

**MINUTES OF THE SOUTH EASTERN MOTO CROSS COMBINE MEETING HELD ON Tuesday 1<sup>st</sup> AUGUST 2006 AT BLINDLEY HEATH**

**PRESENT** : 21 Delegates were present representing the following clubs :- Brighton, Crawley, GEST, Greenwich, Sidcup, Twickenham and YDP Racing. Also present Ken Piles ( Permit Secretary ) and Andy Wood ( TSM ).

**APOLOGIES FOR ABSENCE** : Apologies were received from Brad Graham, Peter Burton and Jamie Clarke.

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

**MINUTES OF THE PREVIOUS MEETING** : It was proposed by Chris Parish and seconded by Kevin McDavitt that the minutes of the previous meeting held on 25<sup>th</sup> April 2006 be accepted as a true and accurate record. Carried.

**MATTERS ARISING THEREFROM** :

**Yellow flag rule / high viz jacket** : It was agreed the travelling marshal leading the first lap of practice wearing the special high viz jacket was working although it was noted the travelling marshal at the June Sidcup meeting set too fast a pace and riders could not keep up with him. No one was sure what had happened to the jacket and Sidcup promised to search through their box of jackets.

**Scrutineering Notice** : This is now being used. There was some discussion as to whether we needed a Technical Seminar in the near future and whether the ACU would let us run one in our Centre, In the meanwhile Marge was asked to compile a list of possible candidates who would be requiring to renew their licences for both Technical & Clerk of the Course.

**Sound** : There do not appear to have been too many problems with the new lower limits although one rider did have to go home from the recent Rusper meeting as he could not get his bike below the limit. Bikes have been tested before racing and again 3 have been selected at random after a race, it has been noted that most standard pipes do not fail but expensive aftermarket ones do. There is also a misconception when repacking a silencer that more packing makes it quieter , when in fact there needs to be some room for gases to circulate. Roger Brown said he had tested the new 2007 KTM Enduro bike at the weekend and it read 89 dBA.

**GEST 65/85 classes** : Nothing had been received in writing from the BYMX Committee giving guidelines on the matter, Chris Parish said the Club were amalgamating the classes and it did not seem to be causing any problems, she agreed to copy everything to Eddie Herd who would take the matter up with the Adult MX Committee as it was understood the BYMX Committee had been disbanded.

**Banner** : Les owned up to a mapping problem but said now he had some time on his hands he would get it sorted.

**WEBMASTER'S REPORT** : Marge read a report from Jamie Clarke the webmaster which stated the site was averaging high 70's to low 80's in number of visits per day. It was carrying the latest centre standings in all 4 Championships, the list of permanent numbers, meeting reports, photos and results. He also asked for feedback on a new link Bar that he is experimenting with to make sure it is working with all browsers. There was some discussion on better publicity for the site and it was suggested the TSM could run a page now and again of all the known websites within their area , Alan Clarke suggesting they do away with the list of officials , which he felt no one used for communicating and replace it with email contacts.

**NUMBER PLATES** : Sheila Lillywhite ( a Centre lap scorer ) had asked Les to bring up at the meeting the state of number plates which made lap scoring really difficult and could be cured by stiffer technical inspections. There was some discussion as to which way we could go to make the situation better, Liz Argent had approved numbers at a couple of meetings recently and it was felt a separate person in charge of numbers was a good idea and Liz volunteered to be that person for the rest of the season's meetings. Rob Batten thought it would be a good idea to warn the riders beforehand on their acceptance slips that their numbers would be under close scrutiny in future. Les asked Secretary's of the Meeting to stand firm and not

change numbers on the day just because the rider wanted to , making the programme difficult to follow.

**ACU MATTERS :-**  
**Moto Cross Committee Minutes :**

Extracts were read from the May Adult Committee Meeting :-

**TECHNICAL MATTERS**

The procedures for Technical Officials Seminars were discussed in the last Committee meeting although was not decided on. The Committee agreed for Dr King in consultation with the MX Committee to draw a paper for the organisation of Regional Motocross Officials Technical Seminars. The committee agreed to allow the South East Centre to run a motocross technical seminar from which the committee will request information to support the setting up of regional motocross seminars.

Marge was instructed to write to the ACU requesting a Technical Seminar in the very near future.

Sound measurement was discussed and it was decided that for all ACU British Championship events Adult & Youth, or events inscribed as European A or FIM international that a 2dB/A post race tolerance would be introduced for the remainder of the season in line with FIM regulations.  
The Committee noted that the sound control booklet for 2006 has not yet been printed.  
The Committee agreed to purchase two new electronic Digital Rev Counters similar to the type being used by the FIM.

There was much discussion on the subject of the post race 2 dB/A with Roger explaining the additional tolerances that were allowed for Type 1 and Type 2 meters. Next year the maximum figure will remain at 96 but the way it is measured will change to piston speed.

**Email from Les Batten**

The Committee discussed further, the age limits for Sidecar Passengers. It was agreed that the age limit would stay at 16 years for Sidecar passengers or 15 years, subject to an assessment. The committee are concerned that the passenger is in effect a third party and has no control of the machine or it's speed. The committee will look at the assessment because it's believed that no sidecar person currently holds an ACU MX Coaching certificate.

Les said he felt it unarguable that a sidecar passenger had to be 16 when a 15 year old could race a solo, Eddie explained that the UK was offering an assessment of a 15 year old where as this did not happen in other countries.

Extracts were read from the May BYMX Committee Meeting :-

**CONSTITUTION OF THE BYMX COMMITTEE**

Mr Parker asked members to consider the current constitution of the BYMX Committee and to advise the Board of Directors if they see a necessity to make changes in the coming years to the current format.  
Regrettably the Conference of Club had to be cancelled last year due to an apathy shown by the Clubs in attending the conference. A postal vote was then conducted regarding the elections and unfortunately due to the poor response received, there were not enough votes for a nominated individual to be put forward to the National Council for ratification in accordance with the Rules of the Union C(15) and C (16).  
Mr Parker suggested that all club that actively organise Youth events should be notified of the date of the Conference which has been set for Saturday 7<sup>th</sup> October and encouraged to send representatives to participate.

It was noted again that the Committee had been disbanded but that the Conference of Clubs would still go ahead.

**Any Other Business –**

It had been noted from the March 2006 newsletter issued by GEST Hastings MX that they are continuing to run a 65cc class within the 85cc SW Group, provided they are the minimum age to hold an 85cc SW ( Intermediate ) licence. The current ACU Handbook clearly states the classes and age restrictions and licence requirements. In order for the ACU clubs to comply with the Standing Regulations clubs must ensure that any rider riding in the 85cc SW class must have an Intermediate licence."

Marge confirmed she had not been contacted in writing on this matter and Chris Parish said she felt the GEST club had not either, she also confirmed these minutes, although from a meeting in May were not published straight away. It was felt that Marge should copy this extract and send it to the GEST Club just in case they were unaware of the discussions that had taken place.

**PRESS RELEASE :**

Marge read extracts from a recent ACU Press release :

**New Formula's**

Remaining in line with new FIM regulations as from 1<sup>st</sup> January 2007 the ACU will use the FIM formula and allow 150cc 4 stroke machines in both classes currently known as the 85cc Small Wheel/Intermediate and 85cc Big Wheel/Senior classes.

Youth classes will be renamed to follow the formula classes adopted for adult racing MX1, MX2, and MX3

Automatics will become BYMX A - 50cc 2 or 4 stroke automatic air cooled  
Junior will become BYMX 1 - 65cc 2stroke or 110cc 4 stroke  
85cc SW will become BYMX 2 - 85cc 2 stroke or 150cc 4 stroke  
85cc BW will become BYMX 3 - 85cc 2 stroke or 150cc 4 stroke machines  
125cc will become BYMX 4 -125cc 2 stroke or 250cc 4 stroke machines

**Race number and plate colours**

From 1<sup>st</sup> January 2007 all Youth and Adult classes will be named by formula and number plates will be classified by formula rather than cc.

MX1	White plate black numbers
MX 2	Black Plate White Numbers
MX 3	Yellow Plate Black Numbers
Sidecar	Yellow Plate Black Numbers

BYMX A	Black Plate White Numbers
BYMX 1	Black Plate White Numbers
BYMX 2	Red Plate White Numbers
BYMX 3	White Plate Black Numbers
BYMX 4	Black Plate White numbers

**Licences**

Dual licences – the new MX licence system being introduced from 1<sup>st</sup> January 2007 is:

The four BYMX youth classes as described above

At 15 years of age a rider can apply for a Motocross Junior Licence, which will entitle him to ride in either BYMX Class 4 or Adult races.

If a rider scores Maxxis British Championship points or finishes in the top 10 overall of the MMX Championship he will not be allowed to compete in BYMX class 4 races the following year.

Chris Parish felt most clubs would just carry on as usual because the other organisations which riders also run in will not be changing.

Marge said she was worried that riders would become confused if the cc was dropped from the definition but most delegates thought this would not be a problem. Agreed we must publicise the change in background colours early so that riders with permanent numbers had a chance to purchase new ones, notices to be posted on the website, the TSM and on the permanent number application forms.

**NOMINATIONS FOR THE VACANT PLACES ON THE ACU MX COMMITTEE.**

It was agreed to nominate the 2 committee members who are retiring, Eddie Herd and Roy Humphrey. Marge reminded delegates that we most likely would not be meeting before we would have to decide who to vote for and she would send a Round Robin to Clubs and urged them all to reply.

**RIDING IN THE PADDOCK :** Les Batten had written to various parties regarding an incident when a sidecar was ridden in the paddock had had an accident and when he checked the handbook for the rule he could not find it. It would seem when the new Course Safety booklet was printed this rule was moved out of the handbook into the new publication but Les pointed out this was not freely available to a rider. As Les had received no response Marge was instructed to write to the MX Committee reminding them to correct the error for next year's handbook.

### **OBTAINING LAND FOR OUR SPORT AND KEEPING IT:**

Ian Osborne said that the Crawley Club were having trouble finding new land despite reaching an agreement with the Council about not overusing sites. The Crawley Council have even agreed to endorse an introductory letter to landowners, but they have found with a new piece of land all the planning issues have got to be sorted out all over again. The recent court case regarding Coolham was discussed and the need to establish fewer meetings at higher rider cost if it meant keeping a farmer happy and saving the land for MX. Alan Clarke said the Centre would give reasonable assistance to any Club but there were often other issues at stake for example the recent Matchams planning restrictions and the development company that is waiting in the background. There is land out there to be found and several sites were then identified locally and Ian was told that Army land could also be applied for through the SE Land Officer dealing with the Army.

### **THE SPORTING MOTORCYCLIST :**

Andy Wood thanked everyone for supporting the TSM and there was some discussion as to whether the Eastern Centre would be joining in but delegates had seen a copy of the newly formed Eastern Centre Gazette and thought this would not be so and had heard rumours it might go straight onto the Internet. Marge said that at the last Sidcup meeting the Secretary of the Meeting experienced trouble with 125/250F riders who wished to ride in the Open Class. An entry form was scrutinised and it was thought to be fairly clear and a remedy was not found for the problem. Les said he was now of the opinion the class had outrun it's need, a lot of 125/250F riders do not want to enter the class as they find it intimidating and prefer to ride in the open class. He also thought some of the Experts that had been upgraded from the class were perhaps not quite ready for the step up , having gained their points with 3 chances at a meeting from 40 juniors who were not all the fastest on the day as per the Open Class. Sidcup said at their last meeting they were 13 entries short in the class which meant a loss of revenue which perhaps could have been filled if it had run as an open class. Agreed to discuss the matter more fully at the next meeting.

### **ANY OTHER BUSINESS :**

Chris said that Lofty mentions home towns in his commentary and we were now not including them in programmes because of bike thefts so perhaps we should not include them in the commentary. Marge to speak to Lofty. Yan said that he had been the last Steward at the 2006 Oxshott meeting where he had made some suggestions on the Steward's report but he was disappointed when he rode at the recent meeting to see none of his suggestions had been adopted. It was pointed out that there had been no steward present at this year's meeting and Les had stood in until he had to go to hospital and then Roger took over. There had been no previous steward's report present to inspect and in fact no Secretary of the Meeting, the meeting was in danger of being cancelled except a few experienced organisers pulled together and got it up an running. Agreed there would have to be a track re inspection before another meeting was run with the issues Yan had suggested being addressed. Jim Wood said he had seen a chart on tax relief received by sports organisations and Motorcycling was down in 16<sup>th</sup> place – he would try and find out some more about it and report back.

There being nothing further to discuss the meeting closed at 10.15 pm.