



Meeting Minutes
2019 AMA Congress Meeting

Trials Commission

Friday, December 6, 2019
Hilton Columbus Downtown

Meeting Agenda

1. Opening of Meeting

- a. Comments by the AMA Trials Manager – Erek Kudla
- b. Comments by the Commission Chair – Adam Blumhorst
- c. Take attendance

Present

Adam Blumhurst – P
Herbert Brennan – P
Kent Irick – P, on phone
Mike Jolly – AMA Staff

Absent with notice

Daniel Blanc-Gonnet
Herbert Brennan

Absent without notice

None

Guest Attendees

Les Wolf
Chris Attell

2019 Chair – Adam Blumhurst
2020 Chair – Adam Blumhurst

2. Proposal Items

- a. TR-1219-1 Removing Cross-Section Requirements
- b. TR-1219-2 Adding a Missing Section
- c. TR-1219-3 Rule Change Following NATC Rulebook
- d. TR-1219-4 Adding Definition for Clarity
- e. TR-1219-5 Adding Definitions for Clarity
- f. TR-1219-6 Consistency on Observer Position

3. Agenda Items

- a. TR-A1219-1 Upper Body Protection

4. Closing of Meeting



American Motorcyclist Association Proposal for Rulebook Revision

Trials Commission Proposal Item

**Proposal: TR-1219-1
Removing Cross-Section Requirements**

Current

Section 2.12, Vintage Observed Trials Meets, Paragraph C-4, Page 121

All motorcycles must use a trials universal-type tire not exceeding 4.0 inches cross-section.

Proposed (Proposed changes in **bold**)

4: All motorcycles must use a trials universal-type tire ~~not exceeding 4.0 inches cross-section.~~

Reason

Pg 121, Section C, Rule 4, Tire Specifications. This is a rule change to remove the cross-section requirements for the trials type tire as the trials type tire in some normal scenarios may exceed that value.

Submission

Adam Blumhorst

Discussion

VOTE

For: XX Against:

DECISION

Yes: XX No: Amended:

3 for / 0 Against

Notes: (unrelated to rule proposal) Has a license packet w/ qualifications to ride the top class in men's and women's. Michael Proposed the AMA has final say if a rider appeals.



**American Motorcyclist Association
Proposal for Rulebook Revision**

Trials Commission Proposal Item

**Proposal: TR-1219-2
Adding a Missing Section**

Current

Section 2.10, Observed Trials Meets, Paragraph D-D, Page 113

D: Additional Penalties: Missing a section: 10 points

Proposed (Proposed changes in **bold**)

D: Additional Penalties:

1. Missing a section: 10 points

2. Unsportsmanlike conduct: 25 points

Reason

Pg 113, Section D, Subsection D, Additional Penalties. This is a rule change following omitted information concerning higher value penalties, which could occur from improper conduct.

Submission

Adam Blumhorst

Discussion

VOTE

For: xx Against: _____

DECISION

Yes: XX No: _____ Amended: _____

3 for / 0 against



**American Motorcyclist Association
Proposal for Rulebook Revision**

Trials Commission Proposal Item

**Proposal: TR-1219-3
Rule Change Following NATC Rulebook**

Current

Section 2.10, Observed Trials Meets, Paragraph D-C-5, Page 113

5: The rider doesn't have both hands on the handlebars during a fault, while stationary.

Proposed (Proposed changes in **bold**)

5. The rider **removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments to the motorcycle when footing while stationary.**

Reason

Pg 113, Section D, Subsection C, Rule 5. This is a rule change following a change made to the official NATC rulebook. A rider may indeed remove their hands from the handlebars in the section and will not incur a maximum penalty unless they use their hands to manipulate the position of the bike or perform any changes to the motorcycle.

Submission

Adam Blumhorst

Discussion

VOTE

For: xx Against:

DECISION

Yes: XX No: Amended:

3 for / 0 against



American Motorcyclist Association Proposal for Rulebook Revision

Trials Commission Proposal Item

**Proposal: TR-1219-4
Adding Definition for Clarity**

Current

Section 2.10, Observed Trials Meets, Paragraph D-B, Page 113

Definition of a Fault: A fault is defined as each contact of any part of the rider or his machine (with the exception of the tires, footrest, and the engine skid plate) with the ground or obstacle (tree, rocks, etc.). Contact of a foot with the ground is often referred to as "footing".

Proposed (Proposed changes in **bold**)

B: Definition of a Fault: A fault is defined as each contact of any part of the rider or his machine (with the exception of the tires, footrest, and the engine skid plate) with the ground or obstacle (tree, rocks, etc.). Contact of a foot with the ground is often referred to as "footing".

- 1) Clean Section: No error incurring any points lost**
- 2) Dab: Any intentional contact between the riders foot (or any other part of the body) and supporting surface**
- 3) Footing: More than two (2) dabs, dragging a foot or paddling with both feet**

Reason

Pg 113, Section D, Subsection B, Section Penalties. The ability to receive a zero point, "clean ride" is not defined. In addition, the definition of a "dab and footing" is missing. The definition from the vintage section will be used to describe the possible section faults. Not a rule change, but clarification

Submission

Adam Blumhorst

Discussion

VOTE

For: xx 3 ___ Against: 0 ___

DECISION

Yes: XX ___ No: Amended:

3 for / 0 Against



American Motorcyclist Association Proposal for Rulebook Revision

Trials Commission Proposal Item

**Proposal: TR-1219-5
Adding Definitions for Clarity**

Current

Section 2.10, Observed Trials Meets, Paragraph D-A, Page 113

Section Penalties are assessed by the observer in each section as follows: There is no faults listed as 0.

Proposed (Proposed changes in **bold**)

Error Point Loss (Marks)

None (clean section) 0

1 dab 1

2 dabs 2

3 or more dabs (footing) 3

Failure 5

Failure to report to a checker 10

Reason

Pg 113, Section D, Subsection a, Section Penalties. The ability to receive a zero point, "clean ride" is not defined. The table from the vintage section will be used to describe the possible section faults. Not a rule change, but clarification.

Submission

Adam Blumhorst

Discussion

VOTE

For: xx Against: _____

DECISION

Yes: XX No: _____ Amended: _____

3 for / 0 Against



American Motorcyclist Association
Proposal for Rulebook Revision

Trials Commission Proposal Item

**Proposal: TR-1219-6
Consistency on Observer Position**

Current

Section 2.10, Observed Trials Meets, Paragraph B-6, Page 111

6. Observer Position: The section layout should be such that the observer can be in a position to clearly see the entire section from a position near the end gate.

Proposed (Proposed changes in **bold**)

6. The checking official at each observed section must be stationed so that the entire section is plainly visible. If the character of the section is such that more than one checker is required, penalties will be called to the checker at the finish of the section. At the finish of the section, the rider shall acknowledge his score or be otherwise responsible.

Reason

Pg 111, Section B, Rule 6, Observer Position. The intention of this rule change is not to add or subtract to the definition but merely provide clarity and consistency on observer position between modern and vintage trials. The vintage trials definition will be used from Page 120, Section B, Rule 5.

Submission

Adam Blumhorst

Discussion

VOTE

For: xx Against: _____

DECISION

Yes: XX No: _____ Amended: _____

3 for / 0 against



American Motorcyclist Association Agenda Item for Discussion

Trials Commission Agenda Item

Agenda: TR-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

Trials feels that AMA should require it across the board. Hard to implement on a local level at local events. Feels it is very beneficial and feels it trials should not be excluded.

Needs to cover all disciplines.

Installing 2020 Commission Chair

Adam Blumhurst was voted in as 2020 Chair



American Motorcyclist Association TRIALS 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

Daniel Blanc-Bonnet

Phoenix, AZ

Adam Blumhorst

Springfield, OH

Herbert Brennan

East Greenwich, RI

Kent Irick

Derby, KS