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## Motocross Commission Meeting Minutes

Face to Face Meeting 1<sup>st</sup> & 2<sup>nd</sup> April 2011. Lyn Parade, Prestons, NSW

Present: John Tisdale (Chairman), Paul Foster, Mark Luksich and Graeme Baynes

Partial attendance:

- Women's Commission: Jennifer Ballard (& guest Lynn Long)
- MX Nationals Series Promoter: Kevin Williams
- VP Fuels representative: Vince Colagiuri
- Junior Commission: Cameron Scheuber

Previous Minutes from 2011 MOM's:

Item No.	Issue	Raised By	Recommended / Proposed Action	Decision	Rationale / Consultation	Lead	Board Decision
MX899	MX870: Venue Guidelines	Comm	Approved by the Board last week. Commission has yet had the opportunity to review the standards. We now await the opportunity to review in respect to our recommendations.			MA	

MX900	<p>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.</p> <p>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.</p> <p>2. The commission believes this will further enhance the attraction of transitioning juniors to stay in the sport</p> <p>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 status.</p> <p>4. This will accelerate the transition for the rookies and bolster Lites and Opens</p>	Comm	<p>Commission:</p> <p>Rule 17.12.1 to read as:</p>	<p>Although one SCB voted against this decision, the Commission recommends that it go ahead.</p> <p><b>Letter to be sent to Manufacturers by MA</b></p>		MA	<p>Approved last year. <b>This is to come into effect in 2012 for all events.</b></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><b>The MX Commission is concerned that relevant senior manufacturer representatives may not have been specifically notified of the rules intent and that this should be re-enforced immediately</b></p>					Class	Capacity 2 stroke	Capacity 4 stroke	Pro Lites	Up to 250cc
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										
MX907	<p>MX878 Helmet cameras</p>	Comm	<p>Applied into rule 12.2.4.1 instead</p> <p><b>No further action required.</b></p>			MA	Approved					

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.		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	M
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.  Craig Anderson is the rider representative for 2011		Information Only	Nil	Noted
MX914	MX885 Rule change resubmission for 2012 Rule 12.16.0.3 (d)	Comm	Amend rule 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.	MA	Not approved.  D. White to take up with the Commission.
MX919	MX889 Handle bar widths	Comm	Nothing to follow up	No action		Nil	

MX924	<p>MX894  <b>Rule change Discussion for 2013</b>  12.16.0.3.a)</p> <p>Ref Junior Motocross &amp; Enduro age range table on page 103</p> <p>13y/o can go directly from a 65cc two stroke to race a 250cc four stroke</p>	Comm	<p>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.</p>	<p>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 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>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 &gt;14years. Stakeholders need at least one seasons notice.</p>	Comm	
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Correspondence received:

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>		Comm	
MX927	Helmet Standards in Australia	B Ryan	<p>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.</p>	<p>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.</p>		All Comm's	

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 <del>All primary</del> 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.	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	
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>  Create new rule <b>12.2.4.3 All onboard camera footage is owned by the promoter and should an incident occur, were an onboard camera has footage of the actions leading to an incident, the footage is not allowed to be published without the promoters consent.</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	MA Supp Regs	

MX930	Helmet Removal System New rule request	A Katakouzininos	Add rule: <b>A commercially available helmet removal system must be worn at all times in all disciplines.</b>	MXC thanks Mr Alex Katakouzininos for his submission. 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.	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.	MA	
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 coaching because the GCR's do not allow for these bikes due to their wheel sizes.	MXC thanks Mr Geoff Henry for his submission. We note that your concern is primarily to do with coaching and that 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.		No Action	
MX932	Practice 3 months prior to a birthday Rule Change 3.8.1.3	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: 3.8.1.3 <b>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.	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	

MX933	Rule change 12.16.0.3 d	R Gill	<p>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.</p> <p>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 longer ride the 50cc automatic class with the exception of machines homologated in accordance with rule 12.17.1.1</b></p>	<p>MXC thanks Mr Rick Gill for his submission. Defer to the Jnr MXC for discussion</p>	<p>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 allowed under the rules.</p>	JS&D Comm	
MX934	Rule change 12.16.0.3 b	R Gill	<p>Current rule: 12.16.0.3 b) Table as displayed on page 103, 13 to U16 age range '100 to 150cc 2 stroke'</p> <p>Change to: 12.16.0.3 b) <b>Remove '&amp; 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</b></p>	<p>MXC thanks Mr Rick Gill for his submission. Defer to the Jnr MXC for discussion</p>	<p>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</p>	JS&D Comm	
MX935	Correspondence from Mr Brett Kilvington	B.Kilvington	<p>Already actioned and no further action required.</p>	<p>MXC requests that MA confirm that correspondence regarding this request was forwarded back to Mr Kilvington. If so MXC consider the matter closed.</p>			
MX936	Rule 17.5.1.1. <b>Check rule</b> Discrepancy between Lite and Open class capacities.	MA	<p>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</p>	<p>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.</p>		No Action	

General Discussion

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>MXC noted that this correspondence is 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 too have back numbers organised.</p>		MA	
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MX938	Body Armour Review rule 17.1 Protective Clothing – Motocross and Supercross	MA	Commission to review body armour rules for Junior and senior riders and body armour descriptions	<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.</p> <p>We believe that generally that the existing regulations are satisfactory however we note the following regulation recently adopted by AMA / FIM or something similar should be included in the MA MOM's.</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.</p> <p>Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.</p>		MA	
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.	MA to send confirmation letter of accreditation			

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> <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.	With the advent of National events timed through transponders grid positions should be allocated by the faster timed qualifiers.	MA	
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>	Apply change.	To fairing up the classes. The 150cc was never intended to race on its own. Intending to increase participation of 125cc riders.	MA	

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
<b>Quad 200cc 2 stroke &amp; 300cc 4 stroke Comp Girls</b>	12 to under 16 years

MX942	Shifting Jnr Girls <b>Championship from Junior Championship round</b> to Australian Women's Championships <b>rounds</b>		Shift Jnr Girls Championship from Junior Championship round to Australian Women's Championships rounds	Further discussion from the stake holders required before a recommendation.		Comm	
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.		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	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	
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.	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.		No Action	
MX947	<b>Approval</b> 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.		

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.</p> <p>We would be grateful if the board could review handling similar situations more expeditiously in the future.</p> <p>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	
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.	MA	

MX950	<b>Rule Change 13.2.8</b> 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: <b>SX Lites: Up to 250cc (2 or 4 stroke) SX Open: 255cc to 450cc (2 or 4 stroke)</b>	Recommend the following change to category to reflect the same as Motocross.	This will align both motocross and supercross as originally intended.	MA	
MX951	<b>Rule Change 3.1.2.4.e</b> Re visit One day licences for women	Comm	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 (To be confirmed by Women’s Commission).</b>	The MXC believe there is a need to review the process of the one day licence for the Women’s competitions.  Request: Allow one day licences for women’s competition as per rule 3.1.2.4.e)iii	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.	MA	
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	
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.	Comm	

## Rule Changes recommended by Commission Summary

### Item No. MX914

12.16.0.3 Subject to GCR12.16.0.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.

- a) Junior competitors in the age groups listed in the table above may compete in the corresponding classes:
- b) No applicant will be issued with their first competition licence if they are under the age of 7 years,
- c) Unless otherwise permitted in writing by the RCB, for any event there must be no greater age variation between competitors than 4 years,
- d) —
- e) In the 4 years to Under 9 years 50cc Demo Class automatic non competitive class, all riders are entitled to receive a prize or award of the same size/value,
- f) Subject to the following 2 GCRs, an RCB may permit age group racing, graded racing, or a combination of both,
- g) Age group racing:
  - i) Subject to sub-Rule ii), only competitors in the same age groups may compete against each other,
  - ii) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
    - 85cc 2-stroke big wheels and 100cc - 150cc 4stroke single cylinder,
    - 100cc - 150cc single cylinder & 250cc 4-stroke,
    - Sidecars,
- h) An RCB may grade junior competitors according to their respective skills,
- i) Demo class is a non competitive class,

### Item No. MX930

#### 17.1.1 Helmet

17.1.1.1 An approved and correctly fitting helmet which must:

- a) Carry the Standards Association of Australia "AS 1698" label; or
- b) Be approved under Rule 01.69 & 01.70 of the FIM Technical Rules [see Appendix 1], and
- c) A commercially available helmet removal system must be worn at all times.

Item No. MX937

### 12.6.5 Back Numbers – Seniors and Juniors

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.

Item No. MX940

### 17.13 Australian Junior Championships

17.13.5 Practice and Qualifying

17.13.5.1 All grid positions will be determined by practice/qualifying times. Timed qualifying would be from the second practice session.

Item No. MX941

### 13.2.9

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
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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 Limited	7 to under 10 years

Quad 90cc 2 stroke & 110cc 4 stroke Limited 9 to under 13 years

Quad 90cc 2 stroke & 110cc 4 stroke Comp 9 to under 13 years

Quad 200cc 2 stroke & 300cc 4 stroke Comp 12 to under 16 years

Quad 200cc 2 stroke & 300cc 4 stroke Comp Girls 12 to under 16 years

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Item No. MX950

### **13.2.8 Categories for Senior Australian Championships – Supercross**

#### **SUPERCROSS**

SX-Lites

Up to to 250cc 2 or 4-stroke

SX-Open

255cc to 450cc 2 or 4-stroke

#### Distribution:

MX Commissioners

MA Board

SCB's