

MINUTES OF THE SOUTH EASTERN MOTO CROSS COMBINE MEETING HELD ON TUESDAY 29TH NOVEMBER 2005 AT BLINDLEY HEATH.

PRESENT : 14 Delegates were present representing the following clubs :- Crawley, GEST, Greenwich, Oxshott, Sidcup, Twickenham and YDP Racing and Andy Wood from the TSM.

APOLOGIES FOR ABSENCE : Apologies were received from Frank Dixon, Roger Brown, Kevin McDavitt, (the meeting clashed with Brighton's AGM) John Powell and Colin Bushell.

CHAIR : Eddie Herd took the Chair.

2006 DATES : The dates for the 2006 season were then agreed.

MINUTES OF THE PREVIOUS MEETING : It was proposed Dave Parry and seconded Monty Lane the minutes that had been circulated of the previous meeting on 5th July be accepted as a true and accurate record. Agreed.

MATTERS ARISING THEREFROM :

Yellow Flag Rule : Following a general discussion it was agreed this was still a good idea but that we were our worst enemies when it came to implementing the system as not all clubs had been consistent. Agreed to have the travelling marshal at the front of the first practise lap as well with a no overtaking rule similar to the Safety Car at Formula 1.

Scrutineering Notice : Roger Brown was not present to report.

New Noise Limit : It was confirmed the new limit for MX in 2006 would be 96 dBA and a large notice would be appearing each month in the TSM. Alan Clarke said he felt the Centre should step in and random test say 30 machines and if any were over the limit the rider would not be allowed to start or get their money back. There was some more discussion as to how and when testing could be implemented but it was agreed scrutineers must re check the marking on silencers on the start line. Eddie Herd said there were plans afoot to up the number of revs required during the test subject to the manufacturer's approval but keeping to 96 dBA but they had intimated the revs would drop again the following year and he felt this was the wrong way to go about things and there had been discussions on the ACU's MX Committee about England having their own limits.

DEFRA Update : Alan Clarke said that Roger brown had attended a meeting called by the Eastern Centre at which there was a representative from DEFRA present. He had more or less admitted they had misjudged the feeling the re classifying of Motor Sport would generate and confirmed that for 2006 there would be a status quo with the whole issue coming under the scrutiny of the EU. Marge Clarke said she knew the Winterpick Farmer needed convincing still that he would not lose his subsidies and it was thought it might be a good idea if Roger brown spoke to him about his meeting. Jim Wood said he had also spoken to Andy Such at a London Sport Meeting and he was aware of our problems.

WEBMASTER'S REPORT : In the absence of Jamie , Marge Clarke gave a report on the average number of hits and visits the site had received monthly and it was agreed to place a large notice similar to that in the TSM on the website advertising the lower dBA of 96 for 2006.

JULY WINTERPICK MEETING : Marge Clarke presented a balance sheet for the event showing an excess of £1208.76 and she thanked Les Batten for all the physical work he either did or arranged so that the meeting ran as smoothly as it did.

LOST TRACKS : Yan Dixon confirmed the Council had stopped events at Newdigate because of noise complaints. Coolham had also been lost after a successful court case where the landowner although winning his case acknowledged in open court that he would not be using it for mx events anymore as he had flattened all the jumps. GEST said their track at Westfield although dodgy at one time was now in the clear and Brighton had lost Piddingsworth in 2005.

ACU MX MINUTES AND VOTING RESULTS: Marge Clarke said that Chris Warren and Dave Williams had been elected to the ACU Mx Committee during the recent ACU elections. There was some discussion as to why the Combine had not supported Frank Dixon and Marge Clarke said she had to take the majority decision and that the Clubs which Frank represented had not bothered to vote.

The following extracts from the minutes of the ACU MX Committee Meetings were discussed

April Meeting

Sound : A proposal document was submitted to the MCI at their most recent meeting. The proposal for 2007 was :- Up to 85cc : 8000rpm – 125cc 2str. : 7000rpm – 250 2str/ 4str : 6000rpm – 450cc : 5500rpm – over 450cc: 5000rpm with sound limit 96 dBA@13m/s. The reaction from the industry was encouraging and they asked if this reduction was enough to please DEFRA and local authority EHO's. They agreed to go back to the manufacturers to discuss the possibility of reducing the noise level to as low as 92 dBA in the future.

Datagag : Mr Humphrey indicated that other importers and manufacturers are keen to include this system on their new machines like KTM.

Social Drugs : The Chairman received an e-mail from Dr. David Stevens from the ACU medical panel about the use of social drugs at motocross events following reports he had received. Sr. Stevens suggested that in the 2006 Handbook the section covering the provision for a Special Medical Examination by a doctor at an event could include the phrase " this may include urine dip-stick testing for drugs ". The FIM have adopted this suggestion and the new wording is in the 2005 Medical Code.

May Meeting

Cast Wheels : There was some discussion about the use of cast wheels at motocross and mini bike events. A decision made by the BYMX committee was endorsed that from January 2006 a previous rule would be re-instated. " Wheels with six or less spokes must be guarded".

Concrete Start Pads : Mr. Humphrey stated that he had recently had a conversation about the use of concrete start pads at moto cross circuits. More clubs and circuit owners are making them permanent features as they are hard wearing combined with minimum maintenance. There are no statistics to suggest concrete start pads are a major hazard.

August Meeting

Sound : ACU Chief Executive, Neil Hellings had recently met with Tom Waterer from the MCI. At this meeting it was stressed that for 2006 the ACU will follow the rules laid down by the FIM and the sound level for all motocross events will be 96dBA. However, the FIM are being lobbied by other strong federations to further reduce noise levels from as early as 2007. If the FIM fail to take notice of the Federations the ACU has indicated that it will make its own rules for sound levels from 2007.

Concrete Start Pads : It was agreed to consult with absent members of the committee regarding the design of concrete start pads built after Jan 1st 2006. It was agreed that there are many different designs currently in use and that some basic guide lines be proposed. Guidelines will then be issued in the ACU Requirements for Safety Precautions at all speed events for 2006. It's unlikely that concrete start pads would be allowed for Maxxis British Championship events.

Marge Clarke said that the Sidcup Club had challenged this and it had now been agreed they could run Maxxis events on their concrete start pad as there was no history of safety issues.

September Meeting

Noise : The Secretary gave a verbal report having attended the Environmental Panel meeting on behalf of the Committee. It was noted that EU proposals will require noise mapping from 2008. This is not likely to involve tracks not requiring planning permission unless they are subject to complaints. Mr. Summers was asked to collate noise recordings from different parts of the circuits which can be used as data and help the ACU work out a system to identify sound produced from an event.

Concrete Start Pads : Guidelines to be used from 1.1.2006 :

From the back stop to the leading edge of the gate the distance should be 3 metres.

If the start gate is on a concrete pad, the concrete should be grooved behind the centre of each gate to an approximate depth of 75mm and a width of 150mm. The concrete in the groove should be rough finished.

Alternatively, start pads can be constructed in concrete but incorporate a soil filled tray behind the gate to a depth of not less than 100mm.

If venues already have concrete start pads in use they are advised to cut semi circular grooves behind the centre of each gate for a motorcycle tyre to sit in.

Concrete start pads will not be allowed for Maxxis British Championship events.

DEP TWO STROKE CHALLENGE : Marge Clarke read an e-mail from the organisers of the series to see if anyone was interested in running a round. Most clubs were of the opinion the series was too big to bolt onto a normal meeting.

CENTRE CHAMPIONSHIP DATES 2006 : It was agreed that delegates would go back to their clubs with the dates that had been set at tonight's meeting to decide what championship classes they wanted at their meetings. Dates to be submitted to Les Batten a week before the next Combine meeting which will be on 24th January.

FUTURE SEMINARS : There was some discussion as to whether any seminars would be needed in the near future and it was thought a Technical (Scrutineers) was needed . Les Batten questioned the logic why the ACU were including all 3 disciplines i.e. MX, Enduro & Grass Track on the same curriculum as this would deter members from his club who were not at all interested in Grass Tracking. The Secretary was instructed to write to the other Combines to see if they had anything planned, she was also instructed to express our views to the ACU at Rugby about this and also to see if anything was to be included on Sound Measuring.

PERMANENT NUMBER SCHEME : Marge Clarke said the end of year figures for the income generated from the permanent number scheme amounted to £860. Marge Clarke read some suggestions from John Powell who was recently a Secretary of the Meeting for a Sidcup event where he suggested a 2 week period for permanent numbers and then to open the numbers to the whole entry. There was some discussion but the other clubs apparently did not have any problems with the scheme and Les Batten offered to produce a guide for Secretaries to help them allocate numbers. Agreed that the price would remain at £5 for 2006.

WRISTBANDS : Agreed that Clubs would place their orders at the AGM.

PRESENTATION OF CHAMPIONSHIP AWARDS : Les Batten has circulated the clubs of the winning classes and asked them to present the trophies at their awards evenings. He had some enquiries from riders who had finished 2nd or 3rd asking if they would be receiving any trophies, at the moment this is not so and he wondered if we should change the rules. There was some discussion on the subject and it was felt as the Combine's funds were buoyant we could afford 3 good trophies for 1st to 3rd and then a further 3 trophies costing less for 4th to 6th place finishers.

THE SPORTING MOTORCYCLIST : Andy Wood confirmed this month's copies were out now. There was some discussion as to whether the entry form needed a place to have a date as it formed a contract. There was some talk about the need to show membership cards and Les Batten was thanked for his contributions to the magazine.

ANY OTHER BUSINESS :

Oscar Horton from GEST asked for confirmation that the Youth Insurance rates were going up and Eddie Herd confirmed this was to cover accident benefit, the adult fee would remain the same. He also felt that the Centre Championship would be enhanced if there were not so many rounds. Peter Burton asked if the rule about bibs was still in force, the Secretary confirmed this and Les Batten owned up to having the supply in his garage. Marge Clarke to send copies of the current rules to Peter Burton who was conducting a rules review on behalf of the Centre. Andy Wood confirmed the TSM would remain the same price for 2006 and asked if the Combine wished the Championship covers to be printed again. Agreed. Les Batten asked GEST if they would consider running another open meeting now that so many fixtures had been lost, GEST they would think about it but they had a very heavy schedule planned with their Closed to Club Championship events. Jim Wood said the London Federation of Sport fees were due and they were now £20. Dave Parry asked if there was still a need to have Home Towns printed in the event programme as he had been a victim of bike theft and he felt this was an open invitation to possible criminals. Les Batten said he could not see it would cause him too many problems when trying to sort riders out so long as the Club name was still printed. Agreed to dispense with Home Towns in future programmes.

There being nothing further to discuss the meeting closed at 11.15 pm.