

Meeting of the AMCA's Modern Motocross Committee on Saturday
11th October 2014 – 10.00am held at AMCA Office in Cannock.

NOTES OF THE MEETING

Present: D.Green (AMCA Chairman & Director), M.Penn (Director & Cannock MCC), C.Davis (Director),
Group Representatives: S.Webster & D.Noden (N.Mids / N.West), M.Humphries (Director, S.West Coordinator), G.Frogley (N.Avon/S.Gloucs Coordinator), C.Price (Director, Wessex/S.Wales) M.Bradbury Gibbs Conway (Wessex/S.Wales Coordinator), P.Price / S.Bradbury Gibbs Conway (Gloucester MXC), M.Brettle (Director, Central Group Coordinator), D.Moreton (Director, Central), M.Palmer (Wolverhampton & DAC), B.Kimber (S.Shrops Coordinator), M.Attwood, M & R Bashford (Shobdon MXC), N.Clarke (S Shrops Deputy Coordinator), C.Harrison (N.Wales/N.Shrops Coordinator) & D.Goodier (N.Wales/N.Shrops), S.Cannings (Director, East Trent Coordinator), D.Bennett & C.Jukes (Wrekin & District MCC), L.Cooper, P.Hathaway & Ian Kitching (Polesworth MCC), E.Walker (Nantwich MCC), K.Andrews (Chester MXC), L & S. Brace (Burton MCC), V & M Middleton (Worfield MCC).

Suzanne Potts (AMCA General Manager), Steve Harvey (Competition & Technical Coordinator)

Apologies: R.Pugh (Director), N.Webster (Director).

Meeting Chaired by AMCA Chairman, Don Green.

Voting: two votes per Group but only if two persons are present.

Invited to attend: Group Coordinators or their Deputy, Observer and a third person from a club if club would like to bring forward a specific issue to the Committee.

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1. Notes of the previous meeting held 8th February 2014 were approved.

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

The Chairman asked if the matter decided at the previous meeting under Item 3.1 – Riding at Non AMCA events and the removal of the rule 'any rider riding at a non-AMCA event without permission will receive a two week marshalling ban' has had any effect. M.Humphries said that in his area riders are not supporting their home group events and V.Middleton said that possibly the alternative provided involved less travelling. M. Humphries asked for the licence fee to be reviewed by Directors.

Items discussed by AMCA Directors and referred to Motocross Committee.

a. The item below was previously agreed re Winter MX fees but at the Director's meeting on 27th August a decline in the number of Bank Holiday events led to a discussion about whether the second day of a two day event should benefit from the same rate as a winter event to encourage more clubs to run two day events.

Rather than referring to the rates as winter and main season these could be renamed Peak and Off Peak, off peak could also apply to mid week events. Directors decided that they were in favour of the suggestion but that the decision to implement it lies with the MX Committee.

Winter MX fees - On 3rd January 2013 AMCA Directors agreed a new fee structure to encourage MX Clubs to run events in winter. The rates charged to clubs are as follows 'A' licence holder £3, 'D' licence holder £8, One Day Licence £13. The club then sets their own entry fee. All entries handled through the office (online only) although One Day Licences can also be taken on the day. Dates when these charges apply have been clarified to the following: Remembrance Sunday up to the end of January is classed as 'winter' (inclusive of Remembrance Sunday). Therefore it follows that from 1st February up to and including the week before Remembrance is classed as the main season.

Events of any discipline can now take place on Remembrance Sunday so long as a two minute silence is observed and activities are suspended for 15 minutes either side of this.

The proposal above was agreed. Further detail on a couple of points is that for two day meetings the Off Peak rate would apply to either the Friday, Saturday or Monday.

The off peak event would not count towards a club's commitment unless it was a Bank Holiday Monday as is the current stance.

The above proposal was proposed by M.Penn and seconded by C.Harrison, 10 VOTED IN FAVOUR, 2 ABSTAINED – CARRIED.

b. Over several meetings – both MXC and Directors – the subject of 65cc machines being reintroduced has been discussed.

- For final decision by this committee is a new lower age limit of 8 years for Inter Juniors but that riders also be automatically upgraded on their 14th birthday.
- In addition, also to be decided by this committee is to allow 65cc machines to run in the current inter junior class.
- Finally on this subject for the above to be approved it is subject to the acceptance of a new set of guidance in relation to track set up / marshal posts and opposing tracks and incorporated systems to allow for the running of 65cc machines. The guidance is distributed as a supplementary document to this agenda. The track set up guidelines can be adopted without the 65cc's or the lower age limit being introduced but if the 65cc's and the lower age limit are adopted then so must the new track layout guidance.

- Also to be considered during this debate is a proposal from S/Shropshire Group – ‘Propose remove (or increase) the age of Inter Juniors compulsory move to juniors at the age of 16 for riders sue to low ability or physical size. Some inter juniors riders may not have the ability or may be small for their age which could cause a safety issue for the rider, reduced upgrading points could be applied for older inter riders.’
- Also to be considered under this item if 65cc’s are approved – North Wales/ North Shropshire comment – ‘ was raised regarding parents on the infield assisting the younger riders (65cc). The consensus of opinion was that designated parents should be allowed in that area only, they should sign in and also wear high visibility jackets. It was felt this should become a rule.’

A discussion took place about the track marking proposals which had been distributed with the agenda. C.Harrison proposed with G.Frogley seconding that 65cc machines be permitted within the current inter junior class, 13 VOTED IN FAVOUR, NONE AGAINST – CARRIED. As a result of this decision the new guidance in relation to track set up / marshal posts and opposing tracks is automatically adopted. Any clubs who run on tracks where it is not physically possible to adopt the new track marking principles cannot run 65cc machines.

A new age criteria for the inter juniors was discussed, it was proposed by M.Humphries that the lower age limit be reduced to 8 and the upper age limit be removed. M.Bradbury Gibbs Conway seconded the proposal, 13 VOTED IN FAVOUR, NONE AGAINST – CARRIED.

The request for the parents of younger riders to be able to sign on and wear hi-vis vests and access prohibited areas was rejected.

c. From Director’s Meeting of 22nd May 2014 a discussion took place about what is appropriate information to be included in Group Minutes. Insurance seminars have taken place at AMCA office for Coordinators and Directors and also a second seminar for Central Group officials. AMCA to role out to other areas if Groups consider it will be helpful. Additionally at the Seminar in May the subject of the number of qualified stewards we have was raised and how many are doing the job that don’t really want to, the possibility of a reduced number of Stewards who are more highly trained and experienced who attend more events was discussed and referred to this committee for consideration.

No changes were agreed with regards the current system of Stewarding.

It was felt by some officials that the increased number of One Day Licence holders at AMCA events is causing some discipline issues with officials receiving verbal abuse off some riders. It was agreed that clubs / Groups of clubs would forward names of riders who misbehave to AMCA office, these riders names would be included on an ‘Excluded List’ which would be distributed with the transponder back up file to clubs. These riders would then be refused future requests for a One Day Licence. The rider’s name will remain on the list for 3 months unless a longer timeframe is specified by the club or Group. The rider will also be written to advising them of their inclusion on the list.

d. From Director’s Meeting of 22nd May 2014 comes ‘Should there be a review of the structure of Classes at AMCA events?’ Are AMCA classes getting stale, do we need to revamp our riding classes? Possibly introducing over 40’s class within each class. Meeting to discuss.

No proposals came forward under this proposal.

e. From Director’s Meeting on 27th August 2014 - Central Group have asked for the 2 stroke and vets round which took place at Boraston on 18th May 2014 to be Discussed by Directors.

From Central Group re Championships – ‘if clubs who run a Championship are found to be unsatisfactory, then they must prove their worthiness before running another one.’

M.Brettle also added the possibility of a protocol for clubs to sign up to if granted a Championship round. The Chairman said that the above were all matters for the Motocross Committee, not a Director’s meeting and these matters are to be considered at this meeting.

Item deferred to item 3.3 at the request of M.Brettle

f. From Director’s Meeting of 27th August 2014 – how to encourage more input and involvement in Motocross Committee Meetings. Should proposals be allowed direct from Clubs rather than Groups? Director’s felt that any club putting forward a proposal should send a representative of the club to the meeting to put forward the argument for their proposal. Directors suggest that this be tried for the next Motocross Committee meeting subject to this committee’s approval.

No support for this change from the meeting, therefore format for MXC meetings and voting remains unchanged.

g. From Director’s Meeting of 27th August 2014 – the use of AMCA owned tracks – how to achieve better use.

S.Potts told the meeting that two AMCA owned tracks had been sold – Manmoel and Wigsley due to remote location and lack of use. There are no current plans to dispose of any other tracks but the AMCA is striving to achieve better use of the tracks currently owned for the benefit of its’ members.

3. NEW BUSINESS

M.Palmer asked for his thanks to the AMCA team to be minuted for their efforts at the Championship meeting at Bevercotes.

3.1 From South Shropshire Group - Propose that telephone entries received from non-online clubs before the online cut off time are charged the same as online entries.

Reason: as some clubs have chosen not to go online their riders are penalised when a rider wants to enter a meeting after the entry sheet has been sent in to the office the week before, if a non-online club telephones the office to book the rider in before the normal 10am cut off the rider is charged £29 for the entry, online entries are still £25. This does not encourage riders to enter an event and riders are being penalised because a club isn't an online club.

There was no seconder for this proposal, it therefore fell.

3.2 From Wessex Group – The office has received a request from the Wessex Group to review the current Grouping structure. Suggestions will be put to the meeting following work from the office in conjunction with AMCA Chairman.

A proposal had been circulated with a Grouping suggesting which the Chairman had formulated. Feedback prior to the meeting and following initial comments made at this meeting established that there was only one Group in favour of the proposal – it therefore was rejected.

A number of other suggestions were discussed including the possibility of total freedom of choice to ride anywhere in the country irrelevant of whether there was a home group event (Worfield MCC), a staggered entry fee allowing for total freedom of choice before a cut off date (Wolverhampton & DAC) and a further proposal from the Chairman.

The W& DAC proposal for total freedom of choice up until a cut off date at the standard entry fee, after which a rider could enter his home group event for the standard fee was put to the vote, M.Palmer was the proposer, with B.Kimber seconding, ONE VOTED in FAVOUR, TWO VOTED AGAINST – REJECTED.

A new proposal focussing on groups working together came forward. The proposal involves East Trent and Central groups working together to produce fixture lists which give consideration to the location and timing of each others events. North Wales / North Shropshire, South Shropshire and North West / North Midlands will work together as last year to produce a two meetings from three groups per week fixture list as in 2014. Consideration will also be given to where the Central Group are running to gain best advantage for both areas. Wessex, N.Avon / S.Gloucs and South West will work together to produce a combined fixture list.

Hereford MXC will move groups into the South Shropshire Group at the club's request.

V.Middleton proposed with B.Kimber seconding the improved way of working together, 12 VOTED IN FAVOUR, NONE AGAINST – CARRIED.

D.Moreton suggested that an event which runs with less than 80 riders in total should qualify for the off-peak rates. This matter will be discussed by the Directors at their next meeting.

3.3 From South Shropshire Group - Propose next season we discontinue forcing clubs to run championship rounds in the pursuit of each group running a round and look at awarding rounds to clubs taking in consideration the quality of their track, past meetings, reputation and have a proven record.

Reason: This season this has had been detrimental to the AMCA championship & riders themselves who are denied the opportunity to ride at the many excellent tracks currently used inside the AMCA organisation and overall this practice degrades the status of the championships.

Item 2.e was discussed first and both M.Brettle and M.Palmer expressed concern over the length of time the Group waited for a response to a letter of complaint about a Wessex event. S.Potts explained that the letter had been passed to the Group for a response but due to the fact there was a delay in them having a Group meeting and their Group Coordinator being in hospital the reply took several months. M.Palmer said that in future these matters should be 'closed down' more quickly by the office.

Re 3.3 and the selection of clubs to run a round of a championship – in 2014 the selection criteria was 'one round per Group preferably on an AMCA owned track' at the request of this committee. It was proposed that this revert to the previous year with clubs being awarded Championship rounds on merit at the discretion of Steve Harvey, this may include some clubs running multiple Championships at one event.

B.Kimber proposed this with M.Brettle seconding – 12 VOTED IN FAVOUR - CARRIED.

M.Bradbury Gibbs Conway asked for a protocol to be issued to clubs when they are granted a championship round so that they know what is expected of them.

3.4 From South Shropshire group - Propose that in 2015 riders who wish to enter the 2strokes & vets pay the £70 registration fee upfront. If there are more than 36 for a class and qualifiers are required those who are unsuccessful in qualification get their £70 back.

Reason: This way the championships should be full of riders who intend to enter all rounds.

This proposal has 2 parts:

- a. Propose that the £10 retained by the office from the championship registration fee for riders who miss championship rounds is paid to the organising club for the round they missed.
- b. if (a) is approved then retrospectively refund clubs the £10 for championship riders who missed rounds for the 2014 season.

Reason: as the season progresses the championship riders entering rounds falls leaving clubs with a loss of income.

This proposal was taken in two votes – firstly the principal of 2 strokes and vets championship riders paying a registration fee of £70 in advance of the qualifiers and if a rider does not qualify then he would get the fee refunded, riders entering part way through the season would be expected to pay a pro rata amount registration fee based on the number of rounds remaining. B.Kimber proposed with M.Brettle seconding, 9 VOTED IN FAVOUR, NONE AGAINST – CARRIED.

Parts a. and b. detailed in the proposal above were subject to a separate vote. M.Brettle proposed parts a. and b. and M.Humphries seconded, 12 VOTED IN FAVOUR – CARRIED.

3.5 From South Shropshire Group - Propose review of inconsistencies with different groups interpreting the rule book with a view to simplifying the rule book in particular looking at the requirements of E2 & E3 of the event certificate. (SR24 Fencing and Protection, SR16 Jumps, SR18 Track Width, SR20 Marshall Posts and Protection).

Reason: As the SSH group has a reduced fixture list this season group riders have been riding out of group more regularly, riders and officials have reported back that there is a differing amounts of consistency among groups in regards to COC's & Stewards understanding/adhering to the rule book with track marking/protection being one of the main differences. This is also becoming more apparent with clubs using other organisations tracks.

Also to be considered under this agenda item is the reintroduction of whoops.
Possible suggested wording for rulebook is below:

A) Whoops are permitted subject to the following criteria:

They should be constructed after an obstacle, ie: a tight bend, hairpin or tight chicane to make the approach to the first whoops low speed.

Definition of a Whoop: Whoops shall be defined as a number of consecutive semi-circular depressions and crests formed with malleable soil, not more than approximately 1 metre deep and between approximately 3 and 6 metres between each crest of the whoop section. Whoops should be risk assessed before each event.

Whoops – approximately up to 6 metres maximum between crests and 1 metre maximum depth for Motocross machines.



The first part of the proposal in relation to track width, jumps, fencing etc was dealt with by the adoption of the new track guidelines under Item 2.b.

The reintroduction of whoops as per the criteria above was proposed by M.Attwood and seconded by C.Harrison, 5 VOTED IN FAVOUR, NONE AGAINST – CARRIED.

4. Any other business.

East Trent – Sue Cannings requested that a rule be altered to allow riders age 15 and above to ride a 450cc machine in any class (currently only permitted in Seniors and Experts) – S.Cannings proposed with V.Middleton seconding, 3 VOTED IN FAVOUR, 7 AGAINST – the proposal was not adopted.

East Trent – Sue Cannings referred to a red flag incident at one of the East Trent events and asked whether a red flag should be 'a rolling stop' instead of the current position of immediate stop.
There was no support for this suggestion.

Office – S.Potts asked the meeting whether they would like the AMCA office to explore the possibility of online One Day Licences as there had been a significant uptake of One Day Licences on event days which results in long queues at events and increased workload for the event secretary. The meeting agreed.

M.Attwood – asked if a Club decides to reduce the cost of One Day Licences could this be advertised? There was no support for this suggestion.

M.Attwood – asked if AMCA office could source a good price for the purchase of pink pegs as they could buy a bulk load.
S.Potts agreed to look into obtaining a price.

END OF MEETING 3.50pm

APPENDIX 1 – Document in relation to Item 2b – track set up.