



Moto Trials Workshop
 Held at MNZ AGM Saturday 21st May 2011
 8.30am

Present:

Jim Henderson
 Andrew Meisner
 Anthony Anderson
 Sandra Hallie
 Warwick Merriman
 Errol Conaghan
 John Ravenscroft
 Alan Chant
 Pete Haynes
 Kevin Pinfold
 Kevin Tither

Moto Trials Commissioner
 Waitemata Motorcycle Club
 Manawatu Orion Motorcycle Club
 Pioneer Motorcycle Club
 Tauranga Motorcycle Club
 MNZ Life Member
 Hamilton Motorcycle Club
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Jim Henderson welcomed everyone to the meeting, and advised that if necessary the meeting could go longer as the room was free and he would like to take the opportunity to put together a Strategic Plan for Trials.

Discussion took place regarding pegs, and peg sizes it was thought that peg sizes should go into the Manual of Motorcycle Sport. Phil Stevenson has advised that he will provide the pegs to Clubs free of charge.

A suggestion was made for riders who may be colour blind that a piece of yellow fluro tape be placed along the edges of each arrow; this makes them stand out clearly.

Strategic Plan:

A Strategic Plan for the sport of Moto Trials was discussed, Jim advised that he took the opportunity to have a meeting with the Pioneer Motorcycle Club whilst in Christchurch and has provided the outcome from that meeting in the attached handouts.

SWOT Analysis –

<p>STRENGTHS</p> <ul style="list-style-type: none"> • Family • Low Cost • Low Risk • Enviro Friendly 	<p>WEAKNESS</p> <ul style="list-style-type: none"> • Not Exciting • Intimidating • Difficult to master • Lack of entry bikes • Entry cost • Secret Society
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Coaching • Other codes • Media • More fun Trials • Young • Display Events 	<p>THREATS</p> <ul style="list-style-type: none"> • Old Age • Other codes • Section setting standards • Lack of Young Riders

Discussion took place around the SWOT and it was felt that the cost of Trials is debated frequently when in actual fact it is one of the cheapest if not the cheapest form of Motor Sport to compete in, competitors do need to stop quibbling over small amounts of money.

Everyone had the opportunity to go through and highlight what they thought the top four Strength's, Weakness's, Threat's and Opportunities were. The outcome of this is highlighted in red in the SWOT above.

Discussion moved onto the North Island Secondary Schools Motocross Championship, there is a great turn out of riders for this event it is part of a multi discipline event over a week or weekend, could Trials be part of this.

Action: *V Simm to find out if Trials can be added to this and if so what the requirements would be.*

Discussion was also around more participants in Trials, use other codes "hero's" ie; Rory Mead and Josh Coppins they both use Trials bikes as part of their training. Trials could be held at Enduros. The website is needed to be utilised more it was mentioned that the Trials Central website is a good format.

Jim then moved the discussion back to working on the Strategic Plan and with the assistance of Errol Conaghan addressed how to set up the plan.

Mission Statement:

To develop Trials as a desired skill set among all motorcyclists and to promote the sport of Moto Trials in New Zealand.

Vision:

To have most Off Road Motorcyclists attaining Trials skill experience through the medium of education and demonstration.

At Present:

What is that status of Moto Trials at this stage:

- Undiscovered
- Low Profile
- Secret
- Have unstructured meetings (mostly) and are not particularly united (nationally)
- Have Hero's
- Have very few juniors and very few elite

Action to meet goals:

- Amalgamate events e.g. classics and moderns at the same venue
- Take Trials to schools
- Take Trials to other motorcycle code events
- Use other code hero's e.g. Josh Coppins, Chris Birch
- Create atmosphere at events e.g. BBQ's
- Have a good Trials website in New Zealand
- Good information sheet available for distribution at events and notice boards (Kevin Pinfold to lead the design team)

Jim then presented to the meeting a separate sheet of Commissioner ideas for the improvement of the sport. They were discussed:

Increase public awareness by:

- a sustained period of advertising ALL MOTO TRIALS in New Zealand in the "Coming Events" section of the Kiwi Rider and DRD magazines for more than five years.
Sandra Hallie will co ordinate the advertising of the events.

Increase potential rider numbers by:

- introducing farm bike/trail bike entry level classes available at ALL Club Trials.
Workshop agreed that while this was a good idea (smaller trail bike that will not rip turf) there was a cost problem with non licenced riders "having a go". Clubs will need to have a training day permit or sell one event licences.
- Having non riding members available to foster the entry level class.
There may have been a consensus of agreement but it was not enthusiastic

Improve the public spectacle and interest by:

- Introducing No Stop (retro rules) to all grades under "A" Grade.
This idea may have some merit but did not meet with approval
- Introducing a 90 second time penalty per section for "A" Grade and above.
This idea may have some merit but did not meet with approval

Improve the structure of present grading (classing) system by:

- Jim presented a proposed new grading system.
This idea met with enthusiastic approval. It is a radical system and the Commissioner intends to set up a working party to investigate shortcomings and implementation.
- Use the Ravo gated system
The workshop thought there may be some merit here

Give Moto Trials more appeal to more riders by:

- Offer more variety to events i.e. different venues, Trail Rides, Scott or Ihatove type events
There was discussion here and a general agreement with the statement. The Commissioner feels that this area may be the place for the Gated Trial.
- Amalgamate events i.e. classics with moderns. Bigger is better.
There was agreement with this statement but the problem appears to be that many Classic owners are not affiliated to MNZ

Rule Changes:

Marking Pegs – Minimum Standards

Discussion took place around a rule to give a minimum standard to section marking pegs.

Outcome: Moto Trials adopt a rule around "traffic light" peg with only three colours (red, yellow and blue). Each of the arrows on this peg will be at least 40 sq cm. The arrows for the Expert and President line (orange and green) will be on individual pegs at least 50 sq cm. Red, yellow and blue arrows may be on individual pegs and must be at least 50sq cm.

Boundary marker pegs must have square or rectangular markers in red or white that are at least 60sq cm in size.

Clarification to be added to rule 30.3.3

The new rule should read:

Definition of Fault

Each contact that is used to gain/maintain control, of any part of the rider or their machine (excluding tyres, footrest and engine protection plate) with the ground or fixed object (tree, rock, bank etc).

Outcome: Jim Henderson to present these changes through the correct MNZ Rule Change procedure.