unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.</p>	<p>MXC noted that this correspondence was not included in the Agenda package. Rule 12.6.5. In respect to the submission the MXC believes that this is an issue and we believe that changing the rule affecting all commissions was not agreed by all commissions prior to its inclusion. This current rule is impractical if applied at club/or interclub level motocross events because club riders and one day license holders are only usually issued with race numbers on the day making it almost impossible to have back numbers organised.</p> <p><b>MWA agree with commission. MNSW disagree with the commission.</b></p>	<b>MA</b>	Board has endorsed this recommendation
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MX938	Body Armour <b>Review rule 17.1 Protective Clothing – Motocross and Supercross</b>	MA	Commission to review body armour rules for Junior and senior riders and body armour descriptions	<p>We believe that generally the existing regulations are satisfactory however we note the following regulation recently adopted by AMA / FIM. <b>Something similar should be included in the discipline specific chapters or All Discipline section of the MOM's.</b></p> <p>Rider Responsibility (1.19) It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection.</p> <p>Although AMA and the FIM approve materials, neither the AMA nor the FIM endorses or guarantees specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.</p> <p><b>Example for MX &amp; SX chapter</b> 17.1.0.1 Although MA approves materials, MA does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.</p>	Regarding 17.1.8 This subject has been explored many times and the MXC intention is that it is never to be more than roost protection. We believe that trying to regulate safety equipment in general including body armour, neck braces and helmet removal systems is complex and probably ultimately unachievable to a satisfactory level.	MA	Board has endorsed this recommendation to add rider responsibility (1.19) to current rule 17.1.0.1.
MX939	Freestyle Accreditation request Mr Steve Sommerfeld	Comm	MXC agrees to accredit Mr Sommerfeld. Letter to be sent to Barry French (cc to Lindsay Granger) that his application is approved.	No further action required	The letter of accreditation was sent to Mr Sommerfeld.	No action	No action

MX940	Add rule to 17.13 Australian Junior Championships	R Mestrom	Add to 17.13 the following: <b>17.13.5 Practice and Qualifying 17.13.5.1</b> All grid positions will be determined by practice/qualifying times. Timed qualifying would be from the second practice session.	<b>Apply 17.13.5.1</b>  All grid positions will be determined by practice/qualifying times. Timed qualifying would be from the second practice session.	With the advent of National events timed through transponders grid positions should be allocated by the faster timed qualifiers. <b>MNSW disagreed, timed qualifying should be held in both sessions to give the rider every opportunity to record a fast time</b>	MA	Board endorsed this recommendation
MX941	Relates to 13.2.9 <b>Change to Classes</b>	Comm	Current: 100cc to 150cc 2 Stroke 13 to under 15yrs, 15yrs:  200cc to 250cc 4 Stroke 13 to under 15yrs, 15yrs  <b>Change to:</b> 100cc to <del>150cc</del> <b>125cc</b> 2 Stroke 13 to under 15yrs, 15yrs  <b>128cc to 150cc 2 Stroke, 200cc to 250cc 4 stroke 13 to under 15yrs, 15yrs</b>	<b>For commercial reasons this should not be brought in until 2013. Letter to be sent to distributors</b>	To fairing up the classes. The 150cc was never intended to race on its own. Intending to increase participation of 125cc riders.  <b>MNSW disagreed with commission because it cannot be adequately policed.</b>  <b>MWA agree with commission.</b>	MA	Board endorsed this recommendation for 2013. Letter to be sent to motorcycle distributors.

MOTOCROSS

50cc Division 2	7 to under 9yrs
65cc Solo	7 to under 9yrs, 9 to under 11yrs, 11 to under 13yrs
85cc 2-stroke (Standard Wheel)	9 to under 12yrs
85cc 2 stroke (Standard / Big Wheel)	12 to under 14 yrs, 14 to under 16 yrs
150cc 4 stroke (Standard Wheel)	9 to under 12 years
150cc 4-stroke (Standard / Big Wheel)	12 to under 14yrs, 14 to under 16yrs
<b>128cc to 150cc 2 Stroke, 200cc to 250cc 4stroke</b>	13 to under 15yr. 15yrs
100cc to <del>150cc</del> <b>125cc</b> 2 stroke	13 to under 15yrs, 15yrs
Sidecar 80cc-100cc 2 stroke/ 150cc 4 stroke	9 to under 13 yrs
Sidecar 80cc – 100cc 2 stroke/ 150cc 4 stroke	13 to under 16 yrs
85cc 2 stroke/150cc 4 stroke All Wheel Female	12 to under 16 yrs
150cc 2 stroke/250cc 4 stroke Female	13 to under 16 yrs

Quad 90cc 2 stroke & 110cc 4 stroke <b>Limited</b> 7 to under 10 years
Quad 90cc 2 stroke & 110cc 4 stroke <b>Limited</b> 9 to under 13 years
Quad 90cc 2 stroke & 110cc 4 stroke <b>Comp</b> 9 to under 13 years
Quad 200cc 2 stroke & 300cc 4 stroke <b>Comp</b> 12 to under 16 years
Quad 200cc 2 stroke & 300cc 4 stroke <b>Comp Girls</b> 12 to under 16 years

MX942	Shifting Jnr Girls <b>Championship from Junior Championship round to Australian Women's Championships rounds</b>		Shift Jnr Girls Championship from Junior Championship round to Australian Women's Championships rounds	<b>Shift Jnr Girls Championship from Junior Championship round to Australian Women's Championships rounds</b>	MQ Women's sub-Committee have requested that the following points be noted: We agree with this rule change as provided that all classes of junior competition are included in the event. That the event be held in a central location or in all states on a roster system.	MA	Commission to further investigate and report back to the Board.
MX943	Change to 65cc age groupings at Australian Titles 13.2.9	R Mestrom	Change to 65cc age groupings at Australian Titles	MXC disagrees with the need to change the 65cc age group at this stage.	MNSW agree with commission	No Action	No action
MX944	Changes to structure of Australian Jnr Titles	MXC	The MXC and the Jnr MXC believe that in the future there is a need to change the complete structure of the Australian Junior titles to regional and/or State representation. With the effect of reducing the size of the event to a more manageable level and run as multiple event series.	There is no decision at this stage, we are floating the idea for comment and discussion by all stakeholders in 2012.  MNSW agree with commission	The current structure is an enormous work load on the promoting club often leading to good members calling it time to quit. Additionally a multi-round state based format will help juniors riders prepare for the senior MX Championship format.	Comm	Commission to further investigate. MXC to develop new championship format for submissions in 2012 meeting to continue proposal.
MX945	<b>Rule change</b> 17.13.1.4.b Change from 3 to 5 legs/races	R Mestrom	Change from 3 to 5 legs/races	MXC disagrees for the need to make a change from 3 legs/races to 5 No further action required	There is no room to change the current program.  MNSW agree with commission	No Action	No action
MX946	<b>Rule change</b> 13.2.9 Change to 85cc 2 stroke (Standard/Big Wheel) 12 to under 14 yrs, 14 to under 16 yrs	R Mestrom	Current: 85cc 2 stroke (Standard/Big Wheel) 12 to under 14 yrs, 14 to under 16 yrs  Change to: 85cc 2 stroke (Standard/Big Wheel) 12 to under 14 yrs, 14 to under 16 yrs	MXC disagree with the need to change this rule. No further action required.	MNSW agree with commission	No Action	No action

MX947	Approval of Applications for 2012 Junior MX Titles	MXC	Applications received from Maffra/Sale MCC, Suncoast Junior MCC & WA Junior MCC.	Appoint Suncoast Junior MCC for 2012	Rationale is that in 2011 SA has titles and it has been 5 years since Qld hosted titles.	MA	Suncoast Junior MCC be advised by 20 August 2011
MX948	Re: 2010 Super X Lites Championship results	MXC		<p>The MXC wishes to express concern at the handling and duration of the review of the results of the last round of this event. The MXC has received comments speaking unfavourably of MA from both the commercial entities (sponsors) and riders attached to the sport. Particularly around the time taken to fully resolve this matter. The primary concern is the delay diminishes dramatically any advantage to the parties that can be leveraged of a favourable result. We would be grateful if the board could review handling similar situations more expeditiously in the future. Finally we wish to express our disappointment that the participants were initially informed of the series outcome via the press.</p>	<p>The MXC has reviewed where they believe they can contribute in the future and we have identified the following opportunities.</p> <ol style="list-style-type: none"> <li>1. Clarity in the SR's</li> <li>2. The final or deciding event should be a simple format for ease of determining overall winners</li> <li>3. Emphasise results are provisional</li> <li>4. Reduction of pressure of time within the event to announce results.</li> </ol>	MA	No action

MX949	"Ugly Parent" syndrome	MA	Commission to discuss and recommend any action that may help address this issue	The MXC recommends that MA enhance the Code of Conduct (Appendix 3 p.260 MOM's) to use the disciplinary tool of "warning off" of entrants or riders support for breaches of the Code.	The MXC believe this is a far more effective form of discipline rather than penalising the rider or other penalties for people they are unable to control.  MNSW disagree with commission, how would this be informed in club days where rides go from event to event?	MA	No action
MX950	Rule Change 13.2.8 Categories for Senior Australian Championships – Supercross	Comm	Current: SX Lites: 100cc to 150cc 2 stroke 200cc to 250cc 4 stroke SX Open: 151cc – 250cc 2 stroke 251cc – 450cc 4 stroke  Change to: SX Lites: Up to 250cc (2 or 4 stroke) SX Open: 255cc to 450cc (2 or 4 stroke)	Recommend the following change to category to reflect the same as Motocross.  Change to: SX Lites: Up to 250cc (2 or 4 stroke) SX Open: 255cc to 450cc (2 or 4 stroke)	This will align both motocross and supercross as originally intended.  MNSW agree	MA	Board endorses this recommendation.

MX951	<p><b>Rule Change 3.1.2.4.e</b>  Re visit One day licences for women</p>	Comm	<p>Add:  3.1.2.4 Senior One Meeting National Licences is subject to the following conditions:  <b>3.1.2.4 e) iii Women competing in National and State Championships</b></p>	<p>The MXC believe there is a need to review the process of the one day licence for the Women's competitions.</p> <p>Request: <b>Allow one day licences for women's competition as per rule:</b></p> <p>3.1.2.4 e) iii Women competing in National and State Championships</p>	<p>This change would enable the Women's commission to immediately grow the sport by allowing competitions to attract riders to try the sport with a 1 day licence.</p> <p><b>MWA agree with commission. MNSW disagree, Women wishing to compete can do so at club level, those that are serious will take out an annual licence.</b></p> <p>MQ Womens sub-Committee have requested that the following points be noted:  We do not agree with One Event Competition licences being issued to riders in Championship classes.  We agree with one Event Licences being available to female riders in support classes only at championship events.  We agree that One Event Competition Licences be available to female competitors at club level events.  We believe that this rule change is potentially dangerous to all riders as it allows riders with little or no experience to compete alongside elite competitors.  We would like the rule to clearly stipulate at what events this is possible and what classes of competition it applies to.</p>	MA	<p>Commission to further investigate this.  Mark Luksich to meet with Jennifer Ballard to discuss women's motocross.</p>
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MX952	Homologated fuels Commission to review use of Homologated fuel and Rules	MA	MXC queries MA as to what the rationale of the possible dropping of homologated fuel. After meeting with VP fuels we re affirm our support for homologated fuels	There is no decision by the MXC, we are asking the question via our minutes.	Where is the protection of the risk for an importer if such a change is rushed through without giving them reasonable notice?	No Action	No action
MX953	Change to the points structure for AMX	Comm	In principle the MXC would like to revise the scoring system to the National Championship Level events to distribute points down to last place.	No decision, MXC to investigate possibilities	This would enable a true reflection of all riders' positions in the field throughout each event and the total season. <b>MNSW agree with proposed change</b>	Comm	No action MXC to investigate, develop proposed new scoring system for consideration in 2012 minutes.

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