

PRESENT Kevin Zarzynski, Steve Scragg, Colin Scott

APOLOGY:

MEETING #####

Item No.	Rule # (Issue/Item)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	SCB, Club & Member Feedback	Rules & Technical Committee Recommendation	Commission Final Comments
TL682	Welcome / apologies	Chair welcomes those present and opens the meeting.					
TL683	Confirmation of minutes	Minutes of the 2018 meeting are confirmed as a true record of the meeting.					
TL684 PART 1	18.15.4.1	All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the riders wrist while the machine is in operation such that a separation from the machine and rider will activate ignition cut-out circuit.	All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a non-elastic lanyard to the riders wrist while the machine is in operation such that a separation from the machine and rider will activate ignition cut-out circuit. <i>Recent injuries from riders coming of machines, lanyards have:</i> 1. Disconnected from the bike and the magnetic piece has hit people in the face. 2. Snapped due to the elasticity breaking down with age. In both instances this defeats the purpose of the bike being shut down in emergency, especially when the bike is at full throttle and out of control.	Commission does not support this change. Riders have the option to use a non elastic version if they so choose. OEM supply is predominantly an elastic lanyard which is suitable for trial use. Lanyard strap quality can be inspected at scrutineering if a club has concerns regarding to strap quality.		The Rules & Tech Committee support the Commission. Changes Acknowledged but Rejected at this time.	
TL684 PART 2	18.10.1.1	Identification plates must: a) Measure 200mm x 150mm +/- 10% b) Have the riders name displayed on the identification plate, using lettering 25mm high.	Identification plates must: a) Measure at a minimum of 200mm x 150mm +/- 10% b) Have the riders name displayed on the identification plate, using lettering at a minimum of 25mm high. <i>For the base plate most riders use a coloured Perspex plate which extends to the wraps around the forks. In Road Racing and Motocross they specify the lettering size as minimum and reference the importance of legibility for spectator. Observers in trails also need to read this for scoring purposes.</i>	Commission suggests including a minimum size, and the addition of a maximum width allowance as below. A) Measure at a minimum of 200mm x 150mm, b) and have a maximum width that does not exceed the extremities of the fork legs.		The Rules & Tech Committee support the Commission. Changes Accepted. Commission to confirm changes below 18.10.1.1 a) Measure at a minimum of 200mm x 150mm, b) and have a maximum width that does not exceed the extremities of the fork legs.	accepted
TL684 PART 3	18.10.1.1	Identification plates must: a) Measure 200mm x 150mm +/- 10% b) Have the riders name displayed on the identification plate, using lettering 25mm high.	Identification plates must: a) Measure 200mm x 150mm +/- 10% b) Have the riders name displayed on the identification plate, using lettering 25mm high. c) Figures must remain black or white in contrast to the plate background colour. <i>Some confusion determining a riders grade, where the lettering has been the same colour as another grade, for example, red on white background, thus unsure if the rider is a Trial 2 (A Grade) or Trial 5 (Clubman).</i>	Commission supports the idea of setting a standard practice for the colours of lettering on nameplates, while still allowing other coloured markings on the nameplate, eg sponsors suggested wording as below c) Lettering to be black or white in contrast to the plate background colour		The Rules & Tech Committee support the Commission. Changes Accepted. 18.10.1.1 c) Lettering to be black or white in contrast to the plate background colour	

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TL685	18.15.12.1	18.15.12.1 Exhaust systems must may: a) be fitted with silencers, b) terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread, c) be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors, d) where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc, e) where silencers are -re-packable, have safety wired securing bolts	18.15.12.1 Exhaust systems: a) may be fitted with silencers, b) must terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread, c) must be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors, d) where separate silencers are fitted they must have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc, e) where silencers are -re-packable, they must have safety wired securing bolts <i>18.15.12.1 and Appendix C - 1.3.4 contradict each other. 18.15.12.1 states silencers "must" be fitted. Appendix C - 1.3.4 states "...exhaust systems may operate without silencers". By changing the wording in 18.15.12.1, the contradiction is removed.</i>	Commission recommends improving the wording and simplifying the rules in line with what is practised in the sport. Eg OEM repackable exhaust silencers are resealed with rivets not fasteners. suggested wording as below 18.15.12.1 Exhausts systems may: a) may be fitted with silencers b) must terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread delete c,d,e		The Rules & Tech Committee support the Commission. Commission to confirm the below changes. 18.15.12.1 Exhausts systems may: a) may be fitted with silencers b) must terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread Delete c,d,e	accepted
TL686	18.4	Class: Sidecar Age: Open Conditions: Maybe divided into A & B	Class: Sidecar Age: Open Conditions: Maybe divided into Sidecar 1 & Sidecar 2 <i>The proposed rule moves sidecar class names into line with Solo class names that were adopted in 2019 MoMs and eliminates the "old" A, B, C grade terminology.</i>	Commission supports this amendment 18.10.2.1 identification plates Sidecars Sidecar1 Red Sidecar2 Yellow		The Rules & Tech Committee support the Commission. Changes Accepted. Commission to confirm changes below 18.10.2.1 identification plates Sidecars Sidecar1 Red Sidecar2 Yellow or Sidecar A grade Red Sidecar B grade Yellow	18.10.2.1 identification plates Sidecars Sidecar1 Red Sidecar2 Yellow
TL687			Would the Commission like to include Xtrial in the MoMS as an Australian Championship? If so, clarify rules and if this is classed as an Australian Championship. Need to built criteria around this as it's invitation only.	The rules under Supertrial allow for arena, indoor or artificial trial events. The term X-trial is a marketing term used by the FIM for their world indoor championship, it is not a trial category. SuperTrial does not use the same rules as the world X-trial series.		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
TL688	APPENDIX A		Footwear part "G" needs to be clarified	Commission suggests the following wording to improve clarity for trial Calf length boots constructed of leather or other material of greater durability but not to be constructed of rubber.		The Rules & Tech Committee support the Commission. Changes Accepted. APPENDIX A g. Calf length boots constructed of leather or other material of greater durability but not to be constructed of rubber.	
TL689			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	Commission believes Junior classes in trial do not require action, as they were fully revised in 2018 and remain current.		The Rules & Tech Committee to submit suggested age and class groupings to Commission for consideration.	

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TL690	ALL		<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. 			The Rules & Tech Committee to submit suggested age and class groupings to Commission for consideration.	
TL691	18.1	Sidecar as a class at the single weekend Aus	Commission suggests offering the Australian Sidecar championships as a separate event, that can be run at another location and time during the year that might attract a field of riders.	Sidecars is a traditional class that may be better served by having a stand alone championship event, of not more than two days competition, that is open to be promoted away from the other championship event	<p>* This defeats the purpose of the nationals and sidecars may potentially be ignored or be made inferior to solos (Melissa Rogers, SA)</p> <p>* How could this run financially, the cost of the permit and rider levies for an Australian Championship (\$2000.00 & \$23.00 in 2017), a club would still need to get 100+ total entries to at least break even on the event (Andrew Tan, SA).</p> <p>* The Commissions are voluntary MA members, who assist with the interpretation and review of the rules. As per the rule change process, Commissions review all rule change requests to ensure fairness and encourage participation within their discipline of expertise.</p> <p>* Sidecar class should remain part of the National Championship event classes. Having separate event for the sidecar class would significantly reduce the exposure of the sidecar class to the public and would reduce the spectacle of the event (Kevin Reynolds)</p>	The Rules & Tech Committee support the Commission. No changes will be made at this time.	
TL692	3.10.0.1		Remove term Speedway	In review by NOC		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
TL693	6.2.4	Protests, Junior	Protests, Junior (Excluding Trial)	This process is never used in trial for protests, trial should be excluded in this rule for review by NOC		The Rules & Tech Committee support the Commission. No changes will be made at this time.	
TL694	18.11.3.5	Time allowance of 90 seconds is allowed for	A time allowance of 90 seconds for solos and 2 minutes for sidecar is allowed...	Commission seeks feedback from trial community whether allowing extra time for sidecars to complete their section would be in the best interest of competitive participation. Commission also seeks input on whether sidecar should alternatively return to no-stop rule of failing the section if the machine ceases forward motion	<p>* 2 minutes for sidecars is good (Melissa Rogers, SA)</p> <p>* 2 minutes or even back to no stop (Andrew Tan, SA)</p> <p>* An increase to 2 minutes will encourage participation from less experienced teams as they have additional time to set for the more challenging obstacles. It will also eliminate current safety issues with 90 second time limit. (Kevin Reynolds)</p> <p>* Keep the Sidecars at the NATS. Delete the time limit for sidecars or if time is required make it 2 minutes. Retain the stop allowed as per solo's (Mark and Roy Austin)</p>	The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	

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TL695		Junior Training	Proposal to work towards a National Junior Cup	Commission to work with SCB's towards the creation of a national junior training program, with the goal of gaining sufficient participation for a National Junior Cup, to be held at least one month prior to the Australian championships as a stand alone event.		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
TL696	18.7.0.5	No applicant will be issued with their first competition license if they are under age of 7 years	Delete	Covered in Chapter 3 and also 18.2 Categories for Junior Australian trial championships		The Rules & Tech Committee support the Commission. Changes Accepted.	
TL697	18.3.2	Championship Medallions and Trophyies, All competitions....	Delete	Covered by 18.3.1, additional segment not required		The Rules & Tech Committee support the Commission.	
TL698	18.3.1	Championship Medallions and Trophyies, Individual competitions....	Championship Medallions and Trophies, All competitions	Single expression to cover all competitions, in support of above TL697		The Rules & Tech Committee support the Commission. Changes Accepted.	
TL699	18.6.0.2	At scrutineering, competitors must produce documents of other evidence as required to verify engine and frame identity	To be changed to 18.16.1.2 Class Trial Eligibility	Consolidate this rule with the Classic Trials eligibility to which it refers		The Rules & Tech Committee acknowledge this request but no changes will be made at this time.	
TL700	18.11.3.2	Footing more than twice whilst stopped: Super trial : 5 points	Footing more than twice whilst stopped: Super trial : 3 points	Correction to bring into line with how Super Trial is scored in Trial		The Rules & Tech Committee support the Commission. Changes Accepted.	
TL701	18.11.7	Measurement: Australian and State Championship events, sections 7.1, 7.2, 7.4, 7.5, 7.3(b) and 7.3 ©	Delete, leave only 7.3 (a) to be renumbered 18.11.7.1	Not applied in trial in Australia, remove excess rules		The Rules & Tech Committee support the Commission. Changes Accepted.	
TL702	18.15.11	Drive Train Protection, sections 11.2, 11.3, 11.4, 11.5	Delete, leave only 18.15.11.1	Out of date rules that do not reflect current manufacturing practices, in trial		The Rules & Tech Committee request further information / clarification from the Commission Delete all but Leave .6 18.15.11.1 move to classic	accepted
TL703	18.11.3.7	New Rule	Sam Jones, MA Track Coordinator Same as Supermoto rule 17.11.11.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.			The Rules & Tech Committee requests Commission to confirm wording for approval.	If a tie on points occurs for any position in an event which is conducted over more than one lap the tying competitor who has the higher finishing position on the final lap of the event will be awarded the position.
TL704	18.11.3.8	New Rule	Sam Jones, MA Track Coordinator Same as Supermoto rule 17.11.11.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position There may be better wording for Trial, however now that X-Trial is a series and at this years event there was a tie, I believe something needs to go in to clarify what happens.			The Rules & Tech Committee requests Commission to confirm wording for approval.	If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position