



Speedway Commission Meeting Minutes

Phone: (03) 9684 0500
Fax: (03) 9684 0555
Internet: www.ma.org.au
Email: rules@ma.org.au

PRESENT: Ivan Golding, Matt Jones and Shane Parker

APOLOGY:

MEETING OPE April 6, 2019

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Commissions Final Decision
SW846	Welcome / apologies	Opened the meeting and Welcomed those present.			-		-
SW847	Confirmation of minutes	Minutes of the 2017 meeting are confirmed as a true record of the meeting.			-		-
SW848	14.24.5 iv)	Is attached to three sides of the mudguard and projects forward by a minimum of 75mm on each side.	<p>Is attached to three sides of the mudguard and projects forward by a minimum of 75mm on each side, or if the mudflap is fitted without sides it will be made up of 3 parts. The assembly will consist of the rubber mudflap. This will be 6mm thick, 150% of the tyre width (minimum 200mm wide) and a minimum length of 250mm ending no more than 20mm from the ground. The second piece, fixed to the rear of the rubber will be 3mm HDPE plastic the same width as the rubber mudflap with a minimum length of 200mm and ending no more than 70mm from the ground. The third and outer piece will be 3mm HDPE plastic and the same width as the rubber mudflap with a minimum length of 150mm and ending no more than 120mm from the ground. The whole assembly must be attached to the bike with a minimum of 4 fasters and have no flex at the attachment area.</p> <p><i>This needs to be re-visited.</i></p> <p><i>The current mudflap does not work, it catches the dirt. It slows the bikes down hence the constant shoddy examples that show up. The construction is very inconsistent. Removing the sides produces a very simple easily enforced product.</i></p> <p><i>The above rule change basically allows the fitment of a dirt deflector that deflects the dirt back down into its own path rather than capturing it.</i></p> <p><i>This system was what I used in the early days, less the rubber section... before there were any rules in place. It worked very well back then.</i></p>	Tried Russell Mitchell Mud flap in 2018, recommend add Sidecar side of flap to be fitted as trial (as all suggestions are towards this fixing the problem.)	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW849	14.17.4.3 a)	The engine capacity must not exceed 1045cc	<p>The engine capacity must not exceed 1045cc, where a twin cylinder engine is used the engine capacity must not exceed 1260cc</p> <p><i>Ever since the advent of multi cylinder (4 cylinder) engines the twin cylinder power plant has NEVER been competitive.</i></p> <p><i>As the superbike class in the past has shown us that by allowing a stepped capacity allowance this has allowed the twin cylinder engines to be competitive against 4 cylinder engines.</i></p> <p><i>This rule change would allow more stake holders to take an interest in this class. Ducati, Aprilia etc.</i></p> <p><i>1200cc plus 5% =1260cc</i></p>	Warren Monson to check power out put of these engines	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee request further information and proposal from the Commission before a decision is made	Commission requests this item be moved to the 2020 Agenda as more time needed for research



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SW850	14.26.1.1	The overall width must not exceed 1400mm	The overall width must not exceed 1250mm <i>Revert to original rule</i> <i>Original allowance was not to exceed 1250mm, this has now been increased to not exceed 1400mm. As parents of a current Junior Speedway Sidecar team, we strongly object to this rule change and believe as it is detrimental to the sport. We won the 2018 Australian Title, so we aren't objecting to the rule because we didn't win. In all of the State and National Titles we have attended, numerous junior sidecars competing are both over width and over length. At a particular State Title, there was a square marked out in the scrutineering bay with the maximum allowable dimensions for a junior sidecar. We were 1 of a small number of sidecars that fitted within this square. We were told these teams had been warned and more stringent scrutineering would take place at the 2018 Australian Title. Unfortunately, this was not the case, and the same bikes were still well over the allowed overall length of 2100mm. It seems that there are teams completely disregarding the MA rules set out and are stretching their bikes out further in order to fit larger tyres etc. Sadly, many of these bikes are being built from scratch and are completely out of specifications by people that should know better. The tracks are not getting any bigger, but with oversize bikes racing it does not make for fair or quality racing and in our view impedes the race. It requires a certain amount of skill to overtake during a race without 'bumping' as it is, but it is even harder to overtake a bike that is much wider and longer than it should be. Our son who is the rider on our sidecar is one of the tallest kids in the field of current riders and has just turned 15 years old. He fits just fine on a bike that is compliant with both the current rules and the prior ruling before the allowable width was increased.</i>	New Rule 14.26.1.1 to be enforced by SCBs	MNSW - Agree with Commission Recommendation - leave current rule 1400mm	The Rules & Tech Committee support the Commission. No changes will be made at this time. Already addressed in 2019 MoMs updated online version	
SW851	14.11.9.1	There will be 20 heats and an A and B final	There will be 20 heats, 2 semi finals and a final. Points for semis 3,2,1,0 points for final ,32,1,0 All points count to total series points <i>This will fall into line with FIM Grand Prix rules. Changes race format from 22 to 23 heats.</i>	Already approved for use.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW852	14.27.8.3	Bodywork and fairings to be a type and material relevant to the period. No later than eliminator type wedge, constructed of fibreglass.	Bodywork and fairings to be a type and material related to the period. No later than eliminator type wedge front fairings high square section sidecar wing, open rear of wheel body (seat) and preferably no right hand front small passengers fairing, see rule 14.27.4.3c) <i>(Rule 14.27.4.3 c) Only machines of the type raced in the Australian Speedway competition for the selected era will be eligible.) More specific as to period.</i>	To be made optional for this period.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW853	14.27.8.2	Motors will be maximum two four valve DOHC multi-cylinder air-cooled engines manufactured prior to 31st December 1985.	Motors will be maximum four valve DOHC multi cylinder air or water cooled engines manufactured prior to 31st of December 1985. <i>I believe this rule was submitted (as above) previously by MSA Classic Speedway Committee, but was not interpreted or printed correctly. Water cooled was not added and cut off year wrong.</i>	Commission agree to add Water cooled to this rule.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW854	14.27.8.1	This class will cover machines using period style and purpose built frames. Mitch style frames are not permitted.	This class will cover machines using modified lowline standard factory preiod purpose built or replica frames. <i>More specific to the period.</i>	Commission recommend NO change to present Rule	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	



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SW855	14.27.7.2	Motors will be 2-stroke and 4-stroke two valve DOHC multi cylinder air cooled engines.	Motors will be maximum four valve DOHC multi cylinder air cooled engines manufactured prior to 31st of December 1985. <i>Post Classic was a class specifically put in place for DOHC four stroke multi cylinders not two strokes. Two stroke era ended 1979. The inclusion of four valves, first introduced in 1979 now gives new builders the opportunity to build stand up or lowline four valves.</i>	Commission recommend NO change to present Rule.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW856	14.27.6.3	Engines must be manufactured prior to December 31st 1974.	Engines must be manufactured prior to December 31st 1979 <i>The cut off date for ? is correct coinciding with the end of the Vincent/ Norton/ Triumph era and the start of the Japanese era. Therefore it is necessary for the cut off date of the Japanese era coincides with the end of the Japanese SOHC 2V multi cylinders and the strokes and the incoming of the Post Classic/ Suzuki GS1000 and Kawasaki Z1000 ea.</i>	Commission recommend to change from 1974 to 1979.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW857	14.27.5.1	This class will cover machines using original factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer.	This class will cover machines using original factory motorcycle frames and standard telescopic or leading link type forks. <i>Several machines have been competing for many years using both telescopic and leading link type forks.</i>	Commission need time for more Information	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee request further information from the Commission before a decision is made	Commission requests this item be moved to the 2020 Agenda as more time needed for research
SW858	14.27.4.3	Only machines of the type raced in Australian Speedway competition for the selected era will be eligible.	a) Only machines of the type raced in Australian Speedway competition for the selected era will be eligible. b) Machines and all parts in their construction re to be commercially available in their selected era only. c) Machines that were constructed and competed on in selected era can compete as per originally constructed. <i>a) Rule as per currently stands b) 14.27.4.3 has probably the best rule we had (was deleted) actually makes all things not period illegal. c) Solves all of the problems in regards to how machines were constructed in the actual era vs new rules recently introduced eg. 19.24.4.4.</i>	Commission recommend NO change to present rule	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW859	14.27.4.2	Maximum standard engine capacity of 1020cc and no reconditioning tolerance is allowed or 750cc 4 - valve air-cooled.	Maximum standard engine capacity of the 1100cc with the reboring to +1.00mm (.040") acceptable <i>Several 1100cc XS1100's and GSX1100's have been competing for many years. Would allow more bikes to be built enhancing our section of the sport. As regards to 450 4V addition to rule recently I can not see how that would lead to more bikes being built. Classic maximum capacity is 1020cc proposed to 1100cc.4V's very little horse power gain over 2V especially 750cc.</i>	Commission recommend NO change to present rule.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW860	14.27.4	Eligibility: Classic and Post Classic Sidecars	Eligibility: Classic, Post Classic and Evolution Sidecars <i>If evolution sidecars are not included in this rule then rules 14.27.4.1 and 14.27.4.2 don't apply to evolution side cars.</i>	Evolution Class in rule book now.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW861	NEW RULE 14.10.11.5	NILL Proposed additions for Australian Solo and Sidecar Championships also State Championships	In the event of a competitor touching the tape and receiving an exclusion, the competitor will also receive a 'movement warning'. Should the competitor breach the 'movement warning' in any subsequent race, this will incur exclusion from the remainder of the meeting. <i>Current FIM ruling relative to SGP. This would bring the ruling into line with FIM, as both the State and National Championships are first step to qualification for inclusion in world championship events and other FIM sanctioned events. This was also alluded to by riders in the last Australian Solo Championship.</i>	Commission agree to this rule change to be trialed at Australian Solo Champ.	MNSW - Disagree with Commission Recommendation. The proposed 14.10.11.5 could seriously impact Australian riders hoping to qualify for Places in European speedway, and is unnecessary. In particular, the tape-touch decision is often a controversial one, and may be subjective depending on the referee, and for a rider to be excluded from an entire meeting because of tapes decisions in two races is a penalty out of proportion with the offence. Touching the tapes is already penalised by exclusion in that race, and further punishment is unnecessary.	The Rules & Tech Committee support the Commission. No changes will be made at this time. This can be stipulated in event Supplementary Regulations for trail.	



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SW862	NEW RULE 14.10.11.6	NILL Proposed additions for Australian Solo and Sidecar Championships also State Championships	In the event of a competitor making a forward movement after the green light is luminated, but prior to the tapes rising, the competitor will receive a 'movement warning'. In any subsequent race, should the competitor breach the 'movement warning' this will incur exclusion from the remainder of the meeting. <i>Current FIM ruling relative to SGP. This would bring the ruling into line with FIM, as both the State and National Championships are first step to qualification for inclusion in world championship events and other FIM sanctioned events. This was also alluded to by riders in the last Australian Solo Championship.</i>		MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time. This can be stipulated in event Supplementary Regulations for trail.	
SW863	14.23.1.3	The engine capacity must not exceed 125cc with a +1mm tolerance of the bore diameter.	This rule needs to be clarified, as we believe the original rule allowed the 1mm oversize for standard replacement parts.	NO Change to this rule ONLY +1mm tolerance on bore	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted. 14.23.1.3 The engine capacity must not exceed 125cc +1mm tolerance of the bore diameter.	
SW864	14.14.6	The Australian Speedway Team Manager is to be selected by the MA Speedway Commission in consultation with the MA Board. The appointment will be reviewed annually and advertised in Australia and the United Kingdom.	This is policy and should be removed.	Commission agree to this change.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW865	NEW RULE 14.24.1.1	NILL	The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed. <i>As per rule 14.18.1.1, prevents the use of titanium in side car frames.</i>	Current rule leave as is 14.18.1.1.	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee acknowledges this request and the Commissions note but Accept Changes as below. To be added to side cars as a new rule; 14.24 SIDECARS: ALL CLASSES 14.24.1 Frames and Parts 14.24.1.11 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.	
SW866	14.19.3.1 c)	May be folding and, if so, must be fitted with a device which automatically returns them to the normal position.	Must be folding and, if so, must be fitted with a device which automatically returns them to the normal position. <i>This allows all machines to have footpegs that pivot out of the way when required.</i>	Commission believe current rule OK as there is variation of foot pegs	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW867	14.11.1	14.11.1.1 Applications for the conduct of Australian Championships must be received by MA by February 1st in the preceding year. 14.11.1.2 The permit fees for Australian Speedway Championship events be set and released by November 30th of the previous year. 14.11.2 Dates for Conduct 14.11.2.1 Unless otherwise determined by the Speedway Commission (hereafter referred to as the 'Commission'), the Australian 500cc Solo Championships must be run in January or February of each year and the Australian Sidecar Championships to be run on a date at the discretion of Promoter and Commission.	Remove section <i>No longer applicable - policy</i>	Commission agree with this request	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW868	14.11.3.1	The selection Committee will be the Commission which must: a) Forward the competitor and reserve selections to MA, b) Allow MA will notify the competitors and the Promoter of the selections.	The selection Committee in consultation with MA , will be the Commission which must forward the competitor and reserve selections to MA. MA will notify the competitors and the Promoter of the selections.	Commission agree to adding in consultation with MA	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW869			Traction control. Member phoned MA querying if there were any rules relating to traction control in Speedway. Believes competitors who have this are advantaged and winning by a long shot. <i>Commission needs to consider how they wish to handle this moving forward.</i>	More info to be gathered by commission.	MNSW - Traction control should NOT be used in speedway	The Rules & Tech Committee request further information from the Commission before a decision is made	Commission requests this item be moved to the 2020 Agenda as more time needed for research



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SW870	APPENDIX A	Type "C" clothing for speedway	Need to be clarified if MX clothing is acceptable.	Moto X must have Full body protection	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee confirm Motocross jerseys and trousers are acceptable for Spedway. Request the Commission confirm wording update to Appendix A, Clothing, Type C as below. C = A jersey made of close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms, and Trousers of leather or synthetic material of similar durability. Trousers of other than leather must be non-combustible and be fitted with a lining. For example, Motocross jersey and trousers.	
SW871	14.11.1.2	The permit fees for Australian Speedway Championship events be set and released by November 30th of the previous year.	Remove <i>Policy</i>	Commission agree to removal	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. Changes Accepted.	
SW872			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	Speedway have 125cc Individual, Teams. 250cc Solo , 2	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
SW873	ALL		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.	OK with GCRs	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
SW874			Commission recommend Race Director for Australian Solo Championship. MNSW Agree with Commission Recommendation	Commission recommend Race Director for Australian Solo Championship	MNSW - Agree with Commission Recommendation	The Rules & Tech Committee advise this is already in the MoMs - 2.4.5.1 No changes will be made at this time.	
SW875	14.1		Speedway Commissioners we agree both Pro ATV and Open ATV in 14.1 Senior Speedway Categories can be removed from the GCRs.	ATVs should conduct state titles before having Australian Championship status, and this has not happened for several years in either Speedway or Track racing.	This was raised post Commission Meeting, therefore not made available to the public for comment. MA Events Manager (Sam) highlighted this was addressed in 2018 and not removed, even though it was agreed to delete. (Lana M)	The Rules & Tech Committee support the Commission and request. CATEGORIES FOR SENIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS SENIOR SPEEDWAY * Solo Individual * Under 21 * Sidecar	

MEETING CLC April 6, 2019