

PRESENT: Mark Hancock (Chair), Graeme Baynes, Shannon Reimann

APOLOGY:

MEETING OPENED: April 6, 2019

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX 1254	Welcome / apologies	Chair welcomes those present and opens the meeting.			-		
MX 1255	Confirmation of minutes	Minutes of the 2018 meeting are confirmed as a true record of the meeting.			-		
MX 1256	Flagging Protocols	Design standardised protocols for use Yellow and Medical Flags at events as guidelines for riders and officials	<p style="color: red;">Refer to Proposed Flag Marshall Protocols document</p> <p><i>Propose a written set of protocols are generated and implemented for the direction of Officials and Riders and provide certainty to all concerned.</i></p> <p><i>For discussion:</i></p> <ol style="list-style-type: none"> 1. Define "Sector of Control" and add definition into the MoM'S. 2. Flag to Flag Point or Resume racing once "past the Area of Concern" 	<p>MXC refer document to R & T to be rolled out to all Officials, MX Competitors and State Bodies immediately.</p> <p>"Controlled Sector" is an area of the race track between flag points where an incident has occurred and flags are being displayed to riders.</p> <p>The Controlled Sector is generally recognised as Flag Point to Flag point unless communicated differently during Riders Briefing or in SR/Final Instructions.</p> <p>Please note. This recommendation was made in conjunction with Classic MX Commission who also agreed with this implementation for MX</p>		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
MX 1257	10.16.7.1 b)	Pit board signals will not be used in Junior competition. Rider/ Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition.	Pit board signals will not be used in Junior competition events where MA is the RCB. Pit Board Signals will not be used in any other Junior competition. Rider/ Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition.	<p>MXC agree for implementation to all Australian Championships for 12 years and over competition.</p> <p>Add 10.21.6.1 Pit Board signalling may be allowed for Junior Competition for 12 years and over events where MA is the RCB and has agreed to their use.</p> <p>Add 10.21.6.2 Information allowed to be displayed on a Pit Board is restricted to race information only such as position, lap times, distance. Any information deemed as coaching or instruction may be regarded as Outside Assistance and penalties applied accordingly.</p> <p>Amend rule 10.16.7.1 b) to say 'excluding Competitors 12 years and over at Australian Championships'</p>		The Rules & Tech Committee support the Commission. No changes will be made at this time. Commission to work on Protocols.	Protocols were included in the MXC recommendation for rule change. Please advise what other protocols are required
MX 1258	10.1 and 10.6	MX1 122cc and over	<p>MX1 290cc and over (same as FIM)</p> <p><i>The MoM's has an MX2 class in which 250cc machines can compete in and 450cc cannot. 250cc and 450cc machines can both compete in the MX1 class however they are different machines which require different skills to race. Allowing 250cc machines into the MX1 class creates an unfair and unnecessary advantage, as the 250cc machines are faster on many tracks and riders with 450cc machines don't have the privilege to enter an alternative class.</i></p>	<p>The MXC thank Mark for his request, however this rule was changed to it's current form for the purpose of encouraging participation at events and are please that the numbers on the start line reflect the change.</p> <p>We do however recommend that 450cc machines should always be given preference by Organisers in the MX1 class over any 250cc machine if the class is oversubscribed. We further direct Mark to GCR 10.8.0.7 which allows restrictions to use of the same machine in multiple classes as specified in the Supplementary Regulations which enables organisers flexibility to vary classes as defined in 10.1 and 10.6 if desired</p>		The Rules & Tech Committee support the Commission. No changes will be made at this time.	

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX 1259	NEW RULE 10.27.5.1 f)	NIL total section 10.27.5 50cc Auto Class 10.27.5.1 Machine Requirements: a) Engine capacity must not exceed 50cc, b) The gearbox must have one gear, c) External gearing may be altered, d) The clutch must be of centrifugal type, and of OEM type, e) Wheels as per GCR 10.27.2 must be fitted, f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame, h) Throttle limiting devices may be removed, i) A separate kill switch may be installed in place of the standard, j) Steel serrated foot pegs may replace standard rubber pegs,	xi) Starting mechanism (electric start permitted) <i>Electric start is a safety enhancement; riders can restart without endangering officials who would otherwise be needed to assist. Electric start is not a performance benefit; it only simplifies starting/restarting. It allows young riders to continue to compete and not be disheartened. It removes disadvantage of shorter riders who are especially challenged to start a bike.</i>	MXC thank John for his submission however MXC propose a rewrite of 10.27.5.1 f) All machines must remain standard to OEM for the model in respect to i. Engine ii. Induction other than carburettor jetting and air cleaner element iii. Suspension - which may be modified internally but must remain OEM in appearance. iv. Geometry of the frame v. Aftermarket radiators are permitted but must: - be of the same external dimensions and; - not exceed the coolant capacity of radiators fitted as OEM standard parts at point of manufacture. All other components may be modified Delete c, d,g, h, i, j, & k in this section		The Rules & Tech Committee support the Commission. Commission to confirm wording and rewrite of 10.27.5.1 10.27.5 50cc Auto Class 10.27.5.1 Machine Requirements: a) Engine capacity must not exceed 50cc, b) The gearbox must have one gear, c) Wheels as per GCR 10.27.2 must be fitted, d) All machines must remain standard to OEM for the model in respect to; i. Engine ii. Induction other than carburettor jetting and air cleaner element iii. Suspension - which may be modified internally but must remain OEM in appearance. iv. Geometry of the frame v. Aftermarket radiators are permitted but must: - be of the same external dimensions and; - not exceed the coolant capacity of radiators fitted as OEM standard parts at point of manufacture. All other components may be modified	Commission agrees with proposed wording
MX 1260	10.3	7 to under 9: 50cc Division 2 7 to under 10 and 10 to under 12: 65cc 9 to under 12: 85cc 2-stroke & 150cc 4-stroke (Standard Wheel) 12 to under 14 and 14 to under 16: 85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheel) 13 to under 15 and 15 years: 128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke 13 to under 15 and 15 years: 100cc to 125cc 2-stroke 9 to under 13 and 13 to under 16: Sidecar 80cc-100cc 2-stroke & 150cc 4-stroke 12 to under 16: 85cc 2-stroke & 150cc 4-stroke (All Wheels), Girls 13 to under 16: 100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls	7 to under 9: 50cc Division 2 7 to 9 and 10 to 12: 65cc 9 to 12: 85cc 2-stroke & 150cc 4-stroke (Standard Wheel) 13 to 15 and 16 to under 18: 85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheel) 13 to 15 and 16 to under 18: 128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke 13 to 15 and 16 to under 18: 100cc to 125cc 2-stroke 9 to 12 and 13 to 15: Sidecar 80cc-100cc 2-stroke & 150cc 4-stroke 12 to 15 and 16 to under 18: 85cc 2-stroke & 150cc 4-stroke (All Wheels), Girls 13 to 15 and 16 to under 18: 100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls <i>This will align the Australian Championship classes more closely to the new proposed state-based classes. I believe it will increase participation, reduce cost and stress on families, it will provide a better and safer and more sustainable pathway for our Juniors riders moving to the senior ranks. It will ensure a larger number of Juniors transition through to the senior ranks rather than quitting after turning 16 or 17Yrs. Age groups have basically been in place since the merger of the previous two organisations, they are not reflective of what is required in the today society. There are many families are forced to choose between Seniors and Juniors when they have multiple children the sport with a 1- or 2-year age difference. When a child turns 16, they cannot drive themselves to events they still require a guardian to sign in for them as they are not recognised as an adult by law or our Insurance Scheme but are expected to compete against mature adults. This will provide riders with a greater level of choice and option to stay in competition with more like group of competitors as many riders at 16 are not ready to</i>	The MXC thank Michael for his submission, however until MA change licencing regulations for Juniors, we are unable to approve this. Currently, any rider who is 16 years of age is considered a senior, therefore classes for 16 to under 18 can not exist in junior championships. Note 10.1 Categories for Senior Australian Motocross Championship includes MXD (16 to under 19) 122cc to 250cc (2-stroke or 4 stroke). MXC draw attention to MX 1275 which, if approved, would allow a Junior to elect to remain a junior despite being 16 YO @ 1/1/xx but this only allows them to continue to compete as a 16 yo for one extra year		The Rules & Tech Committee acknowledge this request. Rules & Tech Committee are working with the Commissions re changes to Junior classes and licencing	

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX 1261	10.4	<p>Junior Lites (13 to under 16): 100cc to 150cc 2-Stroke and 200cc to 250cc 4-Stroke</p> <p>Junior (12 to under 16): 85cc/150cc 2-stroke and 150cc 4-Stroke</p>	<p>School Boys Lites (16 to under 18): 100cc to 150cc 2-Stroke and 200cc to 250cc 4-Stroke</p> <p>Junior Lites (13 to 15): 100cc to 150cc 2-Stroke and 200cc to 250cc 4-Stroke</p> <p>Junior 85cc/150cc (12 to under 16): 85cc 2-Stroke and 150cc 4-Stroke</p> <p><i>This will align the Australian Supercross Championship classes more closely to the new proposed Junior Australian Championships and the State based Junior classes while this will create an additional class to Supercross category this is a much needed as the current opportunity for juniors to participate and or train are extremely limited and generally only available to a small percentage of riders. I believe it will increase participation, reduce cost and stress on families, it will provide a better and safer more sustainable pathway for our Juniors riders moving to the senior ranks, it will ensure a larger number of Juniors transition through to the senior ranks rather quitting after turning 16 or 17Yrs. Our age groups have been in place since the merger of the previous two organisations and they are not reflective of what is required in the today society. There are many families are forced to choose between Seniors and Juniors when they have multiple children the sport with a 1- or 2-year age difference. When a child turns 16, they cannot drive themselves to events they still require a guardian to sign in for them as they are not recognised as an adult by law or our Insurance Scheme but are expected to compete against mature adults. This will provide riders with a greater level of choice and option to stay in competition with more like group of competitors as many riders at 16 are not ready to race against 25-30-year-old men. This will also provide families with an opportunity to have more family time and reduce the cost on these families. While still providing the choice for</i></p>	<p>The MXC thank Michael for his submission, however until MA change licencing regulations for Juniors, we are unable to approve this. Currently, any rider who is 16 years of age is considered a senior, therefore classes for 16 to under 18 can not exist in junior championships. Note 10.2 Categories for Senior Australian Supercross Championship includes SXD (16 to under 19) 122cc to 250cc (2-stroke or 4 stroke). MXC draw attention to MX 1275 which, if approved, would allow a Junior to elect to remain a junior despite being 16 YO @ 1/1/xx but this only allows them to continue to compete as a 16 yo for one extra year</p>		<p>The Rules & Tech Committee acknowledge this request. Rules & Tech Committee are working with the Commissions re changes to Junior classes and licensing</p>	
MX 1262	10.7	<p>4 to under 9: 50cc Demo - (Non-Competitive)</p> <p>7 to under 9: 50cc Auto</p> <p>7 to under 12: 65cc</p> <p>9 to under 12: 85cc 2-stroke & 150cc 4-stroke (Standard Wheel only)</p> <p>9 to under 16: 80cc to 160cc 4-stroke Sidecar 80cc to 100cc 2-stroke & Up to 150cc 4-stroke (Rider & Passenger)</p> <p>12 to under 16: 85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)</p> <p>13 to under 16: 128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke & 100cc to 125cc 2-stroke</p>	<p>4 to under 9: 50cc Demo - (Non-Competitive)</p> <p>7 to under 9: 50cc Auto</p> <p>7 to 12: 65cc</p> <p>9 to under 12: 85cc 2-stroke & 150cc 4-stroke (Standard Wheel only)</p> <p>9 to under 16: 80cc to 160cc 4-stroke; Sidecar 80cc to 100cc 2-stroke & Up to 150cc 4-stroke (Rider & Passenger)</p> <p>12 to under 16: 85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)</p> <p>13 to under 16: 128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke and 100cc to 125cc 2-stroke</p> <p>16 to under 18: 128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke and; 100cc to 125cc 2-stroke</p> <p><i>I believe it will increase participation, reduce cost and stress on families, it will provide a better and safer more sustainable pathway for our Juniors riders moving to the senior ranks, it will ensure a larger number of Juniors transition through to the senior ranks rather quitting after turning 16 or 17Yrs. Our age groups have been in place since the merger of the previous two organisations and they are not reflective of what is required in the today society. There are many families are forced to choose between Seniors and Juniors when they have multiple children the sport with a 1- or 2-year age difference. When a child turns 16, they cannot drive themselves to events they still require a guardian to sign in for them as they are not recognised as an adult by law or our Insurance Scheme but are expected to compete against mature adults. This will provide riders with a greater level of choice and option to stay in competition with more like group of competitors as many riders at 16 are not ready to race against 25-30-year-old men. This will also provide families with an opportunity to have more family time and reduce the cost on</i></p>	<p>The MXC thank Michael for his submission, however until MA change licencing regulations for Juniors, we are unable to approve this. Currently, any rider who is 16 years of age is considered a senior, therefore classes for 16 to under 18 can not exist in junior competition. Note 10.6 Senior Competition Classes: Motocross and Supercross includes MXD/SXD (16 to under 19) up to 250cc wheel sizes (16"-19" rear and 19"-21" front). MXC draw attention to MX 1275 which, if approved, would allow a Junior to elect to remain a junior despite being 16 YO @ 1/1/xx but this only allows them to continue to compete as a 16 yo for one extra year</p>		<p>The Rules & Tech Committee acknowledge this request. Rules & Tech Committee are working with the Commissions re changes to Junior classes and licensing</p>	

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX 1263	10.27.5.1 e	e) Wheels as per GCR 10.27.2 must be fitted,	Wheels as per as per standard size, allowed to run after-market rims, and hubs must be fitted. <i>Proposals don't enhance performance, but allow the parents a cheaper option on after-market rims and hubs, if they want purple rims let them, also different rubber tubing is no big deal.</i>	Refer MX1259		The Rules & Tech Committee acknowledge this request. Addressed as per MX1259	
MX 1264	10.27.5.1 i) and j) NEW RULES	NIL	i) allowance of wider foot pegs. j) allowance of after-market petrol, oil vent tubing. <i>Non of the proposals are enhancing performance, but wider foot - pegs can greatly assist in rider safety.</i> <i>I was fully aware at the 2018 Aussies in Tasmania a 50 Dad was told to remove the colour tubing on kids petrol cap or he would be disqualified?</i> <i>The 50 cc has the most problems in any class,ie: another father had lost a rear seat bolt and had a zip tie holding his kids seat on, and was told he could not start until it was cut off, as the steward was taking the Moms literally, what type of a message is that sending to our newest families in the sport for safety and flexibility ?</i>	Refer MX1259		The Rules & Tech Committee acknowledge this request. Addressed as per MX1259	
MX 1265	10.21.1	10.21.1.1 The format of the Championships will be: Under 80cc 7 minutes + 1 lap Sidecars 7 minutes + 1 lap 80cc and over 10 minutes + 1 lap	10.21.1.1 The format of the Championships will be: Under 80cc 7 minutes + 1 lap Sidecars 7 minutes + 1 lap 80cc and over 10 minutes + 1 lap All ages 125/250cc 15 mins + 1 lap Women 12/250 remain at 10 mins + 1 lap <i>The 13/15 yr and 15 yr Old Kids need to be developed and conditioned at early age for the longer races as they approach Senior Club, State and National Series, kids at that age aren't small anymore and would relish in it. Women 12/250 remain at 10 mins + 1 lap, main reason not to increase the Women as they rarely have a full grid and over 10 mins many of the girls were getting lapped and not conducive of a good spectacle or can be demoralizing to fellow women competitors.</i>	MXC agree for changes to the format to be as per the following: All classes up to and including 85cc Small Wheel (Under 12 years) - 10 minutes + 1 lap 85cc Big Wheel - 12 minutes + 1 lap 125/250cc - 15 minutes + 1 lap Females - 10 minutes + 1 lap MXC are currently waiting on SCB's for feedback on proposed format changes chages for AJMXC competitions that may alter these recommendation in future years.		The Rules & Tech Committee support the Commission. Changes Accepted. All classes up to and including 85cc Small Wheel (Under 12 years) - 10 minutes + 1 lap 85cc Big Wheel - 12 minutes + 1 lap 125/250cc - 15 minutes + 1 lap Females - 10 minutes + 1 lap	

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX 1266	10.12.1.2 e)	NIL	<p>A rider who is under the age of 16 and wants to move up to senior classes can do so, with the approval of their SCB. The application will require a letter of request and supporting information from a Parent or legal guardian.</p> <p><i>This has been done on very rare occasions in MX and other Disciplines and should only be considered under exceptional circumstances.</i></p> <p><i>There various reasons for this proposal one is that I believe it will increase participation, reduce cost and stress on families, it will provide a better and safer more sustainable pathway for our Juniors riders moving to the senior ranks, it will ensure a larger number of Juniors transition through to the senior ranks rather quitting after turning 16 or 17Yrs. Age groups have been in place since the merger of the previous two organisations and they are not reflective of what is required in the today society. There are many families are forced to choose between Seniors and Juniors when they have multiple children the sport with a 1- or 2-year age difference. When a child turns 16, they cannot drive themselves to events they still require a guardian to sign in for them as they are not recognised as an adult by law or our Insurance Scheme but are expected to compete against mature adults. This will provide riders with a greater level of choice and option to stay in competition with more like group of competitors as many riders at 16 are not ready to race against 25-30-year-old men. This will also provide families with an opportunity to have more family time and reduce the cost on these families. While still providing the choice for riders who want to move to Senior ranks may do so.</i></p>	The MXC thank Michael for his submission, however the current licencing advises that a Junior may not move up until they are a minimum of 16 years of age, so the MXC are unable to consider this.		The Rules & Tech Committee acknowledge this request. The Rules & Tech Committee are working with the Commission in relation to proposed changes to junior age group classes and licensing.	
MX 1267	NEW POLICY/RULE	MX1248	Concussion Policy	The MXC would like to see MA adopt a similar version of the Concussion Policy that has been adopted by other major sporting codes that was produced by the AIS, ASMI, SMA and ACSEP. An affordable online baseline test is available - Cogsport. MA could price this and all participants to be encouraged to undertake it. Personal results may not be shared with MA, but for participants there is great benefit for competitors to have baseline testing for quicker diagnoses and treatment of concussion symptoms and conditions. Policy should be further developed by MA to ensure an appropriate process is provided to Medical providers for members to recommence riding . We attach Appendix 2 being a copy of SASMA Sport Concussion policy.		The Rules & Tech Committee acknowledge this request. Further information requested from Commission including a concussion Test / Assessment	We have attached appendix 2 relating to SASMA which is an extensive document covering this document. We have further researched and discovered tools such as the baseline test we referred to Cogsport which is in the public arena for assessment. MXC are not of the opinion that it is their role, nor within their expertise, to develop a Whole of Sport review on the topic of Concussion testing and . This should be referred at minimum a working group established by MA which would include MA CMO and/or other qualified medical advisers to advise and assist MA on practical and affordable solutions for implementation throughout the whole sport of Motorcycling on what is now a major compliance risk for all sports in Australia. It is of concern that if no further development of guidelines are developed then MA may be at risk of breaching a Duty of Care to their licenced riders
MX 1268	NEW RULE		<p>50cc Motocross to allow to use aftermarket air filters.</p> <p><i>To reduce cost for competitors</i></p>	As per MX1259		The Rules & Tech Committee support the Commission. Changes Accepted.	
MX 1269			<p>Junior Classes:</p> <ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 1. All classes in the AJMxC are to continue with Championship Status. It is likely that age and championship classes may be reviewed further once SCB feedback is received with regard to proposals per # 2 below 2. We do not wish to reduce the number of championships - however a format change has been proposed and has been forwarded to MA for review and discussion with SCB's. 3 & 4. This cannot be confirmed until the age request has been confirmed by MA as per MX 1275 		The Rules & Tech Committee acknowledge this request. Rules & Tech Committee are working with the Commissions re changes to Junior classes and licensing	

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX 1270			<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. 	5. Section 11 C should refer to Section 10 C		The Rules & Tech Committee acknowledge this request. This appears to be a typing error that will be addressed and updated.	
MX1271	Appendix A	Helmet Eject Systems		MXC would like MA to provide training and information to all Medical Personnel that are appointed for event levels State and above on how to use the Helmet Eject Systems. It has been noted that some medical providers are not aware of how to use them. The MXC would like to further encourage participants to use them as standard equipment as they are a valuable assets when they are able to be used by medical in the treatment of patients.		The Rules & Tech Committee acknowledge this request. The Rules & Tech Committee request more information from the Commission. How it works, how many times, equipment needed, training needed, for consideration if rule should be removed or not. In Appendix A	Given the promotion of the use of Helmet ejects as a standard it is of concern that many medical providers including Level 2 First Aid officers working at Club level events have no knowledge of how to use the eject system nor the tools to use them. We know there are specific pumps that can be used but also that a simple blood pressure pump with a bike valve fitting can also achieve the same result but this is not common knowledge with clubs and other medical providers. We further advise that AFL Victoria have an app called Headcheck that could possibly be utilised. Currently MA employs Simon Maas and engages a CMO who have vast experience in using this product and MXC believe that MA internally have the skill base to develop practical guidelines and training programs which can be disseminated amongst the Clubs as a useful document.
MX1272		Self Scrutineering		It has come to the attention of the MXC that some States are authorising self scrutineering of juniors in controvention of GCR 10.8.0.2. It is particularly concerning that this has been adopted given the number of competitors and parents that have limited racing experience who enter these events in the lower grades. We request MA to raise this issue with the SCB's directly and changes be made to the GCR's if deemed appropriate.		The Rules & Tech Committee acknowledge this request. Declaration of Compliance Not allowed for Junior Events. MA have previously dealt with this with SCBs	
MX1273		Multiple entry of one machine in the same class is not permitted		MXC would like to see the removal of this from all supplementary regulations. The only place in the GCR's this still exists is for Enduro however it still appears in the SR Template on the MA website and is rarely adhered to and is not for the betterment of the sport impacting on participation of riders.		The Rules & Tech Committee acknowledge this request. This appears to be a template error that will be addressed and updated online.	
MX1274	MX1241 (2018) 10.13.2.1 Appendix A	Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet by design of the manufacturer.	<p>10.13.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer.</p> <p>10.13.2.2 Helmet and Torso cameras are not permitted unless the camera is integrated into the protective equipment by design of the manufacturer and endorsed for safety.</p>	MXC recommend the banning of cameras on the torso for the protection of the vital organs. We also recommend this change across all disciplines and for inclusion in appendix A.		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
MX1275	3.1.2.1	Junior Competition (National Competition and Restricted National) licences can only be held by riders aged 7 to under 16 years.	3.1.2.1a - Junior Competition (National Competition and Restricted National) licences can only be held by riders aged 7 to under 16 years. Discipline specific rules may apply and override this rule.	In regards to MX1269 - the rule would need to be amended to permit this activity.		The Rules & Tech Committee request further information from the Commission before a decision is made	We apologise to R & T as this is misleading. You will note that there are 2 x MX 1275 referenced in MXC Commission minutes which is a mistake.. Both should be read together as they need to be considered together
MX1275	New Rule	10.12.1.2	10.12.1.2 e) A rider who is 16 years of age on 1 January may retain their Junior status for a further 12 months subject to approval by the RCB. If a rider competes as a senior rider at any event after making this election they must not compete as a Junior at any further events.	MXC upon review of requests and data believe there should be an option of allowing a participant to remain regarded as a junior even though they have attained the age of 16 at 1/1/xx. MXC believe it this for the betterment of the sport and retention of riders to allow less experience/confident participants the opportunity to continue competing prior to them having to step into the senior ranks. 3.1.2.1 † Junior Competition (National Competition and Restricted National) licences can only be held by riders aged 7 to under 16 years.		The Rules & Tech Committee acknowledge this request. Rules & Tech Committee are working with the Commissions re changes to Junior classes and licensing	

Item No.	Rule # (Issue/Item)	Existing Rule	New Rule/Amendment	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	SCB, Club & Member Feedback
MX1276	Fuel Testing	Appendix C - 4.2.2		MXC support the proposed changes to the fuel testing procedures and support the engagement of the MA endorsed fuel testers.		The Rules & Tech Committee support the Commission. Changes Accepted.	
MX1277	Refusal of Medical Treatment	6.1.2.1 h) The competitor has refused to submit to a medical test required by the Steward under these Rules,	Delete 'required by the Steward'	A Race Director, Steward or Clerk of Course can all issue this penalty under the current MoMS.		The Rules & Tech Committee acknowledge the Commissions recommendation but have ruled changes below 6.1.2.1 h) The competitor has refused to submit to a medical test required by the Steward or the Clerk of Course under these Rules, Add 2.4.4.3 j to the Clerk of Course section 2.4.6.1 m. Order any competitor to submit to a medical examination to determine if the competitor is fit to participate in the event.	
MX1278	Injuries not reported			As per MX1278, if a key official has been made aware that a participant may have an injury, they may request that participant submits to medical for assessment.		The Rules & Tech Committee acknowledges and supports the Commissions recommendation.	
MX1279	Track Inspections	Track standards		MXC support MA's concerns regarding the inconsistencies with track licence inspections and can only encourage MA to provide further training of inspectors to assist with consistency nationally. An example of this is persistent use of Single Tyres to mark inside of corners		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
MX1280	AJMX Proposal	10.21 Race Meeting Protocols AJMXC	Proposed format changes tendered to SCB	MXC is still awaiting for official responses and feedback from SCB's to proposed MXC changes to the Protocols for AJMXC. These have been designed to enhance the profile and quality of these Championships. These changes will require review of Age classes, Championship Age recognition, formats for competition, length of races and other matters		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
MX1281	Kickstart/ Coaching	Kickstart program design and testing		MXC would like MA to review the current endorsements of junior rider's competency to ride a higher capacity bike. Currently under the kickstart program a level '0' club coach endorses the rider to obtain their licence on a particular capacity bike. They are not permitted to endorse any other future capacity for that person. MXC are also concerned that the program has not been kept up to date with current MoMs		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
MX1282	10.7 50cc Auto Non Competitive	4 to under 9 50cc Demo - (Non-Competitive) 7 to under 9 50cc Auto	Make all 50cc classes Non-Competitive	MXC will be seeking feedback from reference groups to consider all 50cc classes to be Non Competitive. The Div 2 Competitive Class is constantly the class that brings the most concerns at competitions with unnecessary pressure on riders and officials from parents/support personnel/participation costs and event programming.		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
MX1283	10.12.1.6 / 10.12.1.8	Unless otherwise permitted in writing by the RCB, for any event there must be no greater age variation between competitors than 4 years. Subject to the following 2 GCRs, a RCB may permit age group racing, graded racing, or a combination of both	Amend to say that MA are to approve dispensations.	The MXC believe that as MA are responsible for all rules, that any dispensation to rules, age dispensations etc should only be provided by MA. This should be amended in all discipline Chapters.		This point was missed from original agenda, awaiting Rules & Tech Committee acknowledgement and feedback on this item.	
MX1284	10.10.1.3 c) & 10.10.1.4 a)	Supply prior recognised experience, such as participation in International FMX shows and/or competitions, to be approved by the Accessor's RCB. The Endorsing Assessor must: a) Be identified and approved by the Accessor's RCB to endorse Freestyle Motocross,	Supply prior recognised experience, such as participation in International FMX shows and/or competitions, to be approved by the Accessor's RCB MA. The Endorsing Assessor must: a) Be identified and approved by the Accessor's RCB MA to endorse Freestyle Motocross,	MXC believe that MA should approve a Rider's prior recognised experience and the endorsing assessor for consistency.		This point was missed from original agenda, awaiting Rules & Tech Committee acknowledgement and feedback on this item.	

MEETING CLOS:

April 7, 2019