

Australian Moto-Trials National Championship Series

Discussion Paper



Current Situation:

Australia's elite MotoTrials riders compete against each other once a year at the Australian Championships.

On an ad-hoc basis, some riders will travel to events in neighbouring states to compete. State Championship events are the most likely candidates for this cross-border competition and accordingly, have the greatest effort put into them by the organising clubs.

Costs of travel and competition are primarily self-funded with some low-level sponsorship being provided to individual riders primarily from the MotoTrials motorcycle importers and industry related suppliers.

While there are good numbers of events in each state, the fields of elite riders at each event are small which detracts from both the level of competition and the marketability of the events.

Many elite riders are currently travelling to Europe in search of quality competition from a much wider rider pool which lifts their individual skill levels however is very expensive. The down side is it further dilutes the pool of elite riders competing in Australia – exacerbating the issues of event marketability and the level of elite competition in Australia.

Vision:

- To develop a five round series National Competition to commence 2009 or 2010
- To gain national exposure of MotoTrials and boost the profile of motorcycling in Australia
- To seek television coverage of each event.
- As a follow on affect it is not unreasonable to expect an increase in participation of MotoTrials .

Concept:

An annual five round series (Queensland, New South Wales, Victoria, South Australia and Western Australia) attracting both sponsorship and paying spectators sufficient enough to return a profit to the promoter after event costs, contracted riders and prize money.

The last round of the series will be held in conjunction with the state that would be running the Australian titles in its present form, on the current rotation system. Therefore the locations and dates would alter from year to year, hence not favouring or disadvantaging states or riders.

Selections for TdN, Oceania, AIS camps etc (ie anything sponsored by MA) contingent on performances in the National Championship Series.

Implementation:

State Championship events are currently held in each of the states and receive the greatest amount of effort and support in terms of infrastructure and set-up.

The proposal is to, run each round of the National Series in conjunction with the relevant State Championship event, building on the foundation provided by the State Championship and avoiding overcrowding the calendar of events.

All rounds of the series will carry the name designated by the promoter and their sponsors and will be advertised as;
.....(sponsors name) Australian National Moto Trials series in conjunction with
.....(state name) state championship.

The promoter will nominate one or more of the grades of competition as Elite Grades that will compete for the series and will commit to publicise and promote this series competition. It is expected that flow-on publicity for the Support classes will be a natural by-product.

The promoter may contract elite riders to appear at every round of the series to ensure continuity of the series for promotional purposes, but the promoter may not exclude any rider from competition. It is quite feasible that the series be won by a non-contracted rider.

Groups of elite riders (in the same grade) will travel around the sections together with dedicated observer/referee, commentator, TV crew and potentially a spectator gallery (similar to indoor trials & Super-Trial).

This will:

- Enhance the spectacle,
- Increase the dynamics of the contest
- Allow the promoter to provide enthusiastic commentary throughout the event.

All elite riders will wear the sponsors' bib with their name and number based on current ranking.

Each elite rider can have one minder who will also wear the sponsors' bib and rider number.

Support (ie non-elite) Grades to operate as normal, by-passing (& coming back later to) the sections currently occupied by an elite group.

Implementation: (continued)

- 6 Riders per Elite group, 90 seconds per rider implies 12 minutes riding time per section per class, which in turn implies 2hrs per 10-section lap – add on time between sections implies two laps only per day for championship classes. This is likely to be workable.
- 10 Riders gives 20 mins riding time per section, over 3 hours per lap – probably not workable, so depending on the number of entrants at the elite level, some classes may need to be split into sub-groups in order to travel around the sections.

Elite riders will be encouraged to inspect sections prior to commencement of competition.

Potential Elite Grades

- Open Solo - Men
- Open Solo - Women
- Open Junior

Championship points (as per GCR's) will be awarded for each event and each event will be decided over two days of competition.

All riders will make themselves available for interviews by the media and to the public for autographs etc at the end of each event.

Prize Money:

The prize money will remain the same for all five rounds and is the responsibility of the promoter.

The trophies at the final event of the National Championships will be the joint responsibility of the Promoter and the clubs involved.

Each round will attract prize money from a prize pool .

Put together by



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