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## Motocross & Supercross Commission Meeting Minutes

Meeting held 25th & 26th March, 2017

PRESENT: Graeme Baynes, Shannon Reimann, Mark Hancock, Andrew Blanchette  
APOLOGY: Bec Lipsett  
MEETING OPENS: Saturday 25th & Sunday 26th March

| Item No. | Raised By | Rule #<br>(Issue/Item)                 | Existing Rule  | Proposed Rule Change<br>& Rationale | Commissions Recommendation                                     |
|----------|-----------|--|--|-------------------------------------|--|
| MX1190   |           | Welcome / apologies                    | Commission welcomes those present and opens the meeting.                   | -                                   | -  |
| MX1191   |           | Confirmation of minutes                | Minutes of the 2016 meeting are confirmed as a true record of the meeting. | -                                   | Approved Graeme & Shannon                                      |
| MX1192   |           | Chair to be elected by Commission vote | N/A  |                                     | Graeme Baynes has been elected as Chair for the next 12 months |

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| MX1193   | David Berry   | Appendix A          | N/A           | <p><u>Add Rule</u></p> <p>Neck braces are to be mandatory for all off-road competitors; both Junior and Senior.</p> <p><i>My 13 year old son had a serious accident while racing Dirt Track State Titles at Broadford. He was wearing a neck brace at the time of the accident and after examining marks which were left by the neck brace I believe his accident could have been much worse. The marks that were left suggested to me that there had been quite some force impacting on this neck.</i></p>   | <p>MXC would like to thank David for his submission however at this stage we do not support it. The MXC recommend that they are regarded similar to knee braces, where it is a personal preference/decision to use them.</p> |
| MX1194   | Paul Costello | Appendix A          |               | <p><i>Align Body Armour requirements for MX and Minikhana with what is stipulated for Enduro and ATV aka Soft Roost Protection is not permitted.</i></p> <p><i>Juniors still fall off, and at a higher speed sometimes. There are plenty of hard things laying around MX tracks plus rocks, sticks and all sorts of things being thrown up at very high speed from the rear wheels that Juniors haven't learnt to avoid.</i></p> <p><i>At Minikhana most events are slow speed but some of the events require hard plastic tubes to be place in the top of witches hats to hold rubber rings in place like Ring Return and Ring Bending circuits. God forbid if a kid fell on one of these around the chest or stomach area, at least hard armour has a much greater chance of deflecting the tube.</i></p> | <p>The MXC thank Mr Costello for his submission however MXC recommend that Appendix A.4.c already covers this submission and that this Appendix is satisfactory for MX/SX.</p>   |

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| MX1195   | Michael Burns | Appendix A             | Goggles and Visors | <p><u>Revert to 2016 Rule</u></p> <p><i>Allow tear-offs</i></p> <p><i>There has been very little if any real collaboration with all the stake holders especially and consultation with the ones most affected by this change being the Motor cross riders. Since the very late reminder of the rule becoming effective the general response from the MX community has been very negative towards this change even though it has been on the table for some time.</i></p> <p><i>The level of contact I received directly as well as amount on Social media prompted to try and find the reason for this ban and I really struggled to recall apart from the obvious standard environmental issues that have been around for 100 years.</i></p> <p><i>I would like to propose that the rule be delayed indefinitely and that a more long term strategic plan be formulated that includes a clear time line the clear intended outcome for the removal tear offs from our sport but in a phased approach. He strategic to ensure we work with all willing participating, participants, the manufacturers and the distributors as industry working party. This working will need to ensure we have system available that reasonably cost competitive, that the functionality of the system is to a rider acceptable standard.</i></p> <p><i>See original proposal for additional rationale</i></p> | <p><i>MXC continue to monitor this rule, its implementation and effects. Stakeholders throughout the industry continue to be consulted in order to ensure the goal for the rule change continues to be maintained. To date there have been no Medical or Steward Reports received by RCBs regarding incidents. It must be noted that we have a responsibility to protect our sporting venues and the facts are that Government bodies have sought to actively shut venues down due to lack of control on tear offs as an environmental issue. It is also a responsibility that MA/SCB take positive action as it is their responsibility to ensure that the events they sanction in Australia abide by Australian Laws. The MXC understand that there is a lot of conjecture with this rule change, and that people are still adjusting and learning to use alternative systems to Tear offs and will continue to review this rule throughout the year.</i></p> |

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| MX1196   | Peter Cigliano | Appendix A          | Goggles and Visors | <p><u>Change Rule</u></p> <p>Allow tear-offs for use at all levels of MX and SX.</p> <p>A tear-off collection at the conclusion of each meeting shall be conducted to satisfy the environmental requirements of venues.</p> <p><i>This rule change is for the following reasons:</i></p> <ul style="list-style-type: none"> <li>- Lack of peripheral vision with roll-offs</li> <li>- Large number of roll-off failures</li> <li>- Eye damage</li> <li>- Very difficult for young riders to use</li> <li>- Extra expense due to high cost of roll-off systems</li> <li>- Very poor supply of all roll-offs</li> <li>- Restricted vision under artificial lights</li> <li>- Roll-off maintenance very difficult</li> </ul> | As per MX1195              |
| MX1197   | David Forster  | Appendix A          | Goggles and Visors | <p><u>Change Rule</u></p> <p>Tear-offs to be permitted at the Clubs Discretion</p> <p><i>I have raced for over 20 years. You lose so much peripheral vision when going in to the first corner, and you cannot see if there is anyone next to you. My brand new roll-offs got splashed with water and the canister broke in the first corner.</i></p> <p><i>Additionally, some bulky roll-offs have given me black eyes in the past because they stuck out past the sides of the helmet. Having a bulky roll-off system is a similar danger to having a helmet camera attached.</i></p>  | As per MX1195              |

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| MX1198   | Chris Byrnes | Appendix A          | Goggles and Visors | <p><u>Change Rule</u></p> <p>Race Steward is in control; 10 minute track walk before presentation.</p> <p><i>Roll-offs are dangerous as they easily break so a rider loses the use of their goggles within the first or so, which can cause eye injuries. The roll-off film can hold up to 120kg of weight, and can become tangled in the machine's wheels, sprockets and could be very dangerous. It could potentially cause a rider to be torn from their bike.</i></p>   | As per MX1195              |
| MX1199   | Carl Jepsen  | Appendix A          | Goggles and Visors | <p><u>Change Rule</u></p> <p>Tear-offs are permitted in all competitive closed circuit racing venues.</p> <p><i>Having attended the first club day at Kilcoy MX club in January, I was horrified at the number of riders competing the race with no goggles on, or goggles worn around the arm after being removed mid-race.</i></p> <p><i>The club Officials were also required to fetch removed goggles from different points around the track at the end of each race.</i></p> <p><i>The potential danger to the riders is high given this new rule, therefore I strongly suggest MA reconsider this rule for safety of all off-road events.</i></p> | As per MX1195              |

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| MX1200   | Adrian Leach  | Appendix A          | Goggles and Visors | <p><u>Revert to 2016 Rule</u></p> <p><i>The alternative to tear-offs are roll-offs systems. The canisters that hold the roll-off plastic are exposed to roost from leading bikes and will break. The roll-off plastic then unravels and is susceptible to getting caught in moving parts of the motorcycle whilst hanging from the riders helmet.</i></p> <p><i>For Junior riders this is very dangerous and will cause damage to riders neck, face and limbs. The breaking strain of the material is greater than 250kg. All junior riders now risk serious injury. MA has a duty of care and should revise the rule.</i></p> | As per MX1195              |
| MX1201   | Charlie Snell | Appendix A          | Goggles and Visors | <p><u>Change Rule</u></p> <p><b>Tear-offs to be used in all MX disciplines.</b></p> <p><b>Roll-offs to be banned from MX.</b></p> <p><i>Roll-offs are too dangerous for use in MX as the film can kill or injure riders.</i></p> <p><i>Tear-offs give safer vision through the whole race and have less impact on the environment as roll-offs are dangerous to wild-life and riders when tape builds up around tracks.</i></p>  | As per MX1195              |

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| MX1202   | Philip Snell | Appendix A             | Goggles and Visors | <p><u>Change Rule</u></p> <p>The use of tear-offs in MX is allowed.</p> <p>The use of roll-offs are banned from use in any MX discipline. Any rider using roll-offs will be removed from the track and lose any points.</p> <p><i>Until a safe system that has been tested by "middle of the pack" riders in race conditions at a variety of tracks is available then tear-offs should be allowed. Roll-offs are too dangerous as the canister can fail and the film can wrap around the riders neck and choke the rider or pull the rider into the wheel.</i></p> <p><i>Riders have voiced complaints about impaired vision when the film gets dusty, muddy or wet. Rider have been injured from the film axle poking into their face causing eye injury and the film getting caught in a moving wheel and reefing the neck towards the back wheel.</i></p> | As per MX1195              |

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| MX1203   | Dwayne<br>Stadthaus                     | Appendix A             | Goggles and Visors | <p><u>Change Rule</u></p> <p>Make tear-off rule venue specific</p> <p><i>From what I understand this rule has come about due to concern for litter. This would be completely understandable at events that do not use motocross specie venues (IE. Farms or private property's for grass tracks). Motocross venues are all fully fenced which stops stray tear-offs from blowing outside. I have raced my entire life at a national level and have always noticed that tear-offs do not end up outside of the set venues, so in turn I feel this rule is unnecessary.</i></p> <p><i>I strongly believe this rule is a safety hazard (I'm lead to believe M.A is suppose to be looking out for our safety). By wearing roll-offs, a riders vision is drastically reduced, not to mention the fact that roll-offs are very unreliable and tend to fall apart or come loose while racing which then leads a racer to take goggles off altogether and risk eye damage.</i></p> <p><i>See original proposal for additional rationale.</i></p> | As per MX1195              |
| MX1204   | Mark<br>Cunningham<br>&<br>Brad Kirkels | Appendix A             | Goggles and Visors | <p><u>Change Rule</u></p> <p>Tear-offs are permitted at all MX, SX and other Off-Road disciplines that are conducted on Closed Circuit Venues.</p> <p><i>The ban on tear-offs have already resulted in numerous injuries, loss of compete roll-off film due to rocks breaking the canister housing as well as eye damage.</i></p> <p><i>Refer to proposal for detailed list of concerns.</i></p>   | As per MX1195              |



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| MX1205   | Dean Keightley & Luke Gleeson & Jeff Dray | Appendix A          | Goggles and Visors | <p><u>Change Rule</u></p> <p>Make tear-off rule venue specific</p> <p><i>Stewards should be responsible for organizing a 10 minute clean up of tear-offs before presentation.</i></p> <p><i>Roll-off systems are far too expensive for families. Junior riders have already been injured by the ribbon tape streaming off goggles. The safety factor alone is enough to have this rule returned to allow the use of tear offs. The majority of parents of Club MX agree that this rule needs changing.</i></p> | As per MX1195   |
| MX1206   | Murray Middleton                          | Appendix B          | Red Cross Flag     | <p><u>Rule Addition</u></p> <p><i>The rule should state that a red cross flag is to be held until the track is completely clear.</i></p> <p><i>A red cross flag is generally used to alert medics to a situation, however once the medics arrive 99% of flag marshals will drop the red cross flag and only wave a yellow. This endangers everyone on the track, as the red cross flag is taken more seriously.</i></p>  | MXC recommend that this is up to the Key Officials to operate on the day. |

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| MX1207   | VP Racing Fuels     | Appendix C          | Maximum 100 RON   | <p><u>Change Rule</u></p> <p>No limit on RON (Homologated Fuels Only)</p> <p><i>RON plays no role in performance. MON simulates race conditions, not RON.</i></p> <p><i>There is no maximum limit for RON in the Fuel Quality Standards Act.</i></p> <p><i>We want to better our own Roo100 blend and we can achieve great results with the rules. However, due to the 100 RON limit, the methods and chemicals needed to achieve these results will push the cost of the fuel up quite a bit.</i></p>   | MXC recommend that MA investigate all distributors to identify what fuels will decrease the cost to competitors & also continue to meet Australian Standards. |
| MX1208   | MQ MX Sub-Committee | 12.1 / 12.2 / 12.5  | <p>Categories for Senior Competition Classes</p> <p>MX1 122cc and Over<br/>SX1 122cc to 450cc</p> | <p><u>Revert to 2016 Rules</u></p> <p>MX1 255cc and Over<br/>SX1 255cc to 450cc</p> <p><i>The MQ MX Subcommittee would like to apologise for not responding to this rule change when it was in the 2016 MX Commission minutes. Had we responded we would have objected strongly to the change. There is no logical reason to try to kill the open class (255cc &amp; over) off by doing this. Why should one class have the opportunity to race twice when the other (450 &amp; over doesn't) doesn't. If clubs want this they can just run an Unlimited class instead. Some do but they run it as an extra class, so both capacities get to do two classes.</i></p> <p><i>We also can't see the logic of it in the Australian Championships. Why not just have one class. Or is it there to artificially boost the class.</i></p> | MXC thank MQ MX Sub Committee for forwarding their opinion.   |

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| MX1209   | Kendall Jennings | 12.3                   | <p><b>Categories for Junior Australian Motocross Championships</b><br/>           13 to under 16<br/>           100cc to 150cc 2-stroke &amp; 200cc to 250cc 4-stroke, Girls</p> | <p><u>Change Rule</u></p> <p>13 to under <del>16</del> 17<br/>           100cc to 150cc 2-stroke &amp; 200cc to 250cc 4-stroke, Girls</p> <p><b>At Junior MX level their should be a 16-17 age group or another class for 17 year old's.</b></p> <p><i>This rule change would keep under 18 year old athletes in MX at a Junior level, and allows for an extension to family oriented racing.</i></p> <p><i>To be considered an adult in Australia you need to be 18 year old. Increasing the Junior age to 17 would require fewer riders having guardians sign forms at a Senior level.</i></p> <p><i>This rule also aligns regulations with FIM World Junior MX classes. It would mean that a rider can develop further skills on a 2-stroke 125cc machine, with the potential to ride in the FIM World Competition. It also gives riders more opportunity in the 125cc FIM World Championship class.</i></p> | <p>MXC would like to thank Kendall for her submission and would refer to Section 1.1.0.17 with regard to the Junior and Senior Competition rule which stops both competing together. In order for this to be achieved either a separate class for Senior licenced riders would need to be instituted or changes to Junior licences to be extended to U18 rather than U16 age. At this stage MXC wish to review Junior age groups as a whole in the near future, and will call for submissions from members regarding this in order to improve lifetime participation in the sport.</p> |
| MX1210   | Mark Hancock     | 12.15.3                |  | <p><u>Review for all Disciplines</u></p> <p><i>The word "class" should be removed from the table of GCR 12.15.3.1 to avoid causing any confusion.</i></p> <p><i>This rule refers to number colours matched to the capacity of bike, which is a separate matter to what capacity bike is allowed to compete in a particular class which is dealt with in 12.5</i></p>  | <p>MXC recommend that this has been covered in the recent rule change.</p>   |

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| MX1211   | MA        | Banning of Titanium Axles and Pivots | N/A  | Refer to DRAFT Bulletin #1624<br><br>Commission are requested to give their recommendation on this new rule.  | MXC Agree with this proposed change for reasons as outlined in the MA bulletin regarding fragility of the material over time. |
| MX1212   | MXC       | 12.16.8.1                            | 12.16.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is less, has been run. | <u>Change Rule</u><br><br>12.16.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 50% <del>75%</del> of the event distance or time, whichever is less, has been run.   | To retain consistency in the rule which was changed in 2016.  |
| MX1213   | MXC       | 2.4.5                                | Race Director Role   | <u>Add Rule</u><br><br>Refer 2016 Item #MX1178.<br><br>How does the Race Director hold as much rank at an event as a Steward? And what Official accreditation do they have to have?<br><br>MXC propose the following addition:<br>2.4.5.5 The Race Director must hold Officials accreditation to the equal or higher level as the highest rank official at the event being presided over. | MXC recommend that a Race Director must be of equal or higher rank than the key officials of the meeting.                     |
| MX1214   | MXC       | 2.4.5                                | 2.4.5.1 MA must approve the appointment of any Race Director for any MA Series   | <u>Change Rule</u><br><br>Refer 2016 Item #MX1179<br><br>2.4.5.1 MA must approve the appointment of any Race Director for any MA Series and that a Race Director cannot be the promoter of the series.  | MXC recommend that this re-wording further clarifies the appointment of a race director.                                      |

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| MX1215   | MA        | Parent & Child or small groups practicing/recreational riding together | N/A  | MXC believe that there is no defined aged grouping for non-competitive activity. This allows all ages to ride together, at the discretion of the Responsible Person.  | <p>MXC recommend that this is currently already covered under Chapter 6 Recreational Motorcycling Activity; but has not been promoted. Clubs commonly apply the Junior/Senior Competition rules for non-comp activity.</p> <p>The clarification of this "rule" will allow family members of different ages to enjoy riding together and for small club practice days to have more flexibility with riders participating together.</p> |
| MX1216   | MA        | 12.7.0.2   | Self Scrutineering   | <p><u>Change Rule and Add Rule</u></p> <p>12.7.0.2 Where self-scrutineering occurs at <u>State &amp;</u> Australian Motocross and Supercross Championships, a signed checklist that the protective clothing/equipment and machine has been self-scrutineered must be provided to the scrutineer.</p> <p>12.7.0.3 Scrutineer officials at self scrutineered events have the right to spot check up to 6 riders' machines per class</p> | <p>MXC recommend that self scrutineering should be open to Seniors at State Titles - supported by the Self Scrutineering declaration form and spot checks must occur on a minimum of 6 Riders per class.</p>  |
| MX1217   | MXC       | 2.4.3.2 f)   | <p>2.4.3.2 A licenced official:<br/>...<br/>f) Must be in attendance no later than (1) hour prior to the official start time of the meeting (including practice) and remain until the completion of their duties at the conclusion of the meeting.<br/>This was raised in 2016</p> | <p><u>Change Rule</u></p> <p>2.4.3.2 A licenced official:<br/>...<br/>f) Must be in attendance a minimum of <b>half an hour</b> <del>(1) hour</del> prior to the official start time of the meeting (including practice) and remain until the completion of their duties at the conclusion of the meeting.</p>  | <p>MXC recommend that for most MX events only <b>half an hour</b> is needed given that they generally start at sunrise, so an hour is excessive.</p>  |

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| MX1218   | MXC       | Ref MX1062 & MX1175   | Concussion                  | The MXC requested in 2013 that a policy be implemented regarding Concussion. As we understand it there is yet to be a policy created by MA. The effects of concussion has become a strong topic of debate amongst many sports and the MXC believe that MA should be leading the sporting community in setting a formal policy on concussion. This was requested again in 2016. | MXC would like MA to implement that a baseline test be required for all Rider's competing in Senior National Events. This will then enable Medical onsite to be able to conduct accurate Concussion testing at the venue and if in doubt the Rider can be referred onto an MA approved facility for further testing. In addition riders who are required under medical suspension for concussion must submit a baseline test to MA for future reference as part of their medical clearance |
| MX1219   | MXC       | MX1182 - 12.10.1.1 b) | Freestyle Motocross Licence | <u>Remove Rule</u><br>12.10.1.1 No person may participate in Freestyle Motocross unless they:<br>...<br><del>B) Have a current MA Senior National competition or MA Senior Freestyle Motocross licence which endorses under the following Rules</del><br>...   | MXC recommend that this be removed as it will be covered under the One Meeting National Licence.   |

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| MX1220   | MXC       | 12.27.7.2.f.xi      | <p>12.27.7.2 Machine Requirements</p> <p>...</p> <p>f) All machines must remain standard to the OEM specificatoin fo the model. Only the following items may be fitted:</p> <p>i) Colour,<br/> ii) Seat,<br/> iii) Mudguards,<br/> iv) Handlebars,<br/> v) Grips,<br/> vi) Levers,<br/> vii) Cables,<br/> viii) Chains,<br/> ix) Tyre brand and tread pattern,<br/> x) Carburettor jets</p> | <p><u>Add Rule</u></p> <p>12.27.7.2 Machine Requirements</p> <p>...</p> <p>f) All machines must remain standard to the OEM specificatoin fo the model. Only the following items may be fitted:</p> <p>i) Colour,<br/> ii) Seat,<br/> iii) Mudguards,<br/> iv) Handlebars,<br/> v) Grips,<br/> vi) Levers,<br/> vii) Cables,<br/> viii) Chains,<br/> ix) Tyre brand and tread pattern,<br/> x) Carburettor jets<br/> xi) Suspension - Internal modifications &amp; spring rate. (Refer R &amp; T for final wording.)</p>  | <p>MXC recommend that this change be made to allow the bike to be properly set up for the Rider.</p>              |
| MX1221   | MXC       |                     | <p>Body Armour for Senior Competitors</p>   | <p>Currently at World Level MX the wearing of body armour is compulsory. MXC believe there is need to review the current rule for body armour in Australia for senior riders and consider an alignment with FIM standards at national level racing is necessary to improve rider safety.</p> <p>The FIM rule 2.8.5 currently states:<br/> The following apparel <b>must</b> be worn by riders during each practice, qualification, warm-up, sighting lap or race:<br/> c) Equipment and protective clothing<br/> This equipment includes but is not limited to: boots, gloves, jerseys, pants and an unmodified, commercially available full upper body protection (front and back). Gloves must be worn at the start of each practice, qualification, sighting lap or race.</p> | <p>MXC invite submissions from Members regarding this alignment for potential implementation in 2019 or 2020.</p> |

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| MX1222   | MXC       | 12.16.1.6           | Waved yellow flag/Red cross flag    | <p><u>Add Rule</u></p> <p>12.16.1.6 The display of any flag at a flag point will be taken to continue to the following flag point or to a displayed green flag.</p> | MXC wish to clarify the section the section/zone that the flag refers to.  |
| MX1223   | MXC       | Notation            | Officials induction & MoMS          | Updating of the Officials induction and MoMS to ensure all the current rules are available.   | <p>For the assistance of all MA Members the MXC request that a regular update is sent to all members whenever a rule change has occurred in the MoMS. Given that the MoMS is a more fluid document with some rolling changes the MXC believe it is important that all other roles that flow on from the MoMS (i.e. Officials induction etc.) also concurrently reflect the change.</p> <p>The MXC would also like to see an app created that all members could download containing the current MoMS. Each time a change is enacted this App could be automatically updated to reflect the change. The changes could even be noted in the App update comments so Members can quickly see what changes occurred.</p> |
| MX1224   | MXC       | Notation            | Rule interpretation or rule changes | Can all interpretations and rule changes be not only released publicly but also an email sent directly to all Officials on the MA database.                         | <p>MXC would request that MA send an alert to all SCB's so they can directly distribute to their officials database the rule change bulletin.</p> <p>This would ensure that Officials have the latest information when attending events and combined with our suggestion of an App (MX1223) would ensure continuity between officials across the country.</p>  |



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| MX1225   | MXC       | Notation            | Coaching Panel  | MXC would like to see growth with the Coaching panel and implementation of more National programs to assist & train Clubs to better induct new Riders.   | The MXC believes Clubs need more specialist support to help train their Members and request the MA Coaching Committee to review what best practice is currently enacted at some clubs so other clubs can learn and grow the sport in their own region. |
| MX1226   | MXC       | 3.1.1.9.b           | 3.1.1.9<br>...<br>b) If unable to produce the licence, complete a licence declaration certifying compliance with the licence requirements of these Rules and forthwith pay the prescribed non-production fee. | <u>Delete Rule</u><br>3.1.1.9.<br>...<br><del>b) If unable to produce the licence, complete a licence declaration certifying compliance with the licence requirements of these Rules and forthwith pay the prescribed non-production fee.</del>            | The MXC recommend that with the introduction of RiderNet, an Official will be able to check the licence onsite.  |
| MX1227   | MXC       | 2.4.2.3             | 2.4.2.3<br>A licence for a key official must not be issued to person under 18 years of age. A licence for an operational official must not be issued to a person under the age of 16 years.                   | <u>Rule Change</u>   | MXC recommend that GCR 2.4.2.3 is amended, with wording provided by the NOC, to include Junior Officials (as per the Junior Officials Policy that was released in 2017)  |
| MX1228   | MXC       | 2.4.1.2.c.iv        | 2.4.1.2<br>For these purposes the Controlling Bodies may license any one or more of the following officials<br>...<br>c) Other licensed officials:<br>i) Coaches<br>ii) Announcers<br>iii) Track Inspectors   | <u>Add Rule</u><br>2.4.1.2 For these purposes the Controlling Bodies may license any one or more of the following officials<br>...<br>c) Other licensed officials:<br>i) Coaches<br>ii) Announcers<br>iii) Track Inspectors<br>iv) <b>Junior Officials</b> | MXC recommend the addition of the Junior Official Role.  |

| Item No. | Raised By | Rule # (Issue/Item) | Existing Rule   | Proposed Rule Change & Rationale | Commissions Recommendation   |
|----------|-----------|---------------------|---|----------------------------------|--|
| MX1229   | MXC       | 4.2.9               | 4.2.9 Responsibilities of Promoters                           | <u>Rule Change</u>               | MXC recommend that section 4.2.9 needs to be amended by MA to ensure it is worded to match all current Promoter's contracts.                                 |
| MX1230   | MXC       | 12.3                | 12.3 Categories for Junior Australian Motocross Championships | <u>Rule Change</u>               | The MXC will be reviewing the age/class structure of the Junior Classes. We will invite submissions from the Members at a later date for further discussion. |

MEETING CLOSSES: Sunday 26th March