

**Meeting of the AMCA's Modern Motocross Committee on
Saturday 10th October 2015 – 10.00 am held at AMCA Office in Cannock.**

NOTES OF THE MEETING

Present: D.Green (AMCA Chairman & Director), C.Davis (AMCA Vice Chair & Director), C.Price (Director), M.Penn (Director), M.Palmer (Wolverhampton & DAC), S.Birmingham (North Staffs MXC), R.Jones (Druids MXC), N.Bull (Shrewsbury MXC), A.Stephens (Bridgnorth MXC), C.Wilkinson (Robriding MXC), I.Kitching & M.Sparrow (Polesworth MCC), P.Bailey (Cannock MCC), T.Talbot (Newport MXC)

Group Representatives: S.Webster & N.Webster (Director, N.Mids / N.West Coordinator), M.Humphries (Director, South (Southern area) Coordinator), P.Price & M.Bradbury Gibbs Conway (South (Northern area) Coordinator), D.Moreton (Director) & M.Brettle (Director, Central Group Coordinator), J.Dobson & B.Kimber (S.Shrops Coordinator), D.Goodier & C.Harrison (N.Wales / N.Shrops Coordinator), A.Dawkins & S.Cannings (Director, East Trent Coordinator), Suzanne Potts (AMCA General Manager), Steve Harvey (Competition & Technical Coordinator)
Apologies: R.Pugh (Director), G.Thomas (Sandbach MXC)

Meeting chaired by AMCA Chairman.

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.

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

****At the last 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****

1. Notes of the previous meeting held 14th March 2015 were approved, M.Humphries proposed, C.Harrison seconded – all voted in favour.
2. Matters arising from previous notes not included on this agenda.
M.Palmer asked if item 3.5 would be discussed at this meeting, S.Potts said that entry fees are to be discussed under item 3.1.

From D.T.Green, Honorary Chairman – In view of the poor attendance at motocross committee meetings I would like the following proposals to be included on the agenda.

- a. All clubs who are present at an AMCA MX Committee are entitled to a vote – one vote. NO PROPOSER - DEFEATED
- b. All motocross clubs are able to attend a MX Committee (maximum 2 people) – M.Brettle proposed, B.Kimber seconded, all voted in favour – CARRIED.
- c. Any club in default i.e. not run the number of events it should, can attend but not vote. (We may need them to attend to explain why they have de-defaulted) – this no longer applies as Item a. was not carried.

3. NEW BUSINESS

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

Business from AMCA Office

3.1 Decisions made at the recent Director's meeting which are concerned with motocross.

S.Potts told the meeting that the main item from the Director's meeting to impact on today's meeting was regarding entry fees and club returns. Leaflets and a detailed explanation of the 2016 fees had been issued at the beginning of the meeting.

M.Bradbury Gibbs Conway expressed disappointment that the changes were initially communicated through facebook and not through the clubs, this was accepted as a fair comment by S.Potts.

M.Palmer and B.Kimber were both disappointed that riders who ride more than 16 times a year will be financially worse off under the new pricing system. S.Potts explained that over 80% of current licence holders would be better off financially under the new system.

M.Palmer proposed with B.Kimber seconding that an incentive be looked at for those members riding 17 or more times a year, several Directors stated that financially this was not possible and no vote was taken.

M.Penn proposed with N.Webster seconding that Directors look at a loyalty reward for 2016, 12 voted in favour – CARRIED.

S.Potts explained the new return process with the minimum guarantee being increased to £3,250 and that this significantly differs from the previous system as each event is paid out independently rather than averaged out over the season.

3.2 From AMCA Office – Agenda items below concern the handling of entries.

- a. Closing dates for event entries – *At a previous Motocross Committee meeting it had been agreed that all events would have a uniform cut off time of 10am on a Monday. Since then North Midlands have requested a later shut off for their events and South Shropshire have moved to 3pm on a Monday.*

For 2016 all events will have a cut off time of 5pm Monday after that late entry charges apply.

- b. Wolverhampton & District Auto Club have sent in an agenda item which relates to this discussion.

Late Entry payments – *Is it possible to pay an administration fee to the AMCA and clubs use a payment over the telephone system for late entries?*

For 2016 the office is able to process late entries (online and telephone) and process payments without additional administration fee.

- c. Wolverhampton & District Auto Club – Froch on line or via entry sheet - *If a rider wishes to ride 'out of group' he has to enter normally and then telephone the event organiser to secure an entry if possible. This creates a number of problems. The rider and host club cannot secure an entry until the office confirms numbers prior to accepting froch's. There may not be room for the rider and he has the option of riding his home group event or wasting his entry fee. This deters riders from entering in the first place.*

Although the rider has secured a froch entry he may not 'turn up', losing the organising club a froch fee and possibly extra revenue from another, more reliable, rider. At popular events the burden of taking froch entries along with handling cash can be a problem for clubs and may delay the practice starting.

It is therefore proposed that a system of on line froch entries is undertaken by the AMCA office where the rider could request his chosen event via his normal entry route and pay the normal froch entry fee. Should there be no room available a text (etc) should be sent from the office offering the alternatives ie home event, other venue, or a refund credit.

It is assumed that the office would incur cost with this system and it would be assumed that a £1.00 to £2.00 administration fee would be deducted from the home group entry share if the froch is successful. This would allow clubs to know their 'real' entry at both the home and chosen events and organise (ie race programme) accordingly.

General Manager's comment – discuss possibility of removing all entry restrictions on riders, complete freedom of choice. Riders choose where they want to ride and enter accordingly.

J.Dobson proposed with M.Palmer seconding that complete freedom apply with regards to riders entering MX events, without any additional fees – 12 voted in favour, 2 voted against – CARRIED.

3.3 From AMCA Office (Steve Harvey) – Championship Points - *Revert back to previous system for MX1/MX2/Vets/2 Stroke 1 – 25 / 2 – 22 / 3 – 20 / 4 – 18 / 5 – 16 / 6 – 15 / 7 – 14 / 8 – 13 / 9 – 12 / 10 – 11 / 11 – 10 / 12 – 9 / 13 – 8 / 14 – 7 / 15 – 6 / 16 – 5 / 17 – 4 / 18 – 3 / 19 – 2 / 20 – 1*

Current system mirrors IMBA system with points down to 40th place.

Proposal 1. New system to be adopted for Championships only. WITHDRAWN.

Proposal 2. New system to be adopted for all MX events to provide a uniform system. WITHDRAWN.

3.4 From AMCA Office (Steve Harvey) – Proposal for Group Championships – *(Experts, split scores or classes depending on numbers) Run on Non Champs and if possible non IMBA's dates. No ODL to be accepted in the class - £35 Entry Fee, returns to club £27 (7 Events per Group) (Bit like a 2t & Vets) to run throughout year starting in June.*

These group champs then form basis of qualifiers for main championships.

Prize Money 1st - £100 2nd - £75 3rd - £50 instead of trophies, encourage Champ riders to ride in Group and then clubs get the opportunity to try and run a higher class event to demonstrate that they are able to run a main Champ.

S.Harvey said that the rates in the above item have since been superseded by the Director's decision regarding 2016 entry fees. A discussion then took place regarding Championship Qualification criteria. The current criteria states that in order for a rider to contest the AMCA MX1 / MX2 Championship he has to enter 6 group events prior to the commencement of the Championship. It was proposed by J.Dobson that for 2016, riders who had not fulfilled the requirement of 6 can make up the shortfall during the season. This was seconded by M.Palmer, 12 voted in favour, 2 abstained – CARRIED.

J.Dobson put forward a proposal that only riders who have fulfilled the 6 entries required in the previous season could be considered for an IMBA team place. C.Price seconded the proposal, 14 voted in favour – CARRIED.

M.Brettle spoke about Championship eligibility for future seasons, S.Potts asked that a proposal should be submitted for a future meeting.

The element of this item relating to prize money was withdrawn.

Qualifiers for 2016 would be as per 2015.

3.5 From AMCA Office (Steve Harvey) – Expert Race Numbers - *Experts race numbers have a number of duplications so when a Championship round takes place there are often two or more number clashes in a class. Proposal that each expert rider has a unique race number. This number is then used for MX1 and MX2.*

Numbers 1-10 reserved for current past MX1/MX2/Superclass Champions, if licence given up has to re-apply for number.

Initially this was considered for Championship riders only and accepted by the meeting, it was then agreed that this was unworkable and withdrawn. J.Dobson proposed the original proposal as detailed in the agenda item, C.Price seconded, 5 voted in favour, 6 against, 3 abstained – FALLEN.

Business from Groups

3.6 From South Shropshire Group – Clubs with meetings default – *Currently clubs are required to run a minimum amount of meetings based on rider licences, if a club has to cancel a meeting due to unforeseen circumstance they are required to make up the meeting shortfall. Proposal: if a club has to cancel a meeting due to exceptional circumstances i.e. low entry, weather etc the club would not be forced to run a replacement meeting.*

General Manager's Request – on the same subject can the committee consider if anything should be done regarding the following clubs who have not run events this year:

Cheshire MX04, Oswestry, Acorns, Nantwich, Pennine, March, Rugby, Uley – some have assisted neighboring clubs in the running of their events – is this still acceptable to the committee?

C.Wilkinson said that noise and planning issues were behind some clubs not running events.

Regarding the clubs in default listed below – the following decisions were made:

Oswestry – leave to Group to sort.

Uley – assisted at Stroud event – no action

Acorns – helped at other events, running their own event in 2016 – no action

Pennine – helped at other events – no action

March – leave to Group to sort

Midland Social – Group have taken action to sort

Nantwich – club folding

Rugby – club folding

Raglan – Group happy with their input – no action

With regard to the South Shropshire request above in relation to Clubs with meetings default – this was withdrawn.

3.7 From Northern Area – *meeting to reconsider the cancellation system with regard to rider refunds.*

S.Potts suggested that if an amendment to the current system is needed then a Group should submit a detailed proposal for consideration at a future meeting.

Business from Clubs

3.8 From Polesworth Club - *Polesworth club would like to understand how the AMCA are planning to retain clubs that decide to run like a business. Using hired in help to run meetings paid for by members who appear to be able to live anywhere within the United Kingdom, by paying a premium club subscription they don't need to attend their own clubs meeting or even visit the venue at any point. This appears to be totally against what we have understood to be the ethos of the AMCA getting members to put lots of effort into running a good meeting so the next club will endeavour to match or exceed the standard set. Once these clubs recognise that under other organisations they can attract other members (schoolboys, classic, evo) what's going to keep the members, riders and venues from moving away from the AMCA ? It's making it harder and harder to convince good members in our club that putting effort in at work parties and on race day paying average of £40 for a Marshall, is going to benefit them in the long run by not losing good venues. The answer we get is "I can work one Saturday and the proceeds can pay the extra money and not have to put a track up or marshal ??"*

ON THE SAME SUBJECT

From Wolverhampton & District Auto Club – Club Membership - *With a two tier system of clubs now operating within the AMCA (professional and amateur), it is proposed that professional clubs (ie pay and members not assist or attend clubs) should run meetings for every 10 riding members whilst amateur clubs (members attend clubs and provide assistance at club run meetings) be allowed to have between 1 and 20 riding members and run one meeting and then revert to the original 15 riders for extra meetings rule. The AMCA is at risk of losing clubs which provide a variance of circuits if the current situation continues, which may affect it's ability to recover to former levels in the future.*

Polesworth Club representatives stated that they had submitted the item for discussion only and expressed their concerns regarding the way some clubs operate their membership systems. M.Palmer said that Wolverhampton's item above was also for discussion only. The Chairman said that the matter would be monitored closely.

3.9 From Polesworth Club - *Polesworth club would like to discuss the lack of double ropes at some meetings around spectator areas and the excuses given that it complies with the rules as they have changed now that we can run the 65s.*

Polesworth club expressed concerns as to the interpretation of this by some clubs. S.Harvey explained the rule in the rulebook with regard to spectator areas. South Shropshire representatives said that there was some confusion so S.Harvey said he will re-issue the guidance and reiterated that there are no changes just further explanation.

3.10 From Wolverhampton & District Auto Club – *Abolish motocross race meeting cancellation fee*
With some clubs not able to secure rider entry numbers until Wednesday before a Sunday event the financial risk to clubs is increasing with regard to organising an event. This risk could be increased by some clubs hiring expensive tracks in an attempt to attracting a larger number of riders. Clubs cannot continue to risk losing vital funds without the very structure of the AMCA being damaged.

As we are all aware the financial support which the AMCA offers is substantial if the club chooses to continue running an event, providing they have over 80 entries, but very few clubs are able to cover the cost of running even with this subsidy without using club finds or reducing the quality of track preparation etc, carrying forward a perceived lack of effort and/or ability at many meetings

It is therefore proposed that the Cancellation Fine for clubs is revoked even if the rider entry is over 80 and the club can provide evidence that ALL reasonable costs would not have been covered.

The above proposal was withdrawn as the entry figure now drops to 60 with the new rates for 2016.

3.11 From Wolverhampton & District Auto Club – *MX Junior Class – The Junior/Senior/Expert classes of races has served the AMCA well over a number of years. Time has moved on and it is unusual to see Junior riders turn up at a meeting who have never been on a bike before. Indeed many Junior riders although may lack overall speed are very competent on the type of obstacles used on modern motocross events. It is therefore proposed that juniors are allowed to compete with Seniors at race meetings if a club wishes to do so, hopefully giving an option, if required, to run different races in the programme without being ‘stiffled’ by the current rule ie Clubman, Vets, Under 18s etc. The requirements for championship structures could remain the same.*

There was no seconder for this proposal so it was WITHDRAWN.

3.12 From Sandbach MXC – *Marshals and flags – not all marshals should be issued with a red flag. A number of marshals should be chosen to have a red flag, possibly selected by Clerk of Course. This would reduce the number of unnecessary red flags. Also Marshals should be 14+ with adult supervision.*

Office comment - Should these proposals be accepted by the meeting they would need to be referred to the Directors as they are both safety issues.

No proposer or seconder – WITHDRAWN.

3.13 From Sandbach MXC – *Increase start line capacity to 40 – clubs to have the authority to risk assess tracks to be able to have forty riders on the start line.*

Office comment – current system is Director’s bring requests for tracks to have their start capacity increased to 40, at present Foxhills, Canada Heights, Pontrilas, Hawkstone and Culham have been approved for 40 riders. If a club wants their track to be considered for an increase to 40 riders, they should first speak to their Group Coordinator who if in agreement should refer the request to the Directors.

S.Potts explained that there is currently a process in place for clubs to apply for this facility for their tracks, the meeting agreed that at present there was no requirement to change the current process.

3.14 From Sandbach MXC – *currently AMCA practice rules mirror the machine eligibility of race events, club requests that auto’s be permitted to enter practice events.*

No proposer or seconder, WITHDRAWN.

3.15 From Shrewsbury MXC - *discuss if clubs can reduce races to 7 classes per block, this way if there are any delays on race day then clubs will have some “spare” time and reduce the chance of riders only getting 2 rides at a meeting.*

The meeting agreed that clubs could do this now and a new rule is not required – WITHDRAWN.

3.16 From Shrewsbury MXC - *upgrade the PA system and also the start gate to the newer style that stops the need to constantly adjust the short piece of chain on each gate.*

S.Harvey advised the meeting that a new style P.A.system is currently being tested.

N.Webster told the meeting that his Group had purchased a new style start gate and that it requires considerably more maintenance than the AMCA type.

3.17 From Shrewsbury MXC - *should riders get a sighting lap if the track is watered after they are called up to the start gate and then the red flag comes out to stop the meeting, unless they are informed on the line they have little idea where or how much water has gone down. (Safety issue)*

General consensus of the meeting that a rule is not required on this subject.

3.18 From Shrewsbury MXC - *can we allow riders to view out parts of the track (from the side while the racing is still on) to check an area of track that has change during the race day to allow them to look for alternative race lines in the interests of safety, but they have signed a sheet to cover them while they are in a prohibited area (possibly the officials sheet) and must have a Hi-Viz top on as well. The form and Hi-Viz tops can be at the lap van and managed from there with a restriction of only 2 – 3 riders and any one time having the opportunity to enter parts of the track they would not normally be able too.*

Various views were expressed that this would be difficult to Police and the suggestion was withdrawn.

4. Any other business

M.Brettle raised concerns over members of the public requesting free entry into Championship events. He said that club members manning the entrance gate were subjected to abuse.
For 2016 Championship riders will be issued with a pass for them plus one other to gain entry to a Championship event. These will be issued at the beginning of the season and clubs will need to hole punch two holes per event when they arrive at the event.

T.Talbot raised concerns about One Day Licence holders taking trophies at events by stating a lower class than they should be entered into. In the North Wales / North Shropshire event it is also resulting in upgrading being difficult to manage. The meeting felt that this was a Group issue to be managed locally.

END OF MEETING