

## Quad Commission Meeting Minutes

Minutes of the Quad Commission teleconference meeting held 7:00pm on 31<sup>st</sup> July 2012  
Presented to the MA Board of Directors on Wednesday 15<sup>th</sup> August 2012

**PRESENT:** Darrell Knight (Chair). Len Pipiciello. Martin Stone. David White.

**APOLOGY:** Nil

**IN ATTENDANCE:** Stephen Foody, John Tisdale, Bob Kershaw, Ray Jonkers, Lyal Allen, David white, Tina Alderman

| Item No. | Issue   | Raised By | Recommended / Proposed Action  | Decision | Rationale / Consultation | MA Board Decision |
|----------|---------|-----------|--|----------|--------------------------|-------------------|
| QC126    | Welcome | DK        | Chairman welcomed participants and declared the meeting open at 7.00 pm. | Received | -                        | -                 |

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|----------|-------------------------|-----------|--|--|---|--|
| QC127    | Confirmation of minutes | QC        | <p>File: A11.30 Doc: 80010648, MA recommended to implement rule change as per QC decision in relation to QC085, QC094, QC098, QC099,</p> <p>Other minutes confirmed.</p> <p>See also, QC044 through QC085.</p> | <p>QC085 Recommendation stands, with addition "The Quad must freely push through two fixed vertical objects spaced at 1300mm". To read<br/> <b>22.3.0.1 d) A maximum overall width including the rear tyres of 1300mm. The Quad must freely push through two fixed vertical objects (poles) spaced at 1300mm.</b></p> <p>QC094 Recommendation stands as per QC055 The Committee recommend the addition of the following rule. To read<br/> <b>22.3.0.1 q) For MX, Speedway, Flat track, Track and Motard style racing, A front mounted bumper bar which must comply with specifications listed in 22.3.0.1 l (i), l (iv), l (vi), n.</b></p> <p>QC098 Recommendation stands with removal of strikethrough as per discussion with MWA GM. Rule to read<br/> <b>22.4.1.5 Where in Junior competition "Limited" is used, all machines must be built to have a maximum unrestricted speed of 48kmh (30mph) or less. All machines that comply with SVIA standard, category Y-10+ATV or Y-12+ATV meet this requirement. With a heightened level of scrutiny, detuning or proven equivalence to this requirement is invited. All quads must be standard quads built and strictly be in OEM specification as per 22.4.1.4</b></p> <p>QC099 Recommendation stands, rule to read<br/> <b>22.4.1.6 Where in junior competition "Comp" is used, modifications are allowed. Eligible quads meeting the specified engine displacements of the class (with or without modifications) may include, OEM "race ready" type machines through to Limited machines modified for competition use.</b></p> <p style="text-align: center;"><u>Page 2</u></p> | <p>QC085 1300mm consistency opens all disciplines to easiest cross entry, and encourages sport growth by minimising some intimidating factors for new entrants, limits extremes in modification that stretch component makers engineering parameters in relation to long working radii on OEM chassis / ball joints etc, promotes machine parity and safety in relation to start grid width being 2m spacing per quad machine. The QC strongly disagrees with any recommendation of 1400mm.</p> <p>Note: to go to 1400mm a standard 46 inch quad would be made over 9 inches wider than the standard chassis was designed for.</p> <p>22.4.1.5 The "Equivalence" component was introduced to protect some honest competitors caught in a rule change implementation age gap. These few children are now racing the higher age class and "Equivalence" is recommended for removal. This move will simplify the rule.</p> | <p>Board has resolved Quad commission to put to the Board a dot point rationalisation of 1300 width.</p> |

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| QC128    | Business Arising | QC        | <p>QC is disappointed that many 2010 recommendations (and 2011) did not make GCR's or receive MA attention or rationale.</p> <p>QC044, QC055, QC068, QC082, QC083.</p> | <p>QC044 MA promotion, expansion and investment in furthering Recreational riding opportunities and locations that include Quads is seen as a critical area of expansion that will ensure underpinning of our future sport.</p> <p>QC055 The QC recommends the addition of the following rule. Rule to read <b>22.3.0.1 q) For MX, Speedway, Flat track, Track and Motard style racing, A front mounted bumper bar which must comply with specifications listed in 22.3.0.1 l (i), l (iv), l (vi), n.</b></p> <p>QC068 The QC are firmly in favour of stronger enforcement of the current MA noise regulations, and would like to see MA encourage a framework for SCB's to undertake more frequent noise testing in each state, with zero tolerance on compliance in our second year of operations at the current specified limits.</p> <p>QC082 The QC requests that for any motorcycling Club level events with less than 30 entrants, the role of Steward and Clerk of Course may be combined, or the Steward is allowed to compete in one class and must be available for official duties during the event.</p> | <p>QC044 The Committee recommends that MA coordinate a campaign to have a nationally consistent "recreational" type registration approved for Quad machines in all of Australia. Significant industry support is available for this movement.</p> <p>QC055 This recommendation did not make GCR's. This additional rule will better explain the bumper bar requirements.</p> <p>QC068 The Committee is aware that the majority of complaints received about motorcycle use (including quads) is in reference to noisy machines. This move is to protect our sport.</p> <p>QC082 This will allow a small club event (less than 30 entrants) to proceed with the minimum of officials, and in many cases allow 1 more entrant into the competition (Steward). Noting that up to 500 entrant events are controlled by COC and Steward.</p> | <p>Board supports commission</p> <p>Board has approved this recommendation</p> <p>Board has approved the 2 metre Max Rule to be introduced from 1/1/2013</p> <p>CEO to refer to SCB Managers regarding setting numbers at 50 Entrants being dealt with by consultation with SCB Managers &amp; Board.</p> |

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|          |  |           |  | <p>QC083 The QC are prepared to support MA in the adoption of UTV's into MA jurisdiction and have the machine knowledge and association to be advisors to the Board.</p> <p>2011 UTV section draft attached for consideration. If accepted into MA jurisdiction, events including UTV could initially only be accepted by alternative event application (allowing full MA control).Rule to read</p> <p><b>1.1.0.21 f) SSV – (or SxS or UTV) a 2 track vehicle with 4 wheels driven by the rear or all wheels and in which a driver may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels.</b></p> <p>A second rule should be placed in 27 Alternative Forms of Competition.</p> <p><b>27.1.0.1 d) All SSV competition will be by Alternative Form of Competition Permit Application to MA.</b></p> <p>Section 28 should state that UTV cannot be used recreationally during Recreational Motorcycling Activity.</p> | <p>QC083 The QC is aware of a number of people who wish to compete in events using UTV type machines. These machines are 4 wheelers, and are controlled by a steering wheel rather than handlebars. In 2012 CAMS have controlled a few events sporting these machines but they are not supported by the 'car' industry. Motorcycle manufacturers provide service and maintain these machines through the Australian motorcycle dealership networks, and a new discipline will provide a membership expansion opportunity for MA.</p>  | <p>Board to address this as an item for decision at September's Board meeting. Commission to send draft to MA</p> |
| QC129    | <p>New Business</p> <p>Junior racing in NSW.</p> | MNSW QC   | <p>There is great interest in expansion of Junior Quad racing in NSW. Many members, Clubs, Committees and Commissions are disappointed in the lack of attention this matter is receiving at a MA level. The non-result in this area is crippling sport development not only within NSW but Nationally.</p> | <p>That Junior Quad Racing in NSW receives high priority special project attention from MA.</p> <p>MA need to gather and consolidate actual or comparable risk, injury, accident and recovery statistical data on junior quad and other junior racing from the various SCB records around Australia who mandatorily collect such information.</p> <p>MA need to provide a related list of commonly used quad machines.</p>  | <p>It is evident that key family members within clubs around Australia are usually responsible for event management and club and sport sustainability at a local level. Without Junior Quad racing in NSW, Families do not get involved, Clubs struggle to exist and events are not conducted. The geographical situation being a case where the greatest population exists in the middle of the eastern sea-board which translates to a huge membership hole in our National sport. Members are forced to join clubs in adjoining states and the tyranny of distance is a strong participation preventative.</p> | <p>CEO to refer to MNSW</p>   |

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| QC130    | New business | QC        | <p>Quads and Solo machines should be able to non-competitively <u>ride</u> the same tracks together.</p> | <p>MA allow Solos to competitively race in numbers, and Quads to competitively race in numbers. In both situations any rider could collide with any other rider, and the risk is accepted.</p> <p>Both disciplines have the same variation in line selection and ability to use all of the available full width of track at any given time. Any disallowance of Quads and Solos non-competitively riding together is discriminatory and unwarranted.</p> <p>The QC supports separated racing classes for MX and short course racing where even different sized solos are separated for normal competition. The QC requests that it is made clear that practice days and recreational riding allow Quads and Solos to non-competitively ride together (not race).</p> | <p>At a greater extreme, there are many 'races' in Australia where both Solos and Quads actually 'race' the same track at the same time (Finke, Condo, Safari etc). There are also many reported other cases where this riding occurs either against the rules, by misinterpretation or unofficially. Many non MA clubs successfully operate this way.</p> <p>2012 has seen some MA events run with very low entrant numbers and 2013 may suffer the same. Where this is the case, unnecessary class separation stresses operations and drastically threatens event viability and sustainability for some small recreational events (non-competition).</p> | <p>Board does not support or approve this recommendation.</p> |

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| QC131    | New Business 22.4.1<br>Announcing start of Junior 200cc 2 stroke 300cc 4 stroke class review.   | QC              | Junior 200cc 2 stroke 300cc 4 stroke classes to be reviewed during 2013.   | QC recommends that 2013 GCR's flag for future. Note to read<br><br><b>22.4.1.7 Note: Junior Quad racing classes 200cc 2 stroke to 300cc 4 stroke will undergo machine eligibility and capacity review in 2013, eg; water cooled, 250cc, etc.</b>   | Advanced Junior machines are being produced with dramatically higher level performance and potential. Occasionally a Junior will run faster lap times than 'most' senior Pro times at National Events. Capacity reduction for modern style 4 stroke machine eligibility will translate to better progression between 60-125cc Junior classes and 450cc senior classes as well as aim to ensure closer competition in the existing Junior class. No OEM 300cc sport machines are (or have ever been) sold new in Australia, Whereas most manufacturers (including big 4) do make 250cc sport machines. | noted                               |
| QC132    | QC057 22.4.1<br>Enact previously flagged rule.  | QC              | 2012 MOMS - 22.4.1 Capacities – Quads<br>Note: From January 1, 2013 the Senior Pro Class will be titled Pro 450 where capacity will be limited to 450cc 4 stroke or 350cc 2 stroke with no oversizing tolerance. Where the class name 'Pro450' is used, these capacities and no oversizing tolerance will apply. | 2013 MOMS - <b>22.4.1 Capacities – Quads, rule to read 'Pro' Class (Professional titled 'Pro') is capacity limited to 450cc 4 stroke or 350cc 2 stroke with no oversizing tolerance.</b><br><br>Note: Where other disciplines inside Section 22 use the class name 'Pro450', this term will need updating to 'Pro'. Complete cross check with MA Operations. | Enactment of Pro class capacity specification as flagged in 2011 and 2012. QC has changed class name terminology from 'Pro450' to 'Pro'. This is more flexible and less complicated, and in-line with Solo disciplines.   | Board supports commission. Approved |
| QC133    | Rule change request 3.8<br>That Junior Quads are specifically taken into account in relation to coaching and the various machine sizes. | Quad management | Better explain Junior machine progression as it relates to quads.  | The QC understands this section to be under review and offers input to the Coaching Committee or Junior Commission on this matter.   | Quads are "motorcycles" as accepted in 1.1.0.21 e). Therefore no specific reference to "quads" is necessary.<br><br>There are 3 basic sizings of Junior Quads. 50cc, 60-125cc, and 200-300cc. These steps should be recognised in 3.8 as requiring coaching for quads.  | noted                               |

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| QC134    | Rule change request<br>22.7.6.3<br>Request for Junior rule age bracket restructure   | Quad management | The number of Junior capacity classes and ages need condensing.<br><br>Age overlaps need to be removed.<br><br>MA's 4 year age separation rule must be considered.<br><br>That MA allow 4 year olds to ride Quads as other disciplines are allowed. | <b>Rule to read</b><br><b>22.7.6.3 Junior competitors in the following age groups may compete in the corresponding classes:</b><br><br><b>4 to under 7 years Up to 50cc Limited Demonstration.</b><br><b>7 to under 11 years 60 to 90cc 2-stroke and 85 to 110cc 4-stroke Limited.</b><br><b>8 to under 12 years 60 to 90cc 2-stroke and 85 to 125cc 4-stroke Comp.</b><br><b>12 to under 16 years 200cc 2-stroke and 300cc 4-stroke Comp.</b> | The current 5-U9 age class is a 'non-competitive' or a 'demonstration' class only. Other disciplines run 4 year old Juniors on race days and the QC believes that Quads should be able to run 4 year olds also. 4 year olds can more safely balance and operate a Junior 50cc Quad compared to a solo machine. The 4 year old recommendation brings Quads in to line with other Solo disciplines.<br><br>It was hoped to achieve a 4 year age bracket for each class, but juniors need to enter the 90-110 Limited class at 7yrs. Age overlaps are minimised.<br><br>MA insures our sport and considers every aspect of all disciplines in separate specific detail. | Board to refer to State Managers            |
| QC135    | New rule request<br>22.7.6.4   | QC              | MA create a new rule that allows a 5 year age gap to race together in the 60-125cc Junior Quad classes.   | <b>Rule to read</b><br><b>22.7.6.4 Where neither of the 7 to under 11 year, or the 8 to under 12 year junior classes have more than 7 entrants, these classes spanning a 5 year age gap may be run together.</b>   | Exemption to the MA 4 year age variation rule 12.16.0.3 c), is continuously being applied for and granted through most SCBs. Usually granted exemptions allow a 6 year age variation. Recommended reshaping of junior classes (QC104) means only a 5 year variation will be necessary. The new rule 22.7.6.4 will standardise the procedure for combining classes where low entrant numbers exist. (note: 8 entrants constitutes a championship class for championships).  | Board does not approve this recommendation. |
| QC136    | Rule change request<br>22.7.1.8<br>Request to allow cross entry from Master (45+) and Vets (35+) and races to be lifted to 4 laps. | Quad management | No change   | No change  | Current rule allows flexibility to promoters and prevents trophy grabbing across age bracket classes. Promoters can run a single Vet 35+ class only if numbers are low. Interviewed Master class riders (45+ years) preferred 3 lap races.   | No action required.                         |

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| QC137    | Letter from SA Quad Club (see 11 page letter)   | SA Quad Club    | Points considered in other items or not supported.      | <p>The numbered class qualification list (13 points) is excessive and not supported. "Equivalence" has been recommended for removal as per QC101 recommendation for 22.4.1.5. The suggestion that volunteer MA officials acting in good faith will be liable is incorrect and of concern.</p> <p>The 8 suggested Junior classes in incorrectly rule numbered 22.6.1 are not supported.</p> <p>The 350cc and 6 classes suggested for Junior Speedway are not supported.</p> <p>The 9 classes for Junior Enduro are not supported.</p> <p>Incorrectly numbered 22.6.1.9 change of tolerance suggestion is not supported.</p> <p>Incorrectly numbered 22.5.0.1 fuel suggestion not supported.</p> | <p>Many valid points taken on board that support rule change recommendation made in other items.</p> <p>Incorrect rule reference throughout.</p> <p>Quad racing does not yet have the participation to run the larger lists of junior classes suggested.</p> | <p>Noted</p> <p>Board requests dot point rationale on 350cc from commission.</p> |
| QC138    | <p>Rule change request 22.7.4</p> <p>Request to remove all age overlaps in Junior Speedway classes.</p>   | Gaisford Family | <p>Addressed in QC130</p> <p>To apply to this rule.</p> | <p>Addressed in QC130</p> <p>To apply to this rule.</p>  | <p>Addressed in QC130</p> <p>To apply to this rule.</p> <p>Adding the complexities and arguments of Junior grading in quad racing where entrant numbers are low is not supported.</p>  | <p>Board does not support or approve this recommendation.</p>                    |
| QC139    | <p>Rule change request 22.7.6.3.</p> <p>Junior age acceptance lowered from 5 to 4 as in other disciplines.</p> <p>Request to remove all age overlaps in Junior classes.</p> | Gaisford Family | <p>Addressed in QC130</p> <p>To apply to this rule.</p> | <p>Classes consolidated in QC130</p> <p>4 year old entrant age supported in QC130.</p>   | <p>Addressed in QC130</p> <p>To apply to this rule.</p>  | <p>Board does not support or approve this recommendation.</p>                    |



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| QC140    | Rule change request 22.7.1. Request for class consolidation and removal of Limited and Comp classes.   | Gaisford Family | Addressed in QC130 To apply to this rule. | Limited and Comp to remain.   | Addressed in QC130 To apply to this rule.  | Board does not support or approve this recommendation. |
| QC141    | Rule change request 22.3.0.3. Request for OEM Junior classes to not allow any non OEM replacement parts. Limited to be removed.                  | Gaisford Family | Addressed in QC130 To apply to this rule. | Limited and Comp to remain. OEM or 'same type' replacement retained.                                  | Many OEM parts for different manufacturers come from the same supplier and are indistinguishable. The exception allows for identical specification parts from different makes to be interchanged in the interest of ease, costs and availability.              | Board does not support or approve this recommendation. |
| QC142    | Rule change request 22.7.1.8 Request that a Masters (45+) entrant can also enter Vets (35+) at the same event. Race duration increase to 4 laps. | Gaisford Family | Addressed in QC131                        | No change.  | Most 45 year plus entrants prefer and support 3 lap racing.  | No action required.                                    |
| QC143    | Rule change request 22.7.1.1. Request that Pro and Open class riders are able to enter other senior race classes at same event.                  | Gaisford Family | No Change                                 | No change<br>The inaugural Australian Pro Quad MX Championships Series has conditions agreed with MA. | Pro or Open class riders are prevented from entering multiple classes at the same event for many reasons. The main being that many members have been intimidated by Pro racers entering Vets and Production classes and withdrawn from competition on the day. | No action required                                     |

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| QC144    | Letter received from Len Pipiciello<br><br>Front bumper rule   | Len Pipiciello | Addressed in QC128                               | QC disappointed that QC055 was not supported, implemented and no MA reason given.<br>This rule needs to be updated as per QC10128 above.<br><b>22.3.0.1 q) For MX, Speedway, Flat track, Track and Motard style racing, A front mounted bumper bar which must comply with specifications listed in 22.3.0.1 l (i), l (iv), l (vi), n.</b> | Improved safety in closed short course styles of racing where quad machines striking fallen riders is higher risk than Cross Country, Desert, Enduro racing.   | Board has approved this recommendation. |
| QC145    | Rule change request 22.7.6.3.<br>To allow 15 year old Junior to compete in Senior Clubman on 450cc machines if assessed as capable by coach. | Scott Younie   | Suggested trail in QLD.                          | Not supported.  | There are many good points in this request and some real examples exist that are sound. However support for this suggestion would undesirably blur lines, set precedent and open a clear rule to inappropriate distortion. | No action required.                     |
| QC146    | Rule change request 12.5.1.3.<br>A bond should be collected for engine rebuilding costs on acceptance of protest.                            | Ralph Freeman  | Engine measurement rule interpretation required. | MA rule interpreter to advice on engine measurement costs. Do "measurement costs" include after measurement 'rebuild costs'?  | The QC was not aware of the answer, and cannot advise on rule wording.   | Board has approved this recommendation. |
| QC147    | Rule change request 12.6.4.1.<br>Road Racing fonts question only.  | Paul Dawson    |  | Race number font criteria for quad racing has been addressed and improved in recent years. 22.5.1 is working in operation. No change recommended.   | Individual cases of numbers that are difficult to distinguish beyond the literal rule requirements, scrutineers and officials should advise entrant to readdress or risk not being allocated points.                       | noted                                   |
| QC148    | Rule change request 12.6.4.1.<br>Request for all discipline fonts to be the same as Road Racing (includes Quads).                            | Sarah          |  | No change recommended for Section 22.   | No issue for Quads, possible RRC issue   | noted                                   |

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| QC149    | Rule change request 12.6.4.1. Road Racing fonts.   | Simon Dickson  |   | No recommendation.   | No issue for Quads, possible RRC issue  | noted                                      |
| QC150    | Rule change request SR's to include requirement for registering engine numbers on entry forms.   | John Langfield | Include a requirement for the engine number of a machine be included in the entry form  | No recommendation.   | Mandatory recording of engine numbers on entry forms adds unnecessary complication for quad sport where no issues exist. Disciplines or events that see this as an important requirement can address in SR's. | Board does not support rule change request |
| QC151    | Quad Rules Request to reinstate:<br><br>350cc Junior rule. Engine must be OEM from header pipe to airbox with no cc tolerance.<br><br>Quad width to 1400mm for Speedway. | Mark Baker     | Much discussion over the last 4 years. The original Quad Committee and new Quad Commission have never supported the presented suggestions. NSW run quad speedway events to the status generic quad rules. CEO granted a dispensation for 2012 Speedway Junior title to run to 350cc machines for an estimated 3 entrants (pre-April 2012). The SC might confirm that only 1 entrant ran a 350cc machine in the class. | Junior 350cc rule inconsistency not supported.<br><br>1400mm width not supported. Max Quad width should be 1300mm for all Quad disciplines as successfully run in other states. Rule to read <b>22.3.0.1 d) A maximum overall width including the rear tyres of 1300mm. The Quad must freely push through two fixed vertical objects (poles) spaced at 1300mm.</b> | Consistency in Quad machine specifications across quad disciplines enables cross entry and sport growth which is the higher priority.   | noted                                      |

Meeting closed 8pm

Distribution:

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