



Enduro Commission Meeting Minutes

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PRESENT: Don Atkins, Chris Gray, AJ Roberts

APOLOGY:

MEETING OPENS April 6, 2019

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Final Commission Confirmation
E1005	Welcome / apologies	Chair welcomes those present and opens the meeting.			-		
E1006	Confirmation of minutes	Minutes of the 2018 meeting are confirmed as a true record of the meeting.			-		
E1007	12.1	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS CLASS CAPACITY Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+cc to 500cc 2-stroke & 475cc to 650cc 4-stroke <i>To bring Australian classes in line with FIM World Enduro classes, AMA GNCC classes and to increase participation in E1 Class.</i> <i>A 250 2S can have a slight power advantage over a 250 4S but the 250 4S has a bigger power advantage over a 125 2S. Refer to attached power information for engines.</i> <i>Typical BHP for a 250F is around 41-43 BHP, a 250 2S is around 43-46 BHP and 125 2S is around 36-38 BHP.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1008	12.2	CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+cc to 500cc 2-stroke & 475cc to 650cc 4-stroke <i>To bring Australian classes in line with FIM World Enduro classes, AMA GNCC classes and to increase participation in E1 Class.</i> <i>A 250 2S can have a slight power advantage over a 250 4S but the 250 4S has a bigger power advantage over a 125 2S.</i> <i>A 250 4S has a big torque advantage and rideability over a 25 2S.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1009	12.5	SENIOR COMPETITION CLASSES Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+cc to 500cc 2-stroke & 475cc to 650cc 4-stroke <i>To bring Australian classes in line with FIM World Enduro classes, AMA GNCC classes and to increase participation in E1 Class.</i> <i>A 250 2S can have a slight power advantage over a 250 4S but the 250 4S has a bigger power advantage over a 125 2S.</i> <i>A 250 4S has a big torque advantage and rideability over a 25 2S.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	

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E1010	12.21.1	A4DE SOLO CLASSES Class E1 100cc to 150cc 2-stroke & 150cc to 250cc 4-stroke Class E2 175cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke (Note 12.21.1 seems to be inconsistent with 12.2, both are A4DE classes? E1 in 12.2 is 100cc to 200cc 2-stroke.)	A4DE SOLO CLASSES Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+cc to 500cc 2-stroke & 475cc to 650cc 4-stroke <i>To bring Australian classes in line with FIM World Enduro classes, AMA GNCC classes and to increase participation in E1 Class.</i> <i>A 250 2S can have a slight power advantage over a 250 4S but the 250 4S has a bigger power advantage over a 125 2S.</i> <i>A 250 4S has a big torque advantage and rideability over a 25 2S.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1011	12.1	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+ cc 2 stroke and 450+ cc 4 stroke <i>To bring Australian classes in line with FIM World Endure classes and to increase participation in both E1 and E3 Classes.</i> <i>When considering Horsepower differences between E1 Machines. the difference should also take into consideration MX machines and "factory" machines. The results from various competitions indicate that 2 stroke machines do not have an advantage.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1012	12.2	CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+ cc 2 stroke and 450+ cc 4 stroke <i>To bring Australian classes in line with FIM World Endure classes and to increase participation in both E1 and E3 Classes.</i> <i>When considering Horsepower differences between E1 Machines. the difference should also take into consideration MX machines and "factory" machines. The results from various competitions indicate that 2 stroke machines do not have an advantage.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1013	12.5	SENIOR COMPETITION CLASSES Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+ cc 2 stroke and 450+ cc 4 stroke <i>To bring Australian classes in line with FIM World Endure classes and to increase participation in both E1 and E3 Classes.</i> <i>When considering Horsepower differences between E1 Machines. the difference should also take into consideration MX machines and "factory" machines. The results from various competitions indicate that 2 stroke machines do not have an advantage.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	

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E1014	12.1	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+ cc 2 stroke and 450+ cc 4 stroke <i>To bring Australian classes in line with FIM World Endure classes and to increase participation in both E1 and E3 Classes. When considering Horsepower differences between E1 Machines. the difference should also take into consideration MX machines and "factory" machines. The results from various competitions indicate that 2 stroke machines do not have an advantage.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1015	12.2	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E 1 100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke Class E2 220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke Class E3 290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke	CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS Class E1: Up to 250cc 2 stroke and 4 stroke Class E2: 250+ cc 4 stroke up to 450cc 4 stroke Class E3: 250+ cc 2 stroke and 450+ cc 4 stroke <i>To bring Australian classes in line with FIM World Endure classes and to increase participation in both E1 and E3 Classes. When considering Horsepower differences between E1 Machines. the difference should also take into consideration MX machines and "factory" machines. The results from various competitions indicate that 2 stroke machines do not have an advantage.</i>	At this stage the 250 2st has more than the 250 4st which is not comparable for the E1 class. NOTE : ' MX Nationals have restricted the 250 2st to a Std Model which we would find hard to validate. Technology for 2 stroke is increasing to make them a lot more competitive in the E2 class and would outway the E1 class. THE COMMISSION DOES NOT AGREE WITH THE RULE CHANGE		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
E1016			Junior Classes: 1. Confirm what is a championship class and what is a cup class. 2. Reduce the number of championships. 3. Review Junior Age Groups/ Classes 4. Should we allow Juniors to compete in Junior Classes until the age of 17 but allow them the option at 16 to move to Senior if they wish.	J4, J3, J2 are Junior Championship class's, we would like to introduce a (Junior Girls) JG 12 - 16yo. Must have Min 6 entries per race to constitute a class, The past few years we have had growing numbers and we are the 6 times womens Champions at the 6 Days.	Tracy Simpson from Womens Commission - in favor with introducing a Junior Girls championship class	The Rules & Tech Committee support the Commission. Changes Accepted.	
E1017	ALL	CHAPTER 12 ENDURO AND RELIABILITY TRIALS	Review entire chapter: 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.	Have had a general look and they look OK.		The Rules & Tech Committee acknowledge this item and thanks the commission.	
E1018	12.8.5.1	Enduro Junior Riders must be 18 years or under on the 1st January of the competition year. Machines may be of any capacity.	Enduro Junior Riders must hold a senior licence and be under 18 at 1st January in the competing year and may be off any capacity.	Commission Agrees		The Rules & Tech Committee support the Commission. Changes Accepted.	

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E1019	12.14.11.1, j) enviromats	12.14.11.1, j) An environmental mat or other effective device is required to be used when refueling, replenishing all oils and chemicals (including the oiling of chains) in order to stop ground contamination. The minimum specifications of the mat are: i) Dimensions minimum 160cm x 100cm 150cm x 90cm; ii) Absorption capacity minimum one litre; iii) Thickness minimum 5mm. iv) Must be positioned under the bike so as to catch any fluid spill. The penalty for non-compliance may be discretionary.	enviromats. 12.14.11.1, j) i) The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. 12.14.11.1 j) iv) This mat will be composed of a waterproof sole and of an absorbent textile. Delete rule 12.23.4.5 as this is already stipulated in 12.14.11.1 Note: Enviromats also appear in other disciplines: Track: 16.14.1.1 (why is this not in Dirt Track?)	Enduro Commission propose the below for enviromats. 12.14.11.1, j) i) The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. 12.14.11.1 j) iv) This mat will be composed of a waterproof sole and of an absorbent textile. Delete rule 12.23.4.5 as this is already stipulated in 12.14.11.1 Note: Enviromats also appear in other disciplines: Track: 16.14.1.1 (why is this not in Dirt Track?)		The Rules & Tech Committee support the Commission. Changes Accepted. Commission to confirm the below wording 12.14.11.1, j) i) The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. ii) Absorption capacity minimum one litre; iii) Thickness minimum 5mm. iv) This mat will be composed of a waterproof sole and of an absorbent textile. The penalty for non-compliance may be discretionary. Delete rule 12.23.4.5 as this is already stipulated in 12.14.11.1 12.23.4.5 The use of an environmental mat, or other effective device, is obligatory at the place where assistance and refueling is authorised by the organiser.	Committee is in Agreeance and approves the rule change to come in line with FIM. This change allows competitors to buy a commercial readily available Mat at a resonable cost.

MEETING CLOSE April 7, 2019