



Classic Motocross and Classic Dirt Track Commission Meeting Minutes

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PRESENT: Nick Maxfield, Kevin Mortimer and Michael Hughes

APOLOGY:

MEETING OPEN April 6, 2019

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Commission Final Confirmations
CMX448	Welcome / apologies	Chair welcomes those present and opens the meeting.		Meeting declared open @ 12:00pm.	-		-
CMX449	Confirmation of minutes	Minutes of the 2018 meeting are confirmed as a true record of the meeting.		2018 minutes reviewed & approved as a true reflection of the meeting.	-		-
CMX450	11.5.0.2	Age grouping applies to competition Pre75 and Evolution in the Classic Class.	Add Age Group racing into Pre85 Post Classic MX <i>Post Classic MX has always struggled since the split to form Classic & Post Classic MX as separate events but losing the strongest class (Evolution) along with its associated Age Group racing makes it even more challenging for Post Classic MX to survive on its own. Logical step is to now include age groups into Pre85 to replace the void left by Evolution being bumped down into Classic MX.</i>	Supported: The CMX commission approves the addition of age group racing to the pre 1985 classes: 125/250/263cc+. Under 30, 30-39, 40-49, 50-59, 60+.		The Rules & Tech Committee support the Commission. Changes Accepted.	
CMX451	11.1 11.3	New Class to be added Up to Evo 4 stroke Class	<i>Allows pre 78 and evo 4 strokes their own class (very successful as a pre 75 class) Inclusive of TT, XL/XR /KLX trail bikes, which are also the basis for many project bikes which are not necessarily competitive against equivalent 2 strokes of the era. May also encourage the use of purpose built 4 stroke race bikes i.e. CCM/ Husqvarna four strokes. HL and C&J Hondas are also regularly being built up as well. There are a quite of few of these bikes around, and this class has been operating for many years very successfully in the BMCC. It has also been run as a support class at the Qld titles successfully for many years. In the past it has been successful at the Conondale Classic with up to 35 bikes entered. It should result in more bikes being entered at national events, which typically has very few 4 strokes post 1975. Possibly not relevant, but of interest is the fact as of 2018 there is a twin shock (similar to our EVO) four stroke championship with several rounds being run in the UK.</i>	The CMX commission supports the trial of an Evolution 4 stroke class beginning with the support class event scheduled for the 2019 Classic MX National Titles, followed by a further 1 year trial as a National Title Class for the 2020 Classic MX National Titles. To be reviewed at the conclusion of the 2020 Classic National Titles.		The Rules & Tech Committee support the Commission. To be stipulated in event Supplementary Regulations.	

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CMX452	11.1 11.3	New Class to be added Up to Evo 4 stroke Class	<p><i>Opportunity to encourage participation from a segment of enthusiasts who own and ride four stroke machines from the Pre78 and Evolution eras. Yamaha's venerable TT/XT500 is a perfect example. This machine, like other four strokes of the time, was arguably out-of-date and certainly outclassed by the 2-Strokes when it was released. And although it's a bike which enjoys a loyal following world-wide, it isn't really a potent VMX weapon and it could be said is in somewhat of a "no-mans land" in Classic Motocross. As we know, a big reason why riders choose VMX is to "relive their youth" and ride the bikes they rode in their younger days. There are many thumpers which didn't actually "race" motocross back in the day, more-so they were ridden on the farm, on home-made tracks, or bashed around on the vacant block outside of town - so to speak. These days it's better to encourage these machines to be properly prepped and onto a race track where they can be enjoyed in a safe, controlled (and legal) environment.</i></p> <p><i>500 Yamaha - they exist in garages and sheds all across Australia and I feel they would be encouraged to participate in Classic Motocross if the owners felt they could ride in a class with other like machines.</i></p>	See: CMX451.		The Rules & Tech Committee support the Commission. To be stipulated in event Supplementary Regulations.	
CMX453	11.14.6.2	Carburetors; period flat slide carburetors and any round slide carburetor may be used.	<p>Keihin PWK & Mikuni TMX carburetors are permitted.</p> <p><i>The CMX commission has identified an anomaly within the Evolution & pre 1985 rules regarding carburetors. Under the current Evolution rules, Keihin PWK & Mikuni TMX carburetors are permitted, while being disallowed under the later pre 1985 class rules. The CMX commission wishes to rectify this anomaly by allowing Keihin PWK & Mikuni TMX carburetors to be used in the pre 1985 competition classes.</i></p>	Supported: Allow PWK & TMX for Pre 1985 classes.		The Rules & Tech Committee support the Commission. Changes Accepted.	

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CMX454	NEW RULE	NILL	<p>Extract from the Historic Road Race Chapter (9.16.0.5 to 9.16.0.16)</p> <p>11.13.0.2 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.</p> <p>11.13.0.3 Major components are:</p> <p>a) All engine and gearbox external castings, b) Frames, c) Swingarms, d) Brakes, e) Forks and fork yokes.</p> <p>11.13.0.4 All other components shall be considered as minor components.</p> <p>11.13.0.5 Major components that were manufactured outside a specific period, but which are visually indistinguishable when assembled from period components shall be eligible for that period.</p> <p>11.13.0.6 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.</p> <p>11.13.0.7 Components, whether major or minor, prohibited from use in any period will be deemed to be prohibited from use in all earlier periods unless specifically permitted under these Rules.</p> <p>11.13.0.8 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.</p> <p>11.13.0.9 Components manufactured outside the period are eligible, if permitted under these Rules.</p> <p>11.13.0.10 All machines, whether standard or modified, must comply with the specifications of the period.</p> <p>11.13.0.11 Everything that is not authorised and prescribed for use under these Rules is strictly forbidden.</p> <p><i>To define what are major and minor components and to also permit replica components.</i></p>	Not supported.		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
CMX455	NEW RULE 11.13.4.2 a) ii)	NILL	<p>Handlebar mounts and handlebars may be changed to later components for Evolution class and newer classes.</p> <p><i>Permit replica components.</i></p>	Not supported.		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
CMX456	NEW RULE 11.13.9.2	NILL	<p>The use of wider than standard footrests is permitted.</p> <p><i>Permit replica components.</i></p>	Not supported.		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
CMX457	11.14.4.2	Front wheel travel will not exceed 229mm (9 inches), rear wheel travel will be limited to 229mm (9 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.	<p>Relax the front & rear wheel travel restrictions currently set at 229mm (9 inches) to reflect OEM specifications.</p> <p><i>With many pre 1978 model motorcycles delivered from new in 1977 with both front & rear wheel travel exceeding the current 229mm (9 inches), it seems silly to be asked to de-engineer a motorcycle from standard OEM specifications, as delivered in 1977, to meet the 229mm (9inch) travel restrictions for the pre 1978 competition class. Relaxing the travel restrictions to OEM specifications will not only reflect the true era of motorcycles from the period but also encourage more potential competitors to the class. It is currently a deterrent for new competitors to enter the class having to de-engineer their machines from OEM specifications.</i></p>	The CMX Commission supports increasing the suspension travel limit for both front & rear suspension to 10.5" (267mm), to reflect the maximum OEM travel limit specifications of the era. ** Remove the phrase: "Rear shock absorbers will be in the original position using the original mounting points" from 11.14.4.2.		The Rules & Tech Committee support the Commission. Changes Accepted. Commission to confirm wording.	Wording R&T suggested is confirmed
CMX458	14.27.4.3	Only machines of the type raced in Australian Speedway competition for the selected era will be eligible.	<p>Only machines of the type raced in Australian Speedway competition for the selected era will be eligible. Classic Sidecars must represent the period.</p> <p><i>Fall in line with Classic and Historic Racing.</i></p>	Not applicable to CMX/DT.		The Rules & Tech Committee support the Commission. No changes will be made at this time.	



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CMX459	ALL	Chapter 11 Classic Motocross & Classic Dirt Track	<p>Review entire chapter:</p> <ol style="list-style-type: none">1. Confirm if any rules are repeated and amalgamate where necessary into a 'general' or 'all classes' section.2. Re-word any rules that can be miss-interpreted, to be clear and concise.3. Delete any rules which are policy. All policies to be detailed outside of the MoM's.4. Delete or re-word any rules which contradict one another.4. Add any suggestions or additional rules.5. Review rules which make reference to another rule, and confirm the reference is still applicable.	Completed		The Rules & Tech Committee acknowledge this item and thanks the commission.	

MEETING CLOS April 7, 2019