



Meeting Minutes
2019 AMA Congress Meeting

Technical Commission

Saturday, December 7, 2019
Hilton Columbus Downtown

Meeting Agenda

1. Opening of Meeting

- a. Comments by the AMA Director of Racing – Kevin Crowther
- b. Comments by the Commission Chair – Curtis Smith
- c. Take attendance

Commission Members

Steve Bromley – Absent without notice
Mike Bronk – Present
Jeff Cernic – Present
Tad DeWalt – Present
Kelly Inman – Absent without notice
Robert Koch – Present
Tim McAdams – Present
Ed Santin – Present
Curtis Smith – Present
Richard White – Absent with notice
Dana Wilson – Absent without Notice

Other Attendees

Kenneth Held – East
Tim Cotter – MX
Gary Pontius – Board Member
Nathan Ramsey – KTM
Rich Trevelise – D2
Dan Knetch –
Chris Attel – D31
Jim Geddes – D37
Kent Kameron – D39

2. Proposal Items

- a. None submitted for the 2019 review

3. Agenda Items

- a. TC-A1219-1 Upper Body Protection

4. Closing of Meeting



American Motorcyclist Association Agenda Item for Discussion

Technical Commission Agenda Item

Agenda: TC-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

MINUTES

- Roll call and summer review
- How commissions works and what the flow is – technical, medical, sporting are new commissions and productive ways to get things done
 - In the past, advisory meeting would be before congress, but now it is after so we can discuss what the other commissions bring to the table
 - Two sessions of voting – Congress and summer
 - Approved for 2020 Rulebook: Proposal 1, Equipment Definition 2A, Homologation, Proposal 4
 - Limited class standards, add e-bike sections to all disciplines, mini e junior and senior
- Create an e-bike working group to do more research on the rules until such time that we do not need it anymore and the task for that working group would be to monitor what's going on with the e-bike rules, is it working, and keep an eye on things and pay attention to results and organizers
 - This commission will need to react quickly to changes for the e-bike rule
 - Homologation process to our e-bikes: allow an exemption to the number of units needed, encourage participation in those classes, put a cap on the exemption program (3 to 5 years), promote activity in all classes for e-bikes, and keep a tighter hold on it
 - E-bike Working Group:
 - Ed Santin
 - Robert Koch
 - Jeff Cernic
 - Tim McAdams
 - Kenny Held
 - Tad DeWalt
 - Curtis Smith
- Agenda Item
 - Upper Body Protection
 - Towards the youth classes in general instead of an age of 13 – what about kids in 250 amateur classes?
 - No youth classes but still have minors competing
 - Under 14 was designed around how the body develops, specifically the chest area
 - All youth classes should have upper body protection on MX, “youth classes or under the age of 16”...16 represents a lot within the motorcycling world...it already covers the kids that are on the 250 and blends into as they grow
 - How to ID that: Sticker on their helmet, ask for an ID, “rule includes all youth classes and any riders up to the age of 16”, from a liability standpoint – if it's in the rulebook and we enforce it, we can provide it
 - 18 is an adult, 17 is a minor – keeping things consistent with the nation from adult vs minor ages...medical proposed this rule to be highly recommended in 2020 and then changing it to mandatory in 2021
 - Track owners to offer basic chest protectors just in case?
 - To not have any in the rulebook is worse than trying to suggest that they wear protection – similar road to how we had to do neck protectors or knee braces
 - Organizer provide them and sign a waiver
 - Sometimes it's more about educating the parents more than the kids

- Education Programs: pamphlets that explain things about like concussions and chest protection – education is as important as the rule
- Offer a warning and prep for this coming out in a few years
- Modification: “Any youth classes or under the age of 16”
 - Every other class gets blended with when you start setting an age – maybe just say specific classes instead of saying an age range – the age lines are already crossing....make it more automatic instead of enforced
- None of these rules affect pro
 - Anything that comes out of specialty committees is sent to the pro racing so they can take that information and decide if they would like to also adopt those
 - FIM does it now but it was a 3 year plan where they started smaller and ended with full protection
 - “It is highly recommended for competitors under the age of 14 to do this”
- The initial intent should make it as easy as possible to get them to wear something
- New Business
 - 112 to 105 rule – more competitive and more affordable
 - All in agreement, if it starts with MX it will be easy to integrate down into the other disciplines
 - Allow two older 85 classes, maximum front wheel size to be 18” – just adjust what already exists in the rulebook
 - All in agreement, in alignment with FIM, to allow bigger kids to ride in the classes
 - Modification general equipment standards – “removal or alteration of manufactory cylinder/case designations is NOT allowed”...should it be changed to “must display homologation information”
 - The rule in the book does not match what the manufactures are doing (engine/modified classes)
 - All in agreement
 - Wheelbase is adjustable beyond the 51” or maximum wheelbase – changing it to be enforced, not from a performance standpoint...“less than 52”
 - All in agreement for direction by AMA by February – editorial/clarifying change – a competition bulletin is needed for education
 - Page 23, no definition that tires must be available from commercially available through retail sources – does changing it make this a rule that can be enforced
 - SPEND TIME WITH HOMOLOGATION



American Motorcyclist Association TECHNICAL 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

Steve Bromley

Trevose, PA

Mike Bronk

Wisconsin Rapids, WI

Jeffrey Cernic

Johnstown, PA

Tad DeWalt

New Haven, MO

Kelly Inman

Costa Mesa, CA

Robert Koch

Leona Valley, CA

Tim McAdams

Millington, MI

Ed Santin

Folsom, CA

Curtis Smith

Westerville, OH

Richard White

Cleburne, TX

Dana Wilson

Salt Lake City, UT