

**MINUTES OF THE SOUTH EASTERN MOTO CROSS COMBINE MEETING HELD ON TUESDAY 19<sup>TH</sup> APRIL 2005 AT BLINDLEY HEATH**

**PRESENT** : 19 Delegates were present representing the following Clubs :- Brighton, Crawley, Greenwich, Oxshott, Premier, Sidcup, Twickenham, YDP Racing, Ken Piles ( Permits Secretary ), John Bramall ( TSM ).

**APOLOGIES FOR ABSENCE** : Apologies were received from Frank Dixon ( Horsham ), Alan Clarke ( Sidcup ), Liz and Brian Argent ( Twickenham ), Andy Wood ( TSM ) and Chris Parish ( GEST ).

**CHAIR** : Eddie Herd took the Chair.

**MATTERS ARISING THEREFROM :-**

**Wristbands** : Marge Clarke said the order had been distributed to the clubs and had now to be paid for, she had attempted to get slighter longer ones but these proved to be more expensive and she thought for the few that were affected 2 wristbands could be joined together.

**Number Plate Colours / Scrutineering** : There was a great deal of discussion on the background colour question, Marge saying she had printed at the beginning of the season in the TSM what the colours should be but despite this riders were turning up with all sorts of combinations including the Maxxis MX1 and MX2 colours. To confound the matter the colour for the 350-500cc's had been printed incorrectly in the 2005 ACU handbook. In the end it was proposed Les Batten and seconded Roger Brown that we stick to the rules rigidly but allow the rider to get away with a caution if they were of the misprinted size bikes. Carried. Peter Burton stressed that at scrutineering the message coming out from Rugby is now to be continuity rather than pedantic but he was adamant that sprockets must have guards and in particular a case saver on the front is not a guard. Marge Clarke suggested we spent some of the Combine's money on making a sign they can be sent to every meeting displaying just what is required at scrutineering. Agreed – Roger Brown to source.

**Officials Licences** : There was still some confusion as to whether Rugby would be issuing licences or badges or both.

**Clerk of the Course Seminar** : Eddie Herd said that he held a very successful seminar with 12 applicants who all passed with a high pass rate but as yet no badges had been issued. The new Track Book had now been published and should have been circulated to all MX Clubs. Kevin McDavitt said he thought it was a bit poor that the PowerPoint presentation had not been updated to reflect the new handbook.

**Admission Tickets** : Everyone was now issuing 2 tickets per rider with an additional ticket for sidecars and a marshal.

**TTC's** : Twickenham and Oxshott need to be done.

**WEBMASTER'S REPORT** : Jamie Clarke asked for re imbursement of the hosting fee of £25 which is due every 2 years . Agreed. All the 2004 Championship aggregates had been posted as was a list of the permanent numbers. John Bramall asked if there was a possibility of having a message board, Jamie explained it was possible but there were already some well established sites and the general public tended to stick to those traditional sites and new ones generally have failed to have enough take up to generate good discussions. He promised to review his links.

**JULY 10<sup>TH</sup> WINTERPICK MEETING** : The Combine had agreed to run the meeting to preserve the land for adult ACU MX although with the recent DEFRA problems it could not be guaranteed. It was agreed however to go ahead with the planning and the following was decided :- 4 groups one of which would be sidecars @ £40 a head. Les Batten to be Clerk of the Course with Jamie Clarke his assistant. Liz Argent Secretary of the Meeting, Pete Crummett Chief Marshal and Peter Burton Senior Technical Officer with Monty Lane and John Powell as Stewards with Sheila Lillywhite on the gate. Trophies would be awarded, the Brighton Start Gate would be hired and Sidcup would be asked if their radios could be borrowed. Marshals would not be paid by balloted from the riders with the regs going in the June TSM. It was thought an article in the TSM appealing for help at the working parties

would be a good idea. Marge said Horsham had used their allotted wristbands for another meeting and it was thought enough could be borrowed from other clubs to cover the meeting.

**MOTION FROM THE BRIGHTON CLUB :** “ *Entry fees may be paid into the bank 2 weeks prior to the event and non starters must justify their absence in writing accompanied with a doctor's certificate within one week of the event to qualify for a refund* “ Bernie Bird spoke on the motion and after some discussion Les Batten proposed the following amendment :-  
“ *Entry fees may be paid into the bank 2 weeks prior to the event. Non starters must justify their absence in writing within one week of the event to be considered for a refund* “  
seconded Brad Graham. Carried with immediate effect, Eddie Herd to put a notice in the TSM.

**ACU MOTO CROSS COMMITTEE MINUTES :** The following points were discussed from the January meeting minutes :-

**Sound :** Following a meeting between the FIM & MS/SMGP the FIM/CMS was in favour of a further reduction to 94dBA as of 1.1.2007. The fixed RPM shall be kept. Youth Stream agreed to this. The Committee stated that this will not resolve the sound issues as most machines will just about read 95/96 at present due to electronic retarding of the engine ignition systems. It is recommended that the test should be conducted at approximately half the maximum rpm's of the machine to make any sense. The Committee asked that Mr. Moran write to the Vice President of the FIM on this matter again and also speak on behalf of the ACU at the Conference meeting in February.

**Clerk of the Course Seminars :** For regional training the instructor will return the papers unmarked to the ACU where they will be processed all candidates with at least an 80% pass mark will be issued with a badge bearing their name and expiry date on it. These licences will last for three years. It is hoped that in due course, the credit card sized affiliation card will carry the officials details.

**Technical Matters :** At the Technical Panel meeting lengthy discussions took place over lower sound levels implemented by the Japanese Federation in their own Country. These findings may have a bearing on ACU sound levels for the future.  
The Committee was asked to clarify the ACU procedure for sound testing Sidecar machines. When testing sidecar machines for sound the rider and passenger ( or maximum two persons ) should be on the machine.

**Ropes :**  
Marge did not read out the lengthy details as Eddie Herd assured the meeting they were all in the new Track Safety Booklet and basically were the same with the inclusion of method D which relates mainly to small wheel machines he confirmed they would not come into force until June 1<sup>st</sup>.

Marge did not read out the lengthy details as Eddie Herd assured the meeting they were all in the new Track Safety Booklet and basically were the same with the inclusion of method D which relates mainly to small wheel machines - he confirmed they would not come into force until June 1<sup>st</sup>. Jamie Clarke asked if anything else had been approved and Eddie said not. Les Batten had picked up on some talk on a website about trackside posts being driven in mechanically and in general being unforgiving if hit. Jamie confirmed non on the track at Canada Heights were driven in by their hydraulic post basher but Yan Dixon said they had used a machine at Coolham.

**DEFRA UPDATE :** There was some discussion but the facts were still very unclear due mainly to the General Election making it difficult to get definitive decisions from anyone. It was thought that Coolham may well be affected as well as Winterpick.

**CENTRE CHAMPIONSHIP COVERS AND BANNERS :** Andy Wood had spoken to Marge and confirmed the next covers would be in full colour but that he felt the banner idea, whilst being very commendable, was proving too difficult to implement.

**THE SPORTING MOTORCYCLIST :** Marge asked if the entry form wording could be changed as the preferred number box was adding extra pressure to the Secretary of the Meeting when trying to sort out permanent numbers which had been allocated and paid for. There was a general discussion as Sidcup were still experiencing difficulties with the system. John Bramall said there would be 72 items in the next issue of the TSM.

## **ANY OTHER BUSINESS :**

**Datatag** : Peter Burton and Roger Brown were trained operators and they hoped to attend as many MX and enduro meetings as possible so that the riders can see some positive action.

**Sound Operators** : Sidcup have purchased 2 machines and some of their members have undertaken training. Peter Burton said it was very important for the Clerk of the Course to support the Sound Meter Operator when he reported noisy machines or the whole system would collapse. It was reported the Quads were very noisy at the last Coolham meeting and Les asked if the Sound Report form was being circulated to other clubs.

**Day Licences** : Marge reminded Clubs they should be using the new forms and charging £15 all old stock should be returned to the ACU for a refund.

**Jim Wood** said he would be attending a London Sports Council meeting in May and asked for information to speak on the DEFRA question.

**YDP Racing** : have had to cancel their meeting at the Gatwick track as there was some environmental matters which had to be sorted out as dust had penetrated an air condition unit at a nearby office block after a 2 day schoolboy meeting.

**Kevin McDavitt** asked if there was anything published to help when a club received an enquiry from someone new to the sport. Eddie Herd said it had been talked about at the ACU but it all came down to time and lack of finances.

**Les Batten** re iterated the rules that state a late entry if not in the programme will receive no points or prize money. He also said he had received a letter from Tony Hale who had attended an AMCA meeting and did his first full lap of practise under the yellow flag rule and there some discussion with Brad Graham saying it was standard practise at AMCA meetings and worked well giving riders the chance to get to know the track and used to a strange bike etc. Agreed to give the idea a try and it would have to be put in the programme as supplementary regulations for those events already printed in the TSM.

There being nothing further to discuss the meeting closed at 9.45 pm with 5<sup>th</sup> July being pencilled in as the date of the next meeting ( to be confirmed ).