

2023 AMA District 16 Trials Supplemental Rules

INTRODUCTION

This rulebook is supplemental to the AMA and District 16 rulebooks. The main rules follow NATC (North American Trials Council) mototrials to be consistent with national events but are modified for local events. All participants living within District 16 boundaries must be a Competition member of the AMA or ATVA and possess or purchase a current year District 16 registration card. AMA Current Pro licensed riders will be exempt for this rule. Clubs and promoters holding competitive events shown on the AMA District 16 schedule, points and non-points paying, not verifying and selling District 16 Registration cards will be considered in violation of the rule. Club/promoters accepting seven or more event riders without District 16 cards will pay a \$100 fee for each event/day. An additional \$10 per rider will be charged for the eighth such rider entry and each additional rule violation entry at this event. Excessive violation of this rule may also place future points event scheduling in jeopardy as determined by the district 16 board.

1. RIDER REQUIREMENTS

A. Rider Qualifications:

1. Riders must sign an insurance waiver at signup. They must also be able to competently ride a motorcycle, wear proper safety gear and have a motorcycle that meets inspection as outlined in this rulebook.

2. The event "setup crew" are not allowed to ride the sections for any classes they may enter for those events offering an unfair advantage. Sections may be ridden for other class lines they are not competing in to insure proper section setup and safety.

B. Event Entry:

1. Sign in will be the morning of the event. Riders not in line to sign up by the posted time of the start of the riders meeting will not be eligible for event awards or series points. They may only ride the sections if they pay the entry fee and will be designated as an "exhibition" rider.

2. All riders must present current AMA card.

C. Classes: The classes below pay District 16 season points.

1. NOVICE - A novice level rider is at the entry level. Obstacles should be small and generally capable of being ridden over without the ability to loft the front wheel. The emphasis for section layout for this level rider should be on basic turns, simple hills and cambers with control of the bike. This is the entry level class and riders can use modern trials, vintage trials, or smaller displacement knobby tire bikes (usually 150cc or smaller). Larger motocross type bikes are not suitable for trials due to tight turns and slow riding and tend to tear up the sections.

2. INTERMEDIATE - A rider at the intermediate skill level has the ability to attempt the most basic obstacles including logs, rocky terrain, hills of moderate difficulty and tight turns. Most riders at this level can overcome logs or small rock ledges by lofting the front of the bike but may not cannot precisely place the front wheel.

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3. ADVANCED - A rider at this skill level is competent to negotiate steep hills and off-camber turns, can use “unweighting” techniques to clear logs higher than the skid plate and can climb obstacles of a moderate height so long as a steep drop-off does not immediately follow.

4. EXPERT - A rider at this skill level is competent to participate in the AMA/NATC national support classes. The rider should have skills to include an ability to precisely place the front wheel so as to negotiate obstacles at an angle to the path, even on a steep descent.

5. CHAMP - A rider at this advanced skill level can readily compete in the AMA/NATC national support classes and beyond. The rider should have skills at maneuvering the bike by hopping, climbing undercut rock ledges, lofting the front end for “wheelie drops” and other similar techniques that demonstrate expertise in the sport.

6. YOUTH - Youth class riders may be male or female and no older than 12 as of January 1st of that year and ride a bike no larger than 125cc in displacement. Youth class riders will ride the novice line and therefore must possess the same basic skills as a novice level rider. The Youth riders are asked to be under adult supervision during the event in case they may need assistance and for mentoring. The youth are the future of the sport with focus paid on developing proper techniques and habits.

7. WOMEN - The women’s class will ride the novice line unless the entire group decides before the event to ride another line due to skill level or other reasons. The appropriate skills need to fit the class line being ridden per the above class descriptions.

8. VINTAGE - To qualify as a vintage bike, it will have twin shocks (or no shocks), an air-cooled engine, no hydraulics and drum brakes. The vintage class will ride the intermediate line unless the entire group decides before the event to ride another line due to skill level and safety concerns. Entry level Vintage bike riders should be entering the Novice class. The appropriate skills need to fit the class line being ridden per the above class descriptions.

9. SENIOR - Senior class riders may be male or female and must be 50 years old or older as of January 1st of that year. Senior class will ride the Intermediate line and therefore must possess the same basic skills as an Intermediate level rider.

D. Apparel:

1. Helmet - Any AMA or FIM approved helmet is required to be worn whenever operating a motorcycle at a trials site.

2. Gear - Proper protective boots, gloves, shirt, pants and eye protection is recommended whenever operating a motorcycle at a trials sites.

E. Scorecards:

1. It is the rider’s responsibility to see that their scorecard is properly marked and turned in on time to a scorer (officials totaling scorecards at the end of events) at the scoring table. Lost scorecards result in disqualification.

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2. Any sections not filled in on the scorecard are considered missed sections and will receive 10 points for each section not scored.

2. MACHINE REQUIREMENTS

A. Number Plates: It is not required that machines be equipped with a number plate. A number plate may be fixed to the front of the machine and have the name of the class they are competing for that year.

B. Technical Inspection: The rider's bike shall be in proper working order which includes the following (may be subject to inspection at an event):

1. Front and rear brakes.
2. No broken parts, i.e., ball end levers must be intact.
3. Handlebar-mounted motor killing device with a wrist tether.
4. Approved motorcycle-type helmet and required riding apparel (see section 1D).
5. All motorcycles must not emit a sound exceeding 88 Db (A) measured at 50 feet or 96 Db (A) at 20 inches.
6. Approved spark arrestors may be required in some locations.
7. Front brake disc guard installed.
8. A (¼" minimum thickness) pad must be installed to cover the handlebar cross-brace or mounting plate.
9. Vintage bikes will have twin shocks (or no shocks), an air-cooled engine, drum brakes, and no hydraulics.

C. Miscellaneous:

1. There are no limits on engine size, except for the youth class engine displacement cannot be any larger than 125cc.
2. All motorcycles must be rear wheel drive only and use trials universal type tire, the cross section of which is not to exceed 4.00 inches, and which is commercially available to the public and fits FIM specifications. Knobby tires on non-trials bikes are allowed in Novice and Youth classes.
3. Participants are solely responsible for the conditions of their machines and personal riding equipment.
4. The rider must finish on the same bike as he started with during an event, sharing a bike is allowed as long as the riders start and finish the event on the same bike.

3. COURSE REQUIREMENTS

A. The course (called a loop or lap) shall consist of 8-12 sections for all classes to be laid out in a loop to be ridden three times. The exact reuse of day one sections on day two of a two day event should be minimized.

B. The course shall be marked with boundary tape and/or arrows.

C. When there is a turn, arrows must be used.

D. An "X" or caution tape must mark caution or technical parts of the course.

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E. Two-way traffic on single lane paths is to be avoided.

F. A rider cutting the course or going backwards may be disqualified at the discretion of the referee.

G. The course must be provide a marked shortcut for riders and spectators back to the pits from the course loop for emergencies and motorcycle issues.

H. Riders are allowed to leave the course in an event, but must leave their scorecard with the class group or official (if checkers are used) in the event of an emergency or motorcycle issues. It is the rider's responsibility to locate their group or referee when re-entering the course loop and start riding at the groups' location or the next section in sequence respectively if there are checkers (also called observers). When the group is finished and if time allows they may ride the sections they missed in the proper order if accompanied by a rider from their class or an official to score them.

4. SECTION REQUIREMENTS

A. The sections are usually made up of natural obstacles such as mud, rocks, water, logs, climbs and descents, etc. but safe man made sections are acceptable. Wherever possible, natural boundaries such as creek banks should be used. The section begins with "START" cards forming a gate. The sections progress through gates of 48 inches minimum width marked with arrows and/or ribbon. Where practical, the gates should be placed square to the path of the section and firmly attached to a stable object. A gate consisting of "END" cards mark the end of the section. Ribbons should be firmly placed wherever needed to mark section boundaries. It is particularly important that start and end markers are placed upright rather than lying flat on the ground for visibility when riding.

B. The actual width of the section may be reduced by the use of "gates" indicated by markers, as described below, with the minimum width between these markers being 48 inches. Each gate marker must be attached to a stable object. A piece of ribbon can be placed between the gate and the section boundary ribbon or another gate to stop riders from going backwards. The gates arrows will be black on white background for the Novice line, green for intermediate, blue for Advanced, black with an orange background for Expert and red for Champ. Gates are defined by the class color pointing either to another class arrow pointing at each other, the class color arrow pointing to the back side of another class color arrow, or a class color arrow pointing to a boundary ribbon. A gate can be used by more than one class by having all class color arrows using that gate included. When approaching a gate that does not have your class color arrow you must go to the back side of the arrows posted. If the gate contains arrows on both side pointing to each other, classes not using that gate can go on either side of the gate.

C. The section boundaries and markers must be maintained in the condition presented to the first rider. No rider should be allowed to ride the section until it is repaired. Repair materials should be available to the checker or accessible to the class groups.

D. The sections are not permitted to be ridden before the event. Riders are allowed to inspect the sections prior to the event to decide what class they will ride given their skill level for safety. During the event, riders are encouraged to stop and inspect sections on foot prior to riding for score, providing their machine is parked off the course. The sections can change dramatically during an event and it is suggested to inspect the sections on each loop.

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E. The sections must not be so long or difficult that bottlenecks result and cause the event time limit to be unfair. The sections must neither contain impossible turns, ascents, descents, nor be too difficult. Ideally, no section should require more than 45 seconds to ride with a maximum of 1-1/2 minutes. This is a guideline for section setup and competing as no official time is kept during the event.

F. A trials should be not so easy that a rider would have a “clean” day scoring zero points. The sections should be demanding enough to challenge riders appropriately and safely.

G. Continuous (double) sections are not allowed. Sections are to be separately numbered.

H. Five lines are used for events (Novice, Intermediate, Advanced, Expert and Champ). Use as few gates as possible to clearly define each line. Lines should be setup such that each class can identify their line without confusion. Each class must ride only the line indicated by their gates. Class lines can be eliminated from a section at the setup crews’ discretion (ex. difficulty for a youth rider to access a section).

I. If an area of a section is deemed unsafe by the entire group (only when riding in groups), they must all agree how to modify the section to make it safe and be consistent through the remainder of the trials. All riders must ride the same line as modified throughout the remainder of the event. Markings must not be moved if a class changes the section so that it doesn’t change the line of other classes. Youth riders that are split up riding with their parents may not change the sections due to difficulty in finding the other youth riders to all agree on any potential changes.

5. SCORING

A. Scoring at sections may be done in groups or by checkers. With groups, riders in the group will be responsible for marking all the scorecards (and checked by the others to insure accuracy) while the other riders will score the rider in the section to cross check the score. Riders should not score themselves or others in their family. It is the discretion of the official for that event how the scoring process will work. Riders may score each other as they ride in groups, or they could alternate scoring and riding so that each section would have designated checkers if no official event checkers are used.

B. If the class is large enough and needs to be split into smaller groups, the groups need to ride one section apart from each another to allow proper communication for section changes or if the event is called early for example (see 4I and 6B). Riders are allowed to complete the same number of sections to make scoring fair.

C. When checkers are scoring at sections, they must be stationed so the entire section is clearly visible. When more than one checker is required, they will agree on the score. The checker at the beginning of the section will report the score up to the second checker at the end of the section if the section is not completely visible by each checker. To ensure consistent scoring, checkers shall not be changed during the event. The checker (or the others in a group in the case of group checking) shall show a raised fist and announce “rider” in a loud voice to authorize a rider to start riding the section. Scoring shall start when the front axle passes between the start gates and stop when the front axle passes between the end gates.

D. An official has the authority to close a section or part of the loop for unforeseen reasons such as natural disasters or rider injury. In cases when part of a class has ridden a section before it has been closed, scores for those riders must be deleted. Once closed the section shall remain so for the rest of the competition and the scorers must be notified immediately.

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E. Scoring will be based on the FIM trials scoring system as follows:

0 Faults - 0 Points

1 Fault - 1 Point

2 Faults - 2 Points

More than 2 faults - 3 Points Max

Failure - 5 Points

Missing a section (no score) - 10 Points

F. Fault Definitions:

1. Footing - any contact providing support between any part of the rider's body or machine (exception; tires, foot pegs or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the boundary. For tires outside the boundary refer to 5G14
2. Foot rotation counts as one point.
3. Sliding a foot counts as three points.
4. Both feet placed on the ground simultaneously counts as two points.

G. Failure Definitions:

1. The machine is moving backwards (1/4 wheel revolution or more) with or without the rider footing.
2. Any displacement of arrows or boundary tape with the machine or rider, requiring that they be reset, i.e. breaking or knocking down. Touching a boundary or arrow with body or bike is not a failure. Hitting a log or other obstacle that then moves and it displaces an arrow or tape is not a failure.
3. The rider dismounts from the machine and has both feet on the ground on the same side of or behind the machine.
4. The rider "floats" either tire over a gate marker.
5. The rider receives outside assistance.
6. The rider changes the condition of a section while inspecting the section.
7. The rider begins a section attempt without the group or checker's acknowledgment.
8. The engine stops while footing or while any other part of the machine, except for the tires, is used for support. This rule may be waived for a class if there is a rider competing using an electric bike in that class.
9. The handlebar of the motorcycle touches the ground with the bike leaned beyond 45 degrees.
10. The motorcycle does a complete circle, crossing both its own tracks, with both wheels.
11. The rider fails to pass through all the gates for their class line.

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12. The front wheel must precede the back wheel when passing through the gates.

13. The rider passes, in either direction through a gate of another class, i.e.: breaking the plane of a gate (see 4H & 5G14).

14. When a marker is passed by either tire on the out-of-bounds side of the marker with the tire on the ground. In the case of running over a taped boundary, there must be ground visible between the tape and the tire and the tire must be on the ground on the out-of-bounds side of the tape. A gate for a class other than your own constitutes a boundary. It is permitted to float one wheel over an exterior section boundary but not both tires, i.e., jumping the bike over a boundary is a failure. The front axle must pass between the start gates and end gates. Both axles must pass through the start gate and all other gates for all class lines, except only the front axle is required to pass through the end gate. Riders may only pass through each of their gates one time per section attempt.

15. Only the greatest penalty, as defined above, shall be counted for the section with exceptions covered in "Other Penalties".

H. Other Penalties:

1. A rider may report to the group or checker with his initial bike at a section and receive a five for that section, even though he does not attempt it (called "punching out"). Rider can't have another person take his card around the loop, he can't just walk around the loop without his bike or ride a different bike than what was used at the beginning of the event.

2. Sections are to be ridden in the designated loop order only. The penalty for missed sections or sections ridden out of order is ten (10) points per section unless clearly identified by an official prior to the start of an event. Any sections not scored are considered to be missed sections. See exceptions in 3H & 5C or anything else that is approved by an official during an event.

3. If the number of unscored sections on a scorecard exceeds 10% of the designated total sections for that event, the rider will be considered a non-finisher (DNF) with no points paid for that event.

4. Practice in any of the sections before or during the event will result in disqualification of the rider from the event.

5. Riders must start and end each loop on their designated start section (determined at the riders meeting) or will be considered a non-finisher with no points paid for that event.

6. Unsportsmanlike conduct, offensive behavior, dangerous activity or anything else as deemed by an official including the referee or trials master may result in disqualification of the rider from the event.

7. Riders must turn in their score cards to the scorers' immediately after the event. Riders turning in their score cards after the official end time (determined at riders meeting) will be given an additional 1 point per minute late (only applicable if dedicated scorers are used).

I. Protests:

1. If a rider is severely distracted, or if spectators or other riders in the section block his/her line, he/she may claim a balk. At the discretion of the group or checker, a re-ride of the section may be permitted, but the re-ride

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will be the one that is counted. The rider may choose to start from where the distraction or block occurred or re-ride the section for the beginning. This choice is given to a rider to avoid having to re-ride that part of the section that may have been ridden satisfactorily before the distraction or block occurred.

2. It is the riders' responsibility to acknowledge their score and verify their scorecard is correct at each section immediately upon completion of the attempt. Disagreement with the group or checker must be noted and settled at the section in an efficient manner while the situation is fresh in everyone's mind. Scoring protests will not be heard if the group or checker was not made aware of the conflict immediately after the section attempt. Unresolved disputes will be noted and brought to an official for settlement at the end of the event.

3. Only the rider can protest their own score or penalty.

4. Protests must be discussed with an official as soon as practical but no later than 30 minutes after the results have been posted. The official shall render all decisions on protests as soon as possible, but no decision shall be made before the proper group or checkers have been interviewed. If it is not possible for the official to decide the protest immediately, the official may permit the rider to compete under protest, but any trophy the rider may earn will be withheld pending the decision of the protest. Once made, a protest cannot be withdrawn without the permission of that official.

J. Ties:

1. In the case of a tie, the rider with the most cleans will earn the advanced finishing position. If still tied, then the rider with the most ones will earn the advanced finishing position followed by the most twos then threes if still tied respectively. If still tied, then the system of farthest cleans; ones, twos, or threes will be used. If still tied, the Referee will determine settlement which could include a ride off. A ride off is where the riders who are tied will ride a section of the officials choosing with the lowest score of that section declared to be in the advanced finishing position. This method is repeated as directed by the official until one rider has a lower score.

6. TIME LIMIT

A. The start time for all events will be right after the riders meeting as announced by an official. The time limit for an event to complete the course is typically 4-5 hours. The exact time is determined by an official during the riders meeting depending on weather, course length and any other factors.

B. If the class is divided up into smaller groups the group having the most rides will be the determining factor as to how many sections were ridden in the official event scoring. Those who didn't ride those sections will be given 5 points for each section not ridden.

C. Parents may either follow a youth rider if they are not riding themselves and act as a minder or the youth may ride with that group the parent is competing with to help the youth rider navigate the course and/or sections to insure safety and foster mentoring.

7. EVENT AND YEAR-END AWARDS

A. Event Awards: The hosting club or promoter must provide awards for the winners of each class after each event during an awards ceremony.

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B. Ranking: Season end ranking of riders in all classes is determined by counting their best finishes out of 80% of the total number of events. You must enter a minimum of 50% of events to qualify for a season award.

C. Points System: 1. Only District 16 members will receive District 16 points. 2. No points are awarded for those events without a District 16 card until a membership application is filled out and paid prior to the event. 3. District 16 members will be awarded points corresponding to their finishing place among other District 16 riders, even if a rider from another district not earning District 16 points finishes ahead of them. 4. Event points shall be awarded according to the following system. District 16 follows the NATC 30 point system.

Place Points 1st 30, 2nd 25, 3rd 21, 4th 18, 5th 16. Decreases 1 point per position after 5th

In case of a tie at the end of the season, the points accumulated in the additional events will be used as tie breaker points. If still tied, the rider with the lowest overall score at those events where the riders competed against each other will break the tie. When the riders did not ride the same events and they are still tied, then the rider in the event with the largest entry, meaning that he or she beat more competitors, will break the tie. 6. If there is a double points event (ex. state championship event), the points (not position) for that event will be used in determining the best rides in 80% of the events.

D. Year-End Awards: At the end of each competition season, special awards will be given to the top finishers in each class. These awards will be presented during an annual awards banquet.

8. OFFICIALS

A. Promoter: The trials Promoter is responsible for hosting the event. The main functions include delegating various jobs such as trials master, filling out and paying event sanction and insurance, providing the sign-up crew, instructing checkers, event promotion, providing trophies and act as a liaison with the landowners.

B. Trials Master: The Trials Master is in charge of the course and the sections for the event.

C. Referee: It is the Referees' responsibility and authority to interpret the rulebook, make decisions, settle issues and resolve protests. The person that is designated as the referee for an event shall be the primary official for the event as to insure that one person knows all history of each issue or protest and therefore makes all decisions to insure consistency. The trials master or promoter may serve in his absence.

D. District 16 Trials Director: The District 16 Director is the person voted in to represent Trials at District 16 annual meetings, to maintain points and support the rules as needed. At the District meetings rules are reviewed, changed and schedules are set. It is the directors' responsibility to interpret the Districts' intent and act as a liaison between them and the local clubs and promoters.