



Meeting Minutes
2019 AMA Congress Meeting

Specialized Sports Commission

Friday, December 6, 2019
Hilton Columbus Downtown

1. Opening of Meeting

- a. Comments by the AMA Specialized Sports Manager – Ken Saillant
- b. Introductions
- c. Comments by the Commission Chair – Delvene Reber
- d. Take attendance
 - **Present**
 - Mike Bronk
 - Jim O’Connel
 - Delvene Reber
 - Curtis Smith
 - Lucas Reber
 - Dave Joiner (sit in at 3:02pm)
 - **Absent with notice**
 - James Viverito
 - **Absent without notice**
 - Ron Dillon
 - David Perewitz
 - Robbie Redman
 - Erin Sills

2. Proposal Items

- a. SS-1219-1 Hillclimb Sound Requirements List
- b. SS-1219-2 Adding 113cc Open Class
- c. SS-1219-3 Change 86-400cc to 113-400cc
- d. SS-1219-4 Change 0-600cc to 113cc-Open
- e. SS-12-19-5 Change 86-125cc to 113cc-125cc

3. Agenda Items

- a. SS-A1219-1 Upper Body Protection

4. Closing of Meeting



**American Motorcyclist Association
Proposal for Rulebook Revision**

Specialized Sports Commission Proposal Item

**Proposal: SS-1219-1
Hillclimb Sound Requirements List**

Current

Appendix 5.2, Chapter 1, Paragraph 2, Page 277

Sound Requirements: Machines entered in all meets (except drag racing and land speed trials) shall have mufflers/silencers that don't exceed the maximum dB/A required by the state where the meet is being held or the prescribed dB/A above, whichever is less.

Proposed (Proposed changes in **bold**)

Sound Requirements: Machines entered in all meets (except drag racing, **hillclimb** and land speed trials) shall have mufflers/silencers that don't exceed the maximum dB/A required by the state where the meet is being held or the prescribed dB/A above, whichever is less.

Reason

Add hillclimb to the sound requirements list of except events

Submission

Mike Bronk

Discussion

Mike Bronk: It's what we have been doing now, this may not be long-term. But it is important that we are being compliant to rules and regulations provided. At the moment racers have bikes that aren't compliant and some folks do not check on this anyway.

After discussion amongst the group and community, this change does not seem to be a concern as far as pushback. This will need to go to the racing committee for review after approval. Delvene motions for a vote:

VOTE

For: 6 Against:

DECISION

Yes: x No: Amended:



**American Motorcyclist Association
Proposal for Rulebook Revision**

Specialized Sports Commission Proposal Item

**Proposal: SS-1219-2
Adding 113-CC Open Class**

Current

Section 3.6, Chapter A, Paragraph 32, Page 169 - Hillclimb Meets

Add new class.

Proposed (Proposed changes in **bold**)

2-Stroke class 113cc-Open 2-stroke motorcycles.

Reason

Most districts are running this class and it should be add to the class list.

Submission

Mike Bronk

Discussion

So far the implementation in Mike Brink’s district, has been successful and growing. This has been a SR for them so far. Designated by rider age to define riding in this class. Delvene motions for a vote:

VOTE

For: _____5_____ Against: _____

DECISION

Yes: _____x_____ No: _____ Amended: _____



American Motorcyclist Association
Proposal for Rulebook Revision

Specialized Sports Commission Proposal Item

**Proposal: SS-1219-3
Change 86-400cc to 113-400cc**

Current

Section 3.6, Chapter A, Paragraph 32, Page 169 - Hillclimb Meets

400 Stock Class Motorcycles 86-400cc with engines in matching frames and stock wheelbase.

Proposed (Proposed changes in **bold**)

400 Stock Class Motorcycles **113 -400cc** with engines in matching frames and stock wheelbase.

Reason

So mini cycles cannot race in motorcycle class.

Submission

Mike Bronk

Discussion

This is meant to deter mini cycles from entering big bike classes. There isn't so much of a concern that supermini's can wiggle their way into this type of class. Currently there are classes provided for the supermini bikes based on age that is appropriate, most of them are 99-112cc. Rather than eliminating a class, this one can be run in addition to give organizers and racers flexibility. Delvene motions for a vote:

VOTE

For: 5 Against:

DECISION

Yes: x No: Amended:



American Motorcyclist Association
Proposal for Rulebook Revision

Specialized Sports Commission Proposal Item

Proposal: SS-1219-4
Change 0-600cc to 113cc-Open

Current

Section 3.6, Chapter A, Paragraph 32, Page 169 - Hillclimb Meets

Four-Stroke Class **0-600cc** four-stroke motorcycles.

Proposed (Proposed changes in **bold**)

Four-Stroke Class **113cc-Open** four-stroke motorcycles.

Reason

So mini cycles cannot race in a motorcycle class.

Submission

Mike Bronk

Discussion

This will give a 750cc another class to fit into the competition, its typical for riders to enter multiple classes while still riding the same bike. On a national level this is especially appealing to racers. The proposal is also to keep consistency with the previous **SS-1219-3**.

There is a limitation on how many entries riders can have (4). Delvene motions for a vote:

VOTE

For: _____ 5 _____ Against: _____

DECISION

Yes: _____ x _____ No: _____ Amended: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Specialized Sports Commission Proposal Item

**Proposal: SS-1219-5
Change 86-125cc to 113cc-125cc**

Current

Section 3.6, Chapter A, Paragraph 31, Page 168-169 - Hillclimb Meets

125 Class 86-125cc motorcycles.

Proposed (Proposed changes in **bold**)

125 class **113cc-125cc** motorcycles

Reason

So mini cycles cannot race in a motorcycle class.

Submission

Mike Bronk

Discussion

Same thought process as the previous proposals. This is another rule to keep competitors from jumping to classes their bikes do not belong in. Delvene motions for a vote:

VOTE

For: _____ 5 _____ Against: _____

DECISION

Yes: _____ x _____ No: _____ Amended: _____



American Motorcyclist Association Agenda Item for Discussion

Specialized Sports Commission Agenda Item

Agenda: SS-A1219-1 Upper Body Protection

Item

Presented for discussion and feedback by the Medical and Safety Commission

The Medical/Safety Commission has been researching and working on a proposal for upper body protection. As you know, All racing disciplines with the exception of trials place the rider at risk for injuries to the sternum, ribs and thoracic spine. The underlying soft tissues such as the lungs and heart are also placed at risk. Because of the physical maturity and structural development of Youth athletes under the age of 14, they are at risk for commotio cordis, which occurs after a direct blow to the sternum. This may lead to sudden cardiac death. Protection from roost related to rocks may also allow better concentration of the rider and potentially allow safer racing. Also, modern chest/back protectors are well ventilated to reduce heat load to the rider.

Based on this data, the Medical Safety Commission is going to be moving forward a proposal that will make upper body protection mandatory for youth riders under the age of 14 competing in any speed related racing disciplines. When looking at the landscape of the current racing disciplines, the only racing discipline that we see not fitting into a "speed event" would be Trials.

Because this type of rule would impact multiple racing disciplines, we are seeking input and feedback from all of the racing commissions with regards to how or what impact a mandatory rule for upper body protection could have on specific disciplines of racing. Below is what we have determined is the best proposal to try and implement for 2021, with the intent of reviewing the deployment of a new rule and if it might warrant "mandatory for all racers" status in the future.

Please review the proposal and submit a written response to the Medical Safety Commission no later than March 6, 2020. This response should include bullet points of support, concerns, or any recommendations of what modifications you believe would better suit your specific type of racing.

Proposed Change

E. Competition Apparel

1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn.
2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch high number be on the back, and the number be of contrasting colors. ***When a back protector is worn outside of the jersey, the number should be placed on the back protector.***
3. Boots must be worn in all meets. They must be at least 8 inches high with any combination of laces, buckles, or zippers, or be specially designed and constructed for foot and leg protection.
4. ***A chest and back protector must be worn for all competitors under the age of 14 (at the date of competition). The protector may be worn under or over the jersey. It must cover the sternum anterior ribs, posterior ribs, and spine from T1 to T 12. For road racing a back protector must be worn under their leathers unless integrated into the design of the leathers .***
5. It is recommended that riders use the available protective equipment (i.e. gloves, neck brace, and knee protectors) to help protect against the possibility of injury.
6. All riders must utilize a shatterproof face shield or shatterproof goggles.
7. Wearing of Helmets: It is mandatory for all participants taking part in practice and competition wear a full face helmet. The helmet must be properly fastened, be of good fit, and be in good condition. The helmet must have a chin strap retention system.

Submission

Medical/Safety Commission

Discussion for it: Curtis is assigned the write up of the group's recommendations.

Delvene: Is there a difference between the youth/youth class? (This isn't based on class but age).

Les Wolfe- recommends chest protector for all youth and not necessarily have the age limitations recommended already. Have it applied to the same "youth division" as the rulebook which goes up until the age of 15. How will this be approved/reinforced? Is there going to be a "tech inspection" or pre-check? What would we do about the fit of the chest protector on the rider? What about the liability on the club's end if the safety equipment does not fit properly and the rider is injured? If riders were to pass on their safety equipment is there a guideline for this condition?

Deadline for commission commentary to medical and safety board is March 2020. Draft is due Jan 29 2020 for review, Feb 14 group will review it, March 6, 2020 is when we submit to the board.

General Discussion and Goals

Ken opens a discussion amongst the Hillclimb group: Mike Bronk and Les Wolfe are trying to grow ridership and figure out rules and regulations for certain areas of their coast. Clubs as non-profits are really interested in keeping grass roots organizing alive with National level events. We understand that riders want to travel to different places, but grass roots need that money for survival. Does the Hillclimb Grand Championship need to be refined into a qualifying series? Or should it be made the finale. NEHC has given us feedback on wanting a series versus a grand championship. There are concerns among the group of Hillclimb that this promoter does not have the tact to deal with a series since it may interfere with clubs having attendance. This is something that the Hillclimb commission members need to discuss and implement recommendation's regarding this issue. At the moment the clubs that work with NEHC pay \$5 per rider (if they agree to) towards Mike Pulver promoting the events with a website and keeping a points table for viewing of the participants. The track racing department was not aware of this, and has been charging \$300 per sanction as a part of a featured series. At the close of NEHC Pulver was unable to provide results during the protest period window as required. Ken has asked that an official response from the commissioners is provided to him for recommendations. Mike Bronk, Jim O'Connel and Les Wolfe are going to make a working group to create regulations for making a features series. Deadline from Delvene: January 29, 2020 for group discussion and review. Hoping to give this to Mike Pulver 2/15/2020

Discussion of Hillclimb Grand Championship planning on who gets it a year in advance for club planning purposes. The non-profit clubs are concerned that the rotation of the grand championship gives everyone a chance versus promoters taking over. Grass roots racing needs this money in order to continue their work. Mike Bronk is going to work on a draft of how to pick who to run it and when. Deadline of May 1, 2020 for 2021. Mike Bronk will be in charge of managing this.

Ken- (drag racing was put on the table by Delvene for discussion) he has shared that we have a group interested in taking over a drag series. We are currently waiting on updated SRs and contract for this organizer. Once we receive their rules and regulations from this series, the commission will review.

Landspeed: Right now we are in the process of maintaining supplemental rules and regs. There will be a working group consisting of Delvene, Luke, and Curtis from Delicate Promotions to create these. 2020 will not be in the rulebook, so SR's are where they will be. Delvene has requested that the AMA have the rulebook divided into disciplines, in order for the whole thing to be streamlined. The idea is to get this set of rules formatted to be inserted into the rulebook as is or on its own for 2021. Deadline of June 2020 to submit for approval in 2021 rulebook. March 13, 2020 for reformatted SR submission, this will then be discussed with the commission group. Deadline for 2021 rules submission is August 2020.

Rob Baufman dropped in for discussion to describe impound with the group. Curtis described scrutineering sheets and impound logs and how they work for Bonneville.

Close of meeting at 4:08



**American Motorcyclist Association
SPECIALIZED SPORTS COMMISSION**

AMA Competition Commissions are volunteer bodies that consider, disseminate, amend, interpret, and assist in the enforcement of both technical and operational rules for amateur and pro-am competition events sanctioned by the AMA.

Composition of Commission – November 2019

Mike Bronk
Wisconsin Rapids, WI

Ron Dillon
Caldwell, ID

Jim O'Connell
Monson, MA

David Perewitz
Halifax, MA

Delvene Reber
Poulsbo, WA

Robbie Redman
Rochester, MN

Erin Sills
San Francisco, CA

Curtis Smith
Westerville, OH

James Viverito
Chicago, IL

Leslie Wolfe
Fleming, OH