

## MOTORCYCLING WA – TRIAL SPORTING PANEL

Minutes of the meeting held on 8th August 2016, MWA Offices Maylands.

**PRESENT:** Phil Drew, Simon Price, , Dick Yates, Ben Dumitro, Robin Ferguson,

**APOLOGIES:** Peter Stafford

**VISITORS:** Lesley Ferguson



Item #	Item	What is the issue being discussed: Write this down. Discussion points – what was discussed in summary	Action, by whom and when
1.	Meeting Open	7.00pm	
2.	Previous Minutes	Accepted Seconded	Simon Price Dick Yates
3.	Business Arising Sporting Panel General	<ul style="list-style-type: none"> <li>All previous business pertaining to SP General is closed. For previous discussion on this item refer to the previous minutes.</li> </ul>	Note
	Review of Event Reports.	<ul style="list-style-type: none"> <li><i>Nil.</i></li> </ul>	
	2016 State Championship.	<ul style="list-style-type: none"> <li>For previous discussion on this item refer to the previous minutes.</li> <li>P Drew advised that AJS were taking first steps towards the 2016 State Titles, with Grant Morris volunteering at the AJS AGM on 6/12/2015 to act as the State Titles Co-ordinator and to commence getting a working group together. A meeting has been scheduled for 10<sup>th</sup> February 2016 by Grant Morris to kick off the AJS planning for the 2016 WA State Championship. Update: no minutes from this meeting were available for presentation at tonight's SP meeting. Update 13/6: A State Title planning meeting was held on 25<sup>th</sup> May. Minutes were prepared by Grant Morris but were not presented to the meeting. <b>Update 8/8: The next State Title planning meeting is planned for 20/7/2016.</b></li> <li>State Championship Supplementary Regulations. These need to be reviewed by the Sporting Panel in draft format before going to MWA. Update: P Drew advised that these should be available for the next SP meeting in June as they must be submitted to MWA by 28<sup>th</sup> June.</li> </ul>	Note  Note

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		<p>Update: P Drew tabled the Draft Supplementary Regulations for discussion. The following points were suggested as modifications to what was presented:</p> <ol style="list-style-type: none"> <li>1. Late entries “may” be accepted rather than “will not” be accepted. This will ensure maximum revenue but the late entries won’t have their name in the program. It was suggested that a late entry administration fee be charged.</li> <li>2. Minder charge is on the steep side at \$45. Make it \$35 as for the Junior entry.</li> <li>3. Allow cheques and cash for payment, as previously.</li> <li>4. Dave Thomas made a good suggestion to P Drew, that he will open up a larger area for practice on the Saturday, allowing people to make a weekend of it. In line with this we will open scrutineering on the Saturday to relieve some of the burden on the nominated scrutineers on the Sunday.</li> <li>5. In the machine preparedness, Clause 9.5, add an effective lanyard.</li> <li>6. The consensus was for the Junior Class to ride the Clubbie line. It was thought that there was more chance of getting a Championship Class that way (possible riders: Sean, Rhys, Ben Walling?, Kelly, Cory, Jai, Kai), than offering the “C” grade line which might have only Sean Harfield and Rhys Dundon as starters, and hence it no longer would be a Championship Class that they can put on their riding resume.</li> <li>7. Everyone was happy with the other grades and lines, and it was thought that with the Women riding the Clubbie line there was a slim possibility of attracting Sue, Leslie and one of the Clarkes to make a Class.</li> <li>8. There seems to be a strong interest in the twin shock class given that the Clubbie line will be offered. Note that if a Championship Class happens, this will create a precedent for the next state titles. A good initiative from AJS.</li> <li>9. Peter Stafford raised a good suggestion that the Twin Shock Class could be held on the Saturday as a curtain raiser, however this adds the complexity of a two day event without the total number of riders, and would potentially alter the intent of the sections for the other classes on the Sunday. Some Twin Shock riders could enter another grade on the Sunday and have the advantage of having ridden the sections the day before. Worth considering for future events.</li> <li>10. If we don’t get enough riders for a Championship Class, Simon suggested that we still offer the class to the remaining entrants, for Club</li> </ol>	

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		<p>Trophies only. They will not be entitled to MWA medallions. This maximises our entry.</p> <p>11. Clause 26 Tyres. Instead of N/A make reference to the MOMs Clause on Trial pattern tyres.</p> <p>12. Minder missing from the entry Grade and fees on the Entry Form. To be added.</p> <p>Due consideration will be given to adding these suggestions to the revised Supplementary Regulations. <b>Update 8/8: Comments as above were incorporated in the revised Supp Regs, a copy of which was forwarded to MWA.</b></p> <ul style="list-style-type: none"> <li>• What constitutes the Regulation requirements needs to be clarified by MWA. P Drew to approach Rick Gill to clarify. Update: Rick Gill forwarded a copy of the 2014 State Title Regulations. <b>Update 8/8: A delegation from the SP, Simon Price, Dick Yates and Phil Drew met with Rick Gill to discuss the 2016 Regulations and MWA’s approach to make the Regs like those for the national championship with only Open Solo and not B, C and Clubman grades as championship grades. Given the short time to the State Titles, Rick Gill conceded that it was too late to change for 2016, so granted the use of the 2016 State Regulations subject to the MWA Board’s approval, and on the proviso that the Trial SP work towards a new set of State Regulations for 2017. A permit number for the event was issued on the night.</b></li> <li>• Consideration be given to running a “Twin Shock” class at the 2016 WA State Titles. Minimum of 5 rider entry required. Discussion ensued regarding the efficacy of running a “Twin Shock” class. Need to check the State Title regulations to see if there is any definition of this class. Unless this class is defined under the regulations it cannot be a State Title class. Could run as a support class or a “demonstration class” but then the number of participants would likely to be too low to be viable given there would be no State Title Medallion. Could be a static display. Update: Further discussion was had regarding running a “Twin Shock” Class (Post Classic in MOM’s) in the 2016 WA State Titles. Need to obtain feedback from both clubs as to the likelihood of rider support for such a grade. P Drew to send an email to both clubs to gauge the viability of running a Post Classic Class. As there is</li> </ul>	<p><b>Item Closed.</b></p> <p>Note</p>

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		<p>officially a Post Classic class in the MOM's then legally such a grade can be a championship grade. Update: P Drew had canvassed both clubs via email and had received a reply from the Pathfinders Club that there were possibly 4 starters from their membership. With possibly one or two riders from AJS this would provide enough entries for a Championship Class. A Twin Shock (Post Classic) Class will be incorporated in the 2016 State Title Supplementary Regulations. <b>Update 8/8: A Post Classic (Twin Shock) class has been added to the 2016 State Title Regs.</b></p> <ul style="list-style-type: none"> <li>Rider Grading at State Titles. Discussion was held regarding riders riding down from their usual club grade at State Championships to claim a title. This originated from results in 2013 when Juniors and Club Class riders were accused of riding down. The panel members present agreed that to ride a grade in the WA State Titles, a rider must have ridden that grade in at least 50% of the Winter Series events that he/she has entered. The exception to this ruling would be Junior class riders, who under the MOM's are eligible to ride the Junior class by virtue of their age. This point can be made in the Sup Regs. <b>Update: A clause has been added to the 2016 State Title Supp Regs to clarify the entitlement of a rider to ride a nominated grade.</b></li> </ul>	<p><i>Item Closed.</i></p> <p><i>Item Closed.</i></p>
	Rider Grading	<ul style="list-style-type: none"> <li>For previous discussion on this item refer to the previous minutes.</li> <li>Suggested that correspondence be sent out to both clubs to raise discussion on the setting up of a "Grading Panel" which will largely be the Sporting Panel. Update: P Drew had forwarded an email to both clubs requesting feedback on introducing a Rider Grading Panel. The AJS club committee had responded and were not in favor of re-introducing Rider Grading and whilst the Pathfinder Club were to put the matter to their next club meeting, the Club President, Steve Scragg, had stated that he was not in favor of a Rider Grading Panel The Sporting Panel will await feedback from the Pathfinder Club before finalising this matter. <b>Update 8/8: P Drew received an email from the Pathfinders club confirming their position that they were not in favour of Rider grading.</b></li> </ul>	<p><i>Item Closed. No further action.</i></p>
	Rule Changes	<ul style="list-style-type: none"> <li>For previous discussion on this item refer to the previous minutes.</li> <li>Discussed that a possible submission be put to the Trial Commission that for</li> </ul>	<p>Note Ben Dumitro to prepare a draft submission for review by the Sporting Panel at the next</p>

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		the Nationals the Youth Grade age be raised from 16 – 21yrs to 16 – 25yrs.	meeting in February. <b>Outstanding Action: . Ben to expedite.</b>
	Allowing Senior Officials to Ride an event	<ul style="list-style-type: none"> <li>Given the reduced numbers of Senior Officials such as the Clerk or Course and Steward to administer events, and the fact that these persons may have to give up a ride to do so, P Drew put forward the proposition that one out of the two key senior officials be allowed to ride the event competitively. The Panel considered this idea worthy of further consideration. Update: P Drew has emailed a submission to MWA and this has been Forwarded to MA. No response as yet. Update: P Drew was advised by Peter Smith that the submission was under consideration by the MA Trials Commission along with a overall review process. <b>Update 8/8: No further advice received from MA/MWA</b></li> </ul>	<b>Awaiting a response from MWA/MA.</b>
	Riders to do compulsory observing.	<ul style="list-style-type: none"> <li>Robin Ferguson raised the issue of the dwindling number of Observers available for winter and summer series events, and that consideration should be given across both clubs for compulsory observing by riders as a part of their club membership responsibilities. There may need to be some “reward for effort” system such as gaining points towards the championship. Update: There was further discussion on this issue, with the suggestion that riders observing or officiating should be considered for points towards club championship events. Whilst this should be considered largely at a club level, a guideline from the SP would form useful guidance to the clubs. No further update. <b>Update 8/8: Robin and Lesley Ferguson presented a proposal for observers and officials in Trial in WA. See attached Appendix A. In summary this proposal is to provide incentives for riders who give up a ride to be an official or to observe. The incentives proposed can be read in detail in the attached document, but briefly as follows:</b> <ol style="list-style-type: none"> <li><b>Credit toward club membership. Suggested that a reduction of 20% be taken off club membership for every event on served or officiated.</b></li> <li><b>Award Championship points if a rider misses a ride due to observing or officiating. This might be points equivalent to the best ride for the event series.</b></li> </ol> </li> </ul>	

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		<p>3. <i>Riders observe for half a day. Provided they have completed a minimum number of laps (say 50%), then their remaining score will be the best score they have achieved that day x number of laps not ridden.</i></p> <p>4. <i>If a rider remains to observe after a bike breakdown or injury has stopped them finishing the event then their score will be based on a pro-rata of the previous lap scores for the remainder of the event.</i></p> <ul style="list-style-type: none"> <li>• <i>The Panel thought that this proposal would be best implemented in the Winter Series provided that both clubs agreed and the exact details of the incentives was spelt out.</i></li> <li>• <i>Simon Price suggested that this system could be implemented on a roster system based on a single listing of the rider members from both clubs in alphabetical order and selected from the start of the list and work forward. Where the list finished for the season would be where it started from in the following season.</i></li> <li>• <i>Simon also suggested that:</i> <ol style="list-style-type: none"> <li>1. <i>New riders should not ride their first event but be placed with an experienced observer on a section to ensure they have an understanding the rules before riding an event in their own right.</i></li> <li>2. <i>The Clubs should have an induction process for new riders which includes an introduction to the rules and advises of a requirement to observe or officiate at events in accordance with their position on the roster as described above.</i></li> </ol> </li> <li>• <i>Action: Further work required to define the rules and to create the roster and to get the two clubs on board.</i></li> </ul>	<p><i>Action: Further work required to define the rules and to create the roster and to get the two clubs on board for the Winter series 2017. Robin, Lesley and Simon</i></p>
	Officials Training	<ul style="list-style-type: none"> <li>• Consideration should be given for officials to be trained in a “Trial event” situation. R Ferguson suggested that MWA be approached to hold an officials training course in conjunction with a trial, so that the specific issues relevant to Trial are addressed. “Official applicants” from both clubs be invited to attend. Update: Further discussion was held and the difficulty of training officials at an actual event was raised. Officials would still need to sit</li> </ul>	<p>P Drew to email Rick Gill with this suggestion. Action: P Drew to contact Rick Gill and request consideration by MWA that a trial of the mid-week Official training courses be held.</p>

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		<p>the examinations, which would likely be done at another date and location, so this training approach whilst practically beneficial would consume more time and resources. A new initiative suggested by MWA was to hold courses midweek and complete training sessions over two weeks rather than one day on a weekend. Advice on whether this training initiative was to proceed or not is to be sought from MWA. Update: P Drew advised the panel that at the recent Race/Club Secretary's Forum, that the matter was raised. Rick Gill had confirmed in the minutes of that meeting that steps would be taken to implement a trial of mid-week official courses. <b>Update 8/8: Still awaiting action from MWA on this.</b></p>	<p><b>Rick Gill confirmed that this was the intention. Clubs to await MWA action on this matter.</b></p>
4.	<b>New Business</b>		
	<b>Riders Arguing with Observers</b>	<p>Panel members advised that there had been instances this year of Riders arguing with observers. <b>Action: Both clubs need to enforce at the rider briefings that observer's decisions are not to be questioned with the observer but that the rider should refer the matter to the Clerk of the Course if he/she feels strongly enough about the score they have been given by the observer as being incorrect. Observers need to be respected for their volunteer service and there is no place for vigorously questioning their ruling directly with them.</b></p>	<p><b>Action: SP members to take back to their respective clubs the need to respect observers and that this is to be emphasised at the rider briefings.</b></p>
	<b>Next Meeting</b>	Monday 14 <sup>th</sup> November 2016 @ 7pm @ MWA Offices	
	<b>Meeting concluded</b>	8:45pm	

**Appendix A: Proposal for Observers and Officials in Trials in WA**  
**Lesley and Robin Ferguson**

**PROPOSAL FOR OBSERVERS AND OFFICIALS IN TRIALS WA**

**OVERVIEW**

Trials motorcycling in Australia historically has been a sport that encourages and depends on the participation of families and community, this has made Trials a wonderful experience for many. Social change in our community has seen the functions of observing and official left to a diminishing group of participants in our clubs. This has ushered in the practice of self-observing, which has eroded the knowledge base of rides about their sport, and the consistency of standards in our competition.

Families and volunteers have been relied upon almost solely to maintain observing in trials, and the responsibility for the sport and its standards has not been a role of the majority of riders.

We suggest that Trials would benefit immensely from the participation of all levels of rider in observing and official roles.

Riders would gain insight and improvement into their riding and benefit from increased engagement in our clubs if they take on these roles as leadership and learning opportunities.

Ideally leadership and teaching in our sport can be achieved through incentive and encouragement and not imposed from above with rules and restrictions, so we would like to suggest a number of incentives to stimulate this shift.

## PROPOSAL FOR OBSERVERS AND OFFICIALS IN TRIALS WA

### **INCENTIVES**

Incentives need to work for all levels of rider, and also include consideration for non-riders. These incentives would be entirely optional, some members will still want to participate for fun and free, and others will be happier with a tangible reward.

Clubs to work out some details themselves.

- If a family member or friend fills an observing or official role, credits toward club membership.
- If a rider gives up a ride for observing or official roles, they should be given championship points for the series equal to their best ride of the series. This incentive might be given once only in a series.
- Riders can observe for half a day, providing they have completed a minimum number of laps. Their remaining laps will be scored as their best lap for the day. Riders need to indicate they are taking this option before competition begins.
- The option to observe after injury or bike failure attracts a remaining score at the level of the completed laps. This is to encourage people to remain at the event and participate.