

**Meeting of the AMCA's Modern Motocross Committee held on  
Saturday 17<sup>th</sup> June 2017 – 10.00 am AMCA Office, Cannock.**

**NOTES OF THE MEETING**

Meeting to be chaired by AMCA Chairman. Invited to attend: Group Coordinators or their Deputy, and club representatives from any MX club.

Directors present: D.Green, M.Humphries, M.Penn, D.Morris, M.Brettle, S.Cannings, J.Williams, C.Harrison.

Clubs present: Wolverhampton & DAC, Walsall MCC, Shobdon & District MCC, Potteries MXC, Norths Staffs MCC, Corby-Southam MCC, Teme Valley MCC, Cannock MCC, Brymbo MXC, North Wilts MXC, Gloucester MXC, Polesworth MCC, Merthyr MCC, Upton Motorsports Club, Newport MCC

AMCA Office Representatives: S.Potts, S.Harvey

Voting: one vote per club but only if a club representative is present.

**\*\*At a 2015 meeting of this committee it was agreed that clubs could submit agenda items direct (without first going to the Group meeting) – items which have been submitted by clubs are identified with the club name preceding the agenda item. The item will only be considered by the committee if a representative of the club is present at this meeting\*\***

**\*\*All agenda items are reproduced below in the same format and wording as they are supplied\*\***

The Chairman welcomed everyone to the meeting and all present introduced themselves and named the club they were representing if they were voting.

The Chairman then told the Committee that it is his intention to stand down as Chair following this meeting. S.Potts said that nominations should be sought and a vote would take place at the next meeting to elect a new Chair for the committee.

1. Notes of the previous meeting held 18<sup>th</sup> December 2016 were approved.

2. Matters arising from previous notes not included on this agenda.

M.Brettle asked about the Ladies Championship and that it is his understanding that Vicky Marriott has set up a company to send girls to compete abroad. M.Penn said that Howard and Vicky Marriott had gained several sponsors to assist them in funding this. S.Harvey said that several had already competed in overseas IMBA's this year. M.Brettle asked how the entry fee is split, S.Harvey said the entry fee is handled in the same way as the other Championship entry fees.

## **NEW BUSINESS**

### **3.1 Subject – One Day Licences – Potteries MXC**

*"One day licence race entries not to open up till Tuesday dinner before the meeting.*

*The club feel AMCA licence holders should have 1<sup>st</sup> pick of the places available."*

A discussion took place as to whether this was a real issue for AMCA members and the numbers were examined which suggested that with so few events running with full line ups then this is rarely a problem. S.Harvey also reported that the current software could not accommodate different dates for different type of licence holder and any restrictions would result in time consuming manual processes being carried out. An event which was of particular concern was Hawkstone Park where several clubs were concerned that Day Licence holders were taking up a lot of the available places. S.Harvey looked at the event entries and told the meeting that of the 231 entries in Hawkstone that only 5 were Day Licences. The meeting agreed that this didn't warrant any changes to the current procedures.

### **3.2 Subject – One Day Licences – Wolverhampton & DAC**

*"Discount ODL's by £15.00 for competitors who book in at the office and have taken out less than 4 entries (maximum) within a season. Discount should be funded by a reduction in individual return to club and AMCA."*

S.Harvey said that the issue of monitoring the number of Day Licences taken is difficult due to the ones taken on the day not coming through the office. S.Potts said that the £15 discount would bring the cost of a day licence down to a level which is too close to the fee paid by licence holders and could therefore dissuade riders from taking a licence. M.Palmer said that his reasoning behind the proposal was to make the AMCA more attractive to people who currently ride with other organisations. C.Price said that when previous reductions were made to the cost of youth entries it hadn't had a noticeable impact on rider numbers. S.Potts said that it is a responsibility on us all to promote the AMCA in a positive manner and that we would attract more members if we could encourage our riders to be more positive on facebook. The Chairman suggested that any further proposals on the cost of Day Licences and entries should be put forward to the next Committee Meeting.

### **3.3 Subject – Drugs at events – Newport MXC**

*"After recent events both last season and this it has come to light that drug misuse is a weekly occurrence on the track with riders. This is against the law, no person is allowed to drive or ride any vehicle on a public highway or a private area under the influence of any substance.*

*The AMCA clearly states in their own rulebook:-*

*"All race personnel, officials, riders, mechanics, photographers or anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability.*

*Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is detrimental to the sport."*

*So bearing this in mind it should not be just up to individual clubs/groups to enforce your own rules you yourself as an organisation should be putting into practice what you preach. AMCA are family events and should be treated as such. Irresponsible riders under the influence should NOT be allowed to compete.*

*A rule is a rule and rules are put in place for everyone's safety and should be enforced to provide an already dangerous sport less risks. Apply the rule - enforce the rule."*

### **3.4 Subject - Drug & Alcohol Testing – Telford MXC**

*"Propose that random drug and alcohol testing should be brought into all AMCA meetings.*

*That the drug procedures are made a little easier for clubs and stewards to enforce."*

Items 3.3 and 3.4 were taken together as the subject matter was the same. T.Talbot attended the meeting and spoke on behalf of the Newport Club, nobody from the Telford club was at the meeting. T.Talbot said that since the incident earlier in the season at Long Lane where a rider was stopped from riding as it was suspected he was under the influence of drugs, he was encouraged to see that a notice was now appearing in event programmes and several clubs were also displaying notices at events. M.Humphries told the meeting that at the second round of the Championship he announced over the P.A. system that random drug taking may take place. He said that in his opinion this had acted as a deterrent.

I.Kitching said that the social media comments on FB had resulted in the Long Lane incident being exaggerated. C.Harrison said that the only drugs incident he had dealt with in his Group since the Long Lane incident was involving a spectator.

C.Harrison advised the meeting that he had used the medics at his event to help establish whether a rider is fit to ride, D.Morris said that the medics used in his Group have agreed to assist if necessary in the same way.

S.Potts told the meeting about the process used for random drug testing by the ACU and that she had approached the company they use and met with them to discuss the possibility of employing their services at AMCA events, she told the meeting that the cost of carrying out random drug testing is considerable and would result in significant increases in the entry fee. M.Penn said that if AMCA were to go down the route of drug testing then it must be carried out properly to avoid inaccurate results which could have a detrimental impact on an individual's life both inside and outside the AMCA.

M.Attwood suggested that pressure be maintained with the use of notices in programmes and signage at events and M.Penn added that if a firm proposal comes forward to the next Committee meeting then a further discussion can take place. D.Morris and C.Price stated that the current pressure should be maintained to signal that drug taking is not welcome at AMCA events and that further discussions should take place at Group nights to spread this message.

### **3.5 Subject – Marshals – Newport MXC**

*"All rider blind spots must be covered directly by a marshal, i.e. on the take off ramp on a jump/drop whereby a rider will not be able to see the landing.*

*Reason: It is felt that this omission from the current rule is a dangerous and unnecessary risk to riders. Whilst very few tracks will be affected, there are the odd tracks where there is a danger of jumping an un-marshalled blind jump, i.e. where the rider cannot see the landing which is not covered directly by a marshal. There are numerous clips we see on the internet of this happening and we do not wish, as riders, to be the next victims of being at the bottom of a pile up because of a simple amendment to a rule and this ensuring that all RIDER blind spots are covered by a marshal - it is not good enough saying that marshals can see one another and not good enough to leave this decision to the discretion of a Clerk of Course. All members in our club agree that one jump is unnecessarily high risk. Other AMCA Directors have verbally agreed this specific jump is high risk. Yet another Director disagrees. This highlights the need for this to be made a very specific rule. This is not aimed at anyone and we have not mentioned names here or the track in question to avoid one particular jump being the focus of attention as there are other examples nationwide."*

M.Penn said that this item was in reference to a jump at the Lower Drayton track, he told the meeting that the track did comply to the current rulebook but that he had installed additional marshal points. The meeting voted in favour of carrying over the wording from the Restricted Practice rule relating to blind spots into the existing SR20 rule.

### **3.6 Subject – Event entry system – Wolverhampton & DAC**

*"There are thirteen steps to enter a motocross event on line. Can this be reduced?"*

S.Harvey and S.Potts advised that discussions are underway with Directors to look at replacing the current entry and licensing software with a more up to date system which encompasses the latest advances in event booking technology. The Directors are due to discuss this further at their forthcoming meeting at the end of June, if given the go ahead the changeover would take place over the winter period.

### **3.7 Subject – Late entry at Championships – Walsall MCC**

*"Walsall Motorcycle club would like to propose that late entries, are only accepted at championships from riders who have qualified and paid their registration fee up front. This would stop the riders that are coming into the championship and riding*

*one maybe two rounds, taking points from the genuine championship riders, and even worse, causing an accident which could put a regular rider out of the championship."*

R.Cooper said that it was unfair on Championship riders that others could come in and take points of the riders who have been registered from the outset. S.Harvey explained that currently any expert licence holder who has ridden the correct number of events last year can ride in the Championship if room permits as there were no qualifying rounds this year. M.Brettle stated that the rule is if a rider commits to riding the Championship then he must not be allowed to ride in Group when a round is taking place, there is no freedom of choice for Championship riders when a Championship round is running. S.Harvey told the meeting that if they chose not to ride a Championship round then they could ride non-AMCA without penalty but not at a Group event, the meeting asked S.Harvey what will happen with this, S.Harvey suggested that he contact Championship riders detailing their options for the remainder of the Championship rounds, they have to ride either the Championship meeting or non-AMCA. The meeting agreed that this should be done. A discussion also took place about whether a rider coming into the Championship after the first round should have to pay the remainder of the registration for the Championship, after some debate S.Harvey pointed out that this would result in too many registered riders in three out of the four Championship classes who would be entitled to enter at the remaining rounds. The meeting agreed that a more detailed proposal would be required for this to be considered.

### **3.8 Subject – Championship Reserves – Wolverhampton & DAC**

*"Current rule No.69 - Reserves in Championships  
Championship Entry Procedure for Reserves*

*Reserves – Riders who do not qualify to be in the 54 Championship Riders will be known as reserves, these riders will be allocated a position to determine the order of acceptance into a Championship Event. If any of the 54 Qualified Riders fail to enter, then the reserves will be entered into the event starting at rider 55 and moving down the list until the class is full (54 riders entered).*

#### **Should be changed to:-**

*Reserves in Championships*

*Championship Entry Procedure for Reserves*

*Reserves – Riders who do not qualify to be in the 54 Championship Riders **but have competed in a minimum of 5 AMCA Group Motocross events the previous season will be known as reserves.** these riders will be allocated a position to determine the order of acceptance into a Championship Event. If any of the 54 Qualified Riders fail to enter, then the reserves will be entered into the event starting at rider 55 and moving down the list until the class is full (54 riders entered)."*

The additional wording was agreed to be included in the rulebook and D.Green suggested that S.Harvey collate the championship rules into a single document for next year.

### **3.9 Subject – Returns to clubs – Newport MXC**

*"Where an event falls on the same date as the national Championship with all four classes being ran (MX1/MX2/Vets/2T) then an additional £500 will be added to the minimum return which will therefore become £3,750.*

*Reason: It is apparent that there are a dwindling number of regular club events running on the same day as Championship dates. With now all four classes on one day, many clubs are losing key workers. The additional £500 will be an incentive to not only encourage clubs to run on these dates, but also to cover costs that would not normally be incurred (for example paying for marshal expenses where a club rider is missing due to championships).*

*Additional note: If this proposal is defeated, it is requested that the Committee discuss the lack of events running on championship dates and try to suggest other alternatives to encourage more clubs to run on said dates. Whether financial or otherwise, it is felt something must be done to enable the typical rider to ride within the AMCA - this could be stronger AMCA office coordination of fixtures for example."*

S.Potts stated that as the above proposal impacts on the finances of the AMCA, then any decision would need to be referred to the Directors for further discussion. C.Harrison said there needs to be an incentive to encourage clubs to run when a Championship is running. S.Harvey examined the numbers of entries for clubs who had run events on the same date as a Championship and the entry numbers were very healthy. It was suggested that some clubs just prefer not to run on those dates and finances are nothing to do with that decision. D.Morris said that the fixture lists were agreed before the Championship dates were issued so the Championship dates were not the issue. This matter was deferred to Directors for further discussion.

D.Green then asked the meeting if it is necessary to run all four Championships classes at the same events. The consensus of the meeting was 'Yes' they should run together. I.Kitching said that in his opinion the two strokes and vets championships would die if separated from MX1 and MX2 classes.

### **3.10 Subject – Championship Eligibility – Wolverhampton & DAC**

*"Current rule No.63 - Eligibility to Compete in MX1/MX2 Championships*

*54 riders per class MX1/MX2/Vets/2 Stroke are classed as Championship riders. Timed practice will be held to determine the 36 Championship riders on the day with the remaining 18 per class going into the non-qualifiers race. Starting positions for all three races will be from timed practice. For eligibility for the 2017 Championship season and onwards, riders must compete (in at least Practice) in 5 "group level" events the previous season, Superclass and IMBA events DO NOT COUNT.*

Should be changed to:-

54 riders per class MX1/MX2/Vets/2 Stroke are classed as Championship riders. Timed practice will be held to determine the 36 Championship riders on the day with the remaining 18 per class going into the non-qualifiers race. Starting positions for all three races will be from timed practice. For eligibility for the 2017 Championship season and onwards, riders must compete (in at least Practice) in 5 "group level" **Motocross Race** events the previous season, Superclass and IMBA events DO NOT COUNT."

Wolverhampton & DAC proposed the additional two words be added to the current rule with North Wilts seconding, this was unanimously accepted.

### **3.11 Subject – Championship Eligibility – Wolverhampton & DAC**

*"Championship riders who ride at Group level motocross events without a transponder will not accrue qualification status at that event, for next year championship entry requirement."*

Wolverhampton & DAC proposed the additional wording be added to the rulebook with Polesworth seconding, this was unanimously accepted.

### **3.12 Subject – Discussion point – Wolverhampton & DAC**

*"What happened to Clubman Championship proposal?"*

S.Harvey told the meeting that there was insufficient interest and that the criteria was too restrictive. Fourteen riders had expressed an interest but only four met the criteria. S.Potts said that some Groups run Group Championships or Vets series and these had proved successful at drawing their riders in to enter regularly. M.Attwood suggested a grand final for Group Championships at a single national event, similar to an Inter Group event. M.Palmer said that some riders are entering several Championships.

## **4. Any other business (time permitting).**

D.Green said that he wanted to discuss the future of this committee and whether clubs should be made to attend. S.Potts said that forcing volunteers to attend a meeting in Cannock would be seen as heavy handed. M.Penn expressed concerns about clubs not engaging with the decision making processes in place. D.Green raised the issue about clubs running insufficient meetings and how this was being policed by the Groups. He also raised concerns about the lack of new clubs and officials coming through. S.Harvey commented that sometimes the bigger the meeting, the less constructive it is. S.Potts proposed that the next Motocross Committee Meeting on 19<sup>th</sup> November should be combined with an AMCA open day with as many people as possible encouraged to attend. This was agreed by the meeting.

T.Talbot raised the issue of upgrading of riders and the lack of consistency across the Groups. Group upgrading officials were asked to liaise if there is a specific issue.

M.Brettle reiterated the action to be taken as agreed in Item 3.7 and that Championship riders could only ride at a Championship event or non AMCA when a Championship round is scheduled.

D.Morris enquired on behalf of the South Shropshire Group as to the replacement policy regarding laptop / generator / printer etc for use with transponder system. L.Cooper, C.Harrison and C.Price reported that their items had been replaced at Group expense. S.Potts confirmed that this was the case but would look back to see if there was a record of this anywhere which could be sent to the South Shropshire Group to satisfy their query. D.Morris asked if this could be discussed further by Directors.

**END OF MEETING**