SUPPLEMENTAL RIDING RULES FOR CHAMPIONSHIP OBSERVED TRIALS EVENTS 2026

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1. SUPPLEMENTARY REGULATIONS

A. Supplementary regulations are special rules or requirements that will be in force for a trial. The AMA/NATC Supplemental Riding Rules and the supplementary regulations, together, inform the Rider of everything needed to know to compete. Rider's meetings may be used to transmit the information contained in the supplementary regulations. The number of observed Sections and loops and the start time must be announced in the supplementary regulations. Supplementary Regulations must be posted in a location visible for all riders before the first rider goes out.

2. RIDER REQUIREMENTS

A. Rider Qualifications:

1. Riders must be 10 years of age or older, and of Advanced or Expert caliber. Riders of lesser skill shall ride only the Clubman class. Novice or Beginner Riders shall not enter.

2. The Entry Secretary may request a résumé of any Rider's experience and can refuse entry if the Rider is not qualified. In addition, the Sporting Steward or Trials Master may, at the discretion of either, disqualify a Rider who either determines is not qualified to ride a particular class.

3. To enter either the Mens or Womens "Top Class" (Mens Pro or Womens Pro) a rider must make an application via the web site (natc@mototrials.com) a minimum of 30 days prior to the first event they wish to enter and be approved by the AMA Trials Commission. (see info at www.mototrials.com/top class application) Upon receiving their "Top Class" credential the rider may then enter their credentialed class.

4. The "wheels-in" (riding or test riding any part of any section being set up for use in the National) set-up crew is forbidden from riding or minding the trial they worked on.

5. Any individual who rides a Section intended for use in a National Trial is not allowed to participate in that competition.

B. Trial Entry:

1. Pre entry is available online: Online entry deadline is **two weeks prior to event date**. Otherwise, onsite signup will be available.

   Pre-entry schedule and fees:
   4 weeks prior to the event date, Riders $100 / Minders $60
   2 weeks prior to the event date, Riders $130 / Minders $80

   Onsite entry fees:
   Friday before event date, Riders $150 / Minders $100
   Event date, Riders $200 / Minders $120

2. Riders must be able to present a current AMA membership card or prove valid AMA membership if requested at each Trial.

3 To enter either the Mens Pro or Womens Pro Class a rider must be credentialed see A Rider qualifications Item 3

4. All NATC entries are non-refundable, except in the case of a severe injury that prevents a competitor from being able to ride. There are no refunds of Minder entries. All exceptions are at the discretion of the Entry Secretary.

C. Classes:

1. Series championships are open to all classes. (See Sections 10)

2. The Pro class (PRO) is the most prestigious and difficult class in which to compete. Pro riders must obtain Top Class Credentials (TCC) prior to entering and should expect sections of the highest difficulty.

3. The Expert classes are a transition between the Pro class and the Support classes.
   - Expert (EX)
   - Junior Expert Class (JEX), 125 cc maximum, is open to Riders of ability suitable for riding the Expert line, and of 10-18-years of age on January 1 of the current year.

4. The Expert Sportsman classes are designed to be additional transition classes.
   - Women Pro (PRO)
   - Expert Sportsman (ES)
   - Senior Expert Sportsman (SES) open to any Rider 40 years of age on January 1 of the current year.
   - Junior Expert Sportsman (JES) open to any Rider 10-18 years of age on January 1 of the current year.

5. Sportsman classes:
   - Sportsman (SP), Riders at least 10 years of age on January 1 of the current year.
   - Women Sportsman (WSP) open to any female Rider who is at least 10 years of age on January 1 of the current year.
   - Senior Sportsman (SSP) open to any Rider over 60 years of age on January 1 of the current year.
   - Master Sportsman (MSP) open to any Rider over 70 years of age on January 1 of the current year.
   - Junior Sportsman (JSP) open to any Rider 10-18 years of age on January 1 of the current year.

6. Clubman classes ride a line that is easier than the Sportsman line:
   - Clubman (CM)
   - Women Clubman (WCM),
   - Senior Clubman (SCM) open to any Rider over 60 years of age on January 1 of the current year.
   - Master Clubman (MCM) open to any Rider over 70 years of age on January 1 of the current year,
   - Junior Clubman (JCM), 125cc maximum, is open to any Rider 10-14 years of age on January 1 of the current year.
   - Twin shock (TCM).

7. A Rider may change classes only once in a season, and the new class must use a different line. This rule does not apply to the Twin Shock class.

8. Exhibition Class is a non-competition class (no points or awards are earned) – The rider must display the color number plate of the class they will ride. The rider must also qualify in age or motorcycle displacement designated for classes restricted because of age and/or Motorcycle displacement. The rider will be treated like every other rider at the event with all the rules that apply. No rider can display the number plate color of the Pro class or ride the “Pro line” unless first obtaining a Top Class Credential.

D. Garments:

1. It is the responsibility of the Rider to provide and wear a suitable riding garment properly lettered with the Rider's last name printed on the back, as described below. Any suitable material or configuration consistent with motorcycle competition is permitted. Long sleeve jerseys are recommended, three-inch-minimum short sleeves are legal. All configurations are subject to scrutiny by the Official Starter and Technical Inspector.
   Back protection is highly recommended.

E. Lettering:

1. Any permanent type material is acceptable, such as (but not limited to) vinyl iron-on, direct silk screen, sew-on cloth, leather, and embroidery. Lettering must be legible.

2. Color must provide proper contrast to jersey/shirt.

3. The Rider's last name must be placed on the back. The top of the letters must be approximately two inches below the collar in back.

4. Letters must be one-inch minimum height, width of letter proportional to height, and the thickness of lines making up letters being one-quarter inch minimum.

F. Helmet:

1. A helmet that meets AMA or FIM approval is required to be worn by the rider when the rider is in a section as well as whenever operating a motorcycle at a Trials site.

3. MOTORCYCLE REQUIREMENTS

A. Number Plates:

Motorcycles must be equipped with a plainly visible, professional quality number plate. The plate must be fixed to the front of the motorcycle and contain the Rider's name and home state in letters a minimum of one-half-inch in height. The plate background colors / class designation colors in two-inch letters are as follows:

CLASS NAME – NUMBER PLATE ABBREVIATION	NUMBER PLATE BACKGROUND COLOR	NUMBER PLATE LETTERING
Professional – PRO and number assigned during credentialing process	Black	White
Expert – EX	Red	White
Junior Expert (Age 10-18) - JEX	Red	White
Women's Pro – Number assigned during credentialing process	Blue	White
Expert Sportsman – ES	Blue	White
Senior Expert Sportsman (40+) - SES	Blue	White
Junior Expert Sportsman (Age 10-18) - JES	Blue	White
Sportsman – SP	White	Black
Women Sportsman – WSP	White	Black
Senior Sportsman (60+) – SSP,	White	Black
Master Sportsman (70+) – MSP	White	Black
Junior Sportsman (Age 10-18) – JSP	White	Black
Clubman - CM	Green	White
Woman Clubman – WCM	Green	White
Senior Clubman (60+) – SCM	Green	White
Master Clubman (70+) – MCM	Green	White
Junior Clubman (Age 10-14) - JCM	Green	White
Twin Shock – TCM	Green	White

Exhibition - EXB	(Any Class refer to Color Plate & Lettering requirements above)	

Only the previous year's class ranking may be displayed for Riders competing in the same class in which the ranking was earned (minimum two inches high).

B. Technical Inspection:

1. Inspection of the motorcycle is part of the entry requirements.

2. The technical inspection must confirm that the following are present for each participant's and minder's motorcycle before being allowed to start:

3.

REF.	TECHNICAL INSPECTION ITEM
A.	Front and rear brakes.
B.	No broken parts (for example: ball end levers must be intact_
C.	Visible and functional drivetrain disable device.
D.	Approved motorcycle-type helmet (see item 2. F.1.) and required riding apparel.
E	Approved spark arrestors may be required in some locations.
F	Front brake disc guard installed.
G	A (¼" minimum thickness) pad must be installed to cover the handlebar cross-brace or mounting plate.
I	TS-Class: Twin Shock design, air-cooled engine, drum brakes, no hydraulics (except suspension)

For the Professional class, the Technical Inspector will record the VIN number of each motorcycle**.** If a new motorcycle is to be used on a second day, the new motorcycle must go through technical inspection to have the VIN number recorded. Random checks for proper VIN number will occur on-course. Failure to comply will result in disqualification of the Rider.

C. Miscellaneous:

1. Trials are run with a minimum 80cc and no maximum engine displacement, except the 125cc Expert Class, and the Jr clubman, which shall have a maximum displacement of 125cc.

2. All motorcycles must be rear-wheel-drive only and use trials universal type tires that are commercially available to the public and meet FIM specifications.

3. The same motorcycle must be ridden throughout the Trial. (See 3. B.3.)

4. Participants are solely responsible for the condition and function of their motorcycles and personal riding equipment.

5. The American Motorcyclist Association, North American Trials Council, and the Trial Organizer do not verify the condition of vehicles, clothing, or other riding gear and accessories used in AMA-sanctioned amateur competition.

4. MINDERS.

1. A Green bib will be issued at sign-up to each registered Minder. The bib should be returned by the Rider or Minder when turning in the Rider's 3rd loop scorecard on the final day of the Trial. Failure to return the Minder bib by the end of the competition can result in a DNF

for the Rider. The Rider will be fined $50 if the Minder's bib is returned intentionally defaced. A defaced bib will be retired.

2. Only one Minder is allowed for each Rider.

3. A pre-entry fee is required for each Minder. (See 2.B.4)

4. A Minder must be able to present a current AMA membership card or prove valid AMA membership if requested at each Trial.

5. A Minder's motorcycle must meet the same requirements as a participant's motorcycle and pass technical inspection. (See Section 3. B. 2.).

6. A Minder must sign all required release forms and wear approved riding apparel and wear the minder bib on their person during competition. (Name on the back of their jersey is optional)

7. A Minder must abide by all applicable rules. Minders are only allowed in the Sections when their Riders are attempting a Section or as otherwise allowed by the Observer. Any penalty assigned by an observer to a minder will be added to their rider's score.

8. Approved motorcycle-type helmets (as listed in item 2. F.1.) are required to be worn by the Minders (and assisting minders) while the Minder is in the Section as well as whenever the minder is operating a motorcycle at a Trials site.

9. Minders or other competitors may assist other Minders, with approval from the observer.

10. A Minders must have a yellow number plate on the Minder's motorcycle with the Minder's Rider's name and the word "Minder" or "M" in black lettering.

11. A Minder is not permitted to move any objects within the Sections, and cannot provide a foot berm, foot kicker, or any other direct means of helping within a Section and cannot reinforce an obstacle within the Section. (See 7. C.12.)

12. A Minder is not permitted to influence Observers or protest a call. (See 7. C.12) and (9. 5.)

13. The Trial-Master of each event can, for cause, deny issuance of a minder bib and furthermore can remove the bib from use.

14. For reference, bibs issued to event officials will be blue in color.

5. STARTING ORDER

A. Riders leave for their first Sections on one-minute intervals in a random order chosen by a drawing.

B. The Pro line will start the Trial, followed by, in order, Expert, Expert Sportsman, Sportsman, Clubman.

C. Late entries shall start one minute before or within their class, as determined by the Scoring Steward.

D. In all sections, one start line will be formed for all riders

6. TIME LIMIT

A. The start time for all National Trials will be 9:00 a.m., local time. The time limit for each Rider to complete the course will be six and one half hours plus 30 minutes penalty time, except the Trial Master may adjust for more time when coordinated with the Sporting Steward and the Scoring Steward. There is no mechanism for extended time once the Trial is started. The start and finish Sections will be time checks. After the time limit, the Rider may arrive late, but penalty points will be added for arrival at the finish check after scheduled time at the rate of one half-point per minute. Any Rider turning in a scorecard later than 30 minutes after the Rider's scheduled time shall be disqualified.

B. Official time must be kept by a digital clock so that a Rider's finish time includes all of the finishing minute. For example, if the finishing time is 4:31 p.m., that minute holds until the digital clock reads 4:32. The final time control, clearly marked and well visible, shall be located just after the final Section. An official at the final time control shall mark each Rider's finishing time on the Rider's scorecard. To obtain the final score, points lost on time and points lost on observation are added.

7. SCORING

The Checking Officials (Observers) at each Observed Section must be stationed so the entire Section is plainly visible. When more than one Observer is required, penalties will be called to the Observer at the end of the Section. To ensure consistency of scoring, Observers shall not be changed during the Trial. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.

Scoring shall start when the motorcycle's front axle passes between the Start markers and stop when the front axle passes between the End markers. The Observer will use a stopwatch and whistle to administer the Rider's 90-second time limit to ride the Section. The Observer will blow the whistle and start the clock when the front axle passes through the start gate. The Observer will blow the whistle a final time at 90 seconds if the Rider has not exited the Section, or at any time the Rider records a Failure (5 points).

Any Course Official, including a Section Head Observer, 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 the field has ridden a Section before it has been closed, scores for those rides will be deleted. Once closed, the Section shall remain closed for the rest of the Trial and the Scoring Steward and Clerk-of-the-Course must be notified immediately.

Scoring will be based on the system as follows:

ERRORS	**PENALTY**
0 Faults	0 Points
1 Fault	1 Point
2 Faults	2 Points
More than 2 Faults	3 Points
Failure	5 Points
Missing a Section (no punch)	10 Points

A. Fault Definitions:

1. Footing: any contact providing support between any part of the Rider's body or motorcycle (exceptions: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the Section boundaries. For tires outside the boundary, refer to 7. B.15. Note that 'toe dabs' will be counted as footing.

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.

B. Failure Definitions:

1. The motorcycle moving backwards while footing.

2. Any displacement, breaking, or knocking down of markers by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position is a Failure. Touching a boundary is not a Failure.

3. The Rider dismounts from the motorcycle and has both feet on the ground on the same side of the motorcycle, or if both the Rider's legs are behind the motorcycle's rear tire with both feet on the ground.

4. 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.

5. The Rider does not complete a Section within the 90 seconds allowed.

6 The Rider receives deliberate outside assistance.

7. The Rider or Minder changes the condition of a Section while not riding the Section. (See 7. C.12. & 4.11)

8. The Rider begins a Section attempt without the Observer's acknowledgment. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.

9. The engine stops while footing or while any other part of the motorcycle, except for the tires, is used for support**,** without forward motion. The motorcycle must be moving forward while footing with a dead engine to avoid a 5-point score.

10. The handlebar touches the ground, and the motorcycle is more than 45-degrees from vertical.

11. The motorcycle does a complete loop in a Section—crossing both its own tracks with both wheels.

12. The Rider fails to pass through all the gates for the Rider's class

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

14. The front or rear axle passes, in either direction, through a gate of another class, that is, breaking the plane of a gate.

15. Either tire passes on the out-of-bounds side of the Section boundary with the tire on the ground. In the case of running over a taped boundary, for a Failure to occur 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. It is permitted to float one wheel over an exterior Section boundary, but not both tires. Jumping the motorcycle so that it travels outside of a boundary is a Failure.

16. The front axle does not pass through the Start and End gates, and all other gates for the class.

17. A Rider may only pass through any gate one time per Section attempt.

18. Failure to wear a visible and functional drivetrain disable device that stops power delivery as soon as the rider separates from the motorcycle.

19. Only the greatest penalty, as defined above, shall be counted for the Section. However, the following points may be added as listed in 7, C,1 -15.

C. <u>Other Penalties:</u>

1. If the Rider chooses to not attempt a Section, the Rider must report to the Observer with the Rider's score card to receive a "5" for that Section.

2. Sections are to be ridden in the designated order only. The penalty for missed Sections, or Sections ridden out of order, is 10 points per Section. Any Sections not scored and punched are missed Sections.

3. If blank or unmarked spaces on the scorecards exceed 10-percent of designated rides, the Rider will be considered a non-finisher.

4. A Rider waiting in line to enter a Section must not leave the Rider's motorcycle. If the Rider does, the Rider must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct. (See 7. C.7.)

5. Any Section ridden more than once per loop will receive 10 points, in addition to the first-attempt score. (See 7. C.7.)

6. Practice in any of the Sections before or during the Trial will result in disqualification of the Rider from the Trial.

7. Unsportsmanlike conduct, or offensive behavior or language by a Rider or Minder**,** will result in a penalty of 5 to 25 **(**or 100**)** points, or disqualification of the Rider and Minder, at the discretion of the referee. The 5- to-25-point penalty can be given at the sole discretion of any Observer or course official. The 5-to-25-point penalty can be punched on the Rider's scorecard in the five boxes provided. A written report must be filed with the Referee for the 100-point infraction. Repeated offenses may lead to further sanctions—as per AMA rule Chapter 4.4, item 3.

8. Exceeding any posted speed limit is a 5-point penalty *(for each offense)* before**,** during and after the Trial (See 7. C.7.)

9. A Rider arriving late at the start will be penalized a time penalty of a half-point per minute until the Rider picks up the Rider's loop card.

10. After the time limit, the Rider may arrive late, but penalty points will be added for arrival at the finish check after the scheduled time at the rate of one half-point per minute. Any Rider turning in a scorecard later than 30 minutes after the Rider's scheduled time shall be disqualified. (See 6.) (7.C.11 for first loop time limit).

11. YELLOW CARD RULE: Any Rider or Rider's Minder who refuses to obey the instructions of an Observer, or who behaves in an unsportsmanlike manner, shall be shown the Yellow Card. (See 7. b. 7, 9. 5. and 7. C.7.). The penalty for being shown the Yellow Card is 5 points for the first offense, 5 points for the second offense, and exclusion for the third offense occurring during a Trial. Penalty points are in addition to the points accumulated during the Rider's Section attempt.

12. Violation of these supplemental riding rules by a Rider or Minder will result in a penalty ranging from 5 points to exclusion from the Trial. If a Rider refuses to present the Rider's card to the Observer for punching the appropriate score for the additional penalty, or leaves the scene of the infraction, the Observer shall document the circumstance and report it to the Trials Master. Wherever possible, the Observer must punch the additional penalty before punching the riding score. The Protest Jury will assess the appropriate penalty. (See 7. C.7. & 7. C. 12).

13. A Rider cutting the course or going backwards on the Course may be disqualified at the discretion of the Referee.

14. A Rider must complete the entire Course under the power of the Rider and the Rider's motorcycle, without outside assistance.

8 EVENT TIES:

In case of ties, (for the Pro class down to fifth (5) place and for all other classes for podium positions, including time penalty, the Rider with the lowest number of points on observation will win. If still tied, the Rider with the most cleans, and then ones, twos, or threes will win. If still tied, then the Rider with the lowest score in the first section of sequentially ridden sections where different points were scored by the riders will win. If still tied, the Riders will have a "ride-off" immediately after completing the trial, a coin toss will determine who rides first. The Riders shall ride three (3) sections chosen by the Trials Master and Sporting Steward which may be ridden backwards, if still tied, the Riders continue to ride these three (3) sections with modifications, if necessary, until a winner is determined.

9. PROTESTS:

1. Obstruction is deemed to have occurred when a Rider attempting a Section is prevented from completing a bona fide attempt due to some unauthorized obstruction. If a Rider claims obstruction, the Section Observer's decision as to whether a re-ride is permitted is final. Should a re-ride be granted, the Section shall be ridden from the start of the section with the same time limit as the original attempt but will be observed from the point of obstruction onward. Any points lost prior to the point of the obstruction of the original attempt will stand.

2. It is the Rider's responsibility to acknowledge the score given and verify the Rider's scorecard is punched correctly at each Section and time recorded correctly when required. Verification must take place immediately upon completion of the attempt. Disagreement with the Observer must be noted and settled, if possible, while the situation is fresh in everyone's mind, without inconveniencing or delaying other Riders. Scoring protests will not be heard if the Observer was not made aware of the conflict immediately after the Section attempt.

3. A Protest Jury, consisting of the Referee, an NATC Sporting Steward, and a third member designated by the Referee, shall act on all written protests and rules infractions.

4. Protests must be in writing.

5. Only the Rider can protest the Rider's own penalty.

6. Protests must be filed with the Referee as soon as practical, but not later than 30 minutes after the results have been posted. The Referee shall render all decisions on protests as soon as possible, and no decision shall be made before all the pertinent Observers have been interviewed. If it is not possible for the Referee to decide the protest immediately, the Referee may permit the Rider and motorcycle to compete under protest. Any trophy the Rider may win will be withheld, pending the decision on the protest. Once made, a protest cannot be withdrawn without the permission of the Referee. All legitimate expenses to which the Referee may be put, as the result of a protest, must be paid by the protesting party. The Referee may demand from the protesting party, in advance, a deposit sufficient to cover any such expense. The referee or designated representative shall be available to discuss protests with protesting rider for 30 min following the end of the event.

7. Displacement protests shall be made using the protest form in the AMA rules Chapter 5, Appendix 5.8 and be measured using the formulas in AMA rules Chapter 2.2, A,1,H..

8. Appeal of the protest decision must be made in writing to AMA headquarters within 72 hours after such decision has been made.

9. Trial results will become official only after the Organizer has had time to check results for incorrect calculations.

10. YEAR-END CLASS RANKINGS

A. The NATC provides the official ranking of Riders to the AMA. All Riders competing will be ranked.

B. All classes are ranked and awarded championship points by scoring all Trial events in a three-Trial or less series. In a series containing four or more events ranking and awarding of Championship points will occur after throwing out the worst event of each competitor from the total number of events, except the Pro class which counts all Trial events in the series.

C. There will be a separate East and West series for all classes except the Pro, Women's Pro, Expert and Junior Expert 125 classes. The Pro and Women's Pro, Expert and Junior Expert 125 series will include both the East and West series.

D. There will be one National Champion named per class for ES, SES, JES, SP, WSP, SSP, MSP, SP, CM, WCM, SCM, MCM, JCM, and TCM. All riders in these classes shall have their series Championship points, East and West, combined for a national championship

per class. To qualify, riders must receive Championship points in both the East and West series. See rule 10. B. for Championship points and 10. F for tie breaker.

E. **Points System:**
Championship points shall be awarded per the following system:

POSITION	POINTS	POSITION	POINTS
1	30	6-20	Decreases 1 point per position
2	25	21-29	Decreases 0.1 point per position
3	21	30-39	Decreases 0.01 point per position
4	18		
5	16		

1 additional championship point shall be awarded to the rider with the lowest loop score on each loop. In case of a tie for lowest score on a loop, no points would be awarded.

F. In case of a tie on required Championship points (not including the throw-away event)at the end of the series, the Rider with the highest total Championship points where the two riders competed against each other (including the throw-away event) will win. If still tied, the rider with the lowest total overall score on observation, at those events (including the throw-away event), where the riders competed against each other will win. If still tied, the total number of cleans, 1s, 2s, 3s and 5s at the first Trial of the series where the two Riders competed against each other will be used. When the Riders did not ride head-to-head and they are still tied, then the Rider in the Trial with the largest entry in that class—meaning that Rider beat more competitors—will win. In all classes, year-end Championship ties beyond podium positions will be listed as finishing in the same place with the following position not listed. Example: Riders A and B both finish the year with five Pro points tying them for 16th place, both will be listed as finishing in 16th place and the next Rider will finish 18th in the class.

11. COURSE REQUIREMENTS

A. The course shall consist of 12 Sections for all classes laid out in a loop to be ridden three times. The exact reuse of day one Sections on day two of a two-day trial is prohibited. There may be Pro-Only Sections. Example: Section 12A for support classes; Section 12B for the Pro class.

B. The course shall be marked with high-visibility pink tape and red arrows. Each arrow should be marked with the number of the next Section on the loop.

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

D. An “X” must mark caution or technical parts of the Course.

E. Two-way traffic on single-lane paths is not permitted.

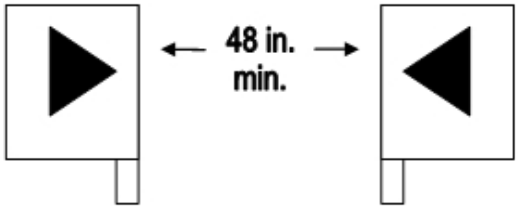
F. The Course must provide a reasonably easy Minder loop by-passing each Section. This loop should be cleared and marked to the end of the Section

G. A Rider shall pick up their scorecard at the start of each loop at the NATC scoring station. A Rider must go directly to section one. If a Rider needs to leave the course at any time (including going to the pits), the rider must leave their scorecard with a Section Official or the Scoring Steward.

12. SECTION REQUIREMENTS

A. The Sections should be made up of natural obstacles such as, but not limited to, mud, rocks, water, logs, climbs, and descents. 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 four-feet-minimum width, marked with NATC-supplied markers. 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 marks the end of the Section. Ribbons and Markers should be firmly placed four-to-twelve inches above the ground. All markers must be placed upright, including the Start and End markers. The external boundaries must be fully ribboned.

B. The actual width of the Section may be reduced by the use of “gates” indicated by markers, as shown below, with the minimum width between these markers being 48 inches. Each side of each gate 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. Gate arrows must be Black for Pro, Red for Expert, Blue for Expert Sportsman, White-with-black background for Support and green-with-white background for Clubman.



C. The Section boundaries and markers must be maintained in the condition presented to the first Rider. No sections shall be changed or altered after the event starts (first rider goes out) No Rider should be allowed to ride the Section until it is repaired. Repair materials should be available to the Observer.

D. Once National Sections are finalized by the Sporting Steward, no contestant is permitted to inspect the Sections except during the event. During the event a Rider may stop and inspect Sections on foot prior to riding for score, providing the Rider’s motorcycle is parked off the course. At the discretion of the Referee, the Course may be closed as well. In that case, signs indicating the course closure must be adequately displayed in the pit area. Sections are to be separately numbered.

E. The Sections must not be so long or difficult that bottlenecks result, causing the time limit to become unfair. The Sections must neither contain impossible turns, ascents, descents, nor be too difficult. Ideally, no Section should require more than 50 seconds to ride. Sections may be test ridden by either the Referee or a designee to determine that layout, deterioration, or weather will not render the Section too difficult to complete.

F. Continuous (Double) Sections are not allowed.

G. All classes will ride the same Course (loop) as the National Pro class, with the same time limit. National Trial organizers will include five (5) rider lines corresponding to number plate background colors (Green, White, Blue, Red and Black). (See Section 2. B. for plate colors) in all sections. Gates in a Section allow the classes to ride a less-demanding line than the Pro class. Difficulty is in this order, Clubman-Easiest (Green) then increasing in difficulty from Support (White), Expert Sportsman (Blue), Expert (Red) and the hardest Pro (Black) Use as few gates as possible. Each class must ride only the line indicated by the gates of that class.

13. TRIAL AND YEAR-END AWARDS

A. **Trial Awards:**
The hosting club must provide awards for the winners of each class each day and have an awards ceremony each day. This is a minimum required by the NATC. The Youth awards will be provided by the Youth series coordinator and given out the day after each Youth Trial. Finisher's awards, other than those provided by the NATC, are optional and are the responsibility of each hosting club.

B. **Series Year-End Awards:**
At the end of each series, special awards will be given to the champions in each class from the AMA.

C. In the event that Events are cancelled and cannot be rescheduled, all the remaining Events of the series will be counted for the championship

14. MANUFACTURER'S AND PRESS BIBS:

A. Two Red bibs will be issued to each Manufacturer to allow Manufacturer personnel access to the Course (loop), but under no circumstances can it be used to access the sections. Representatives of the Manufacturer must meet the same requirements as other riders on the course (i.e. AMA Membership, sign release) and possess enough ability to navigate the loop in a safe manner. Manufacturer's bibs can only be issued during signup and technical inspections. The Motorcycle being used by the representative must go through and pass technical inspection (other than jersey and number plate requirements) as all other motorcycles on the loop.

B. The Trial-Master of each event can deny issuance of a manufacturer's bib and furthermore can remove the bib for cause.

C. One Yellow bib or NATC approved identification credential may be issued to a Press representative per publication (online or print) to allow press personnel access to the loop at the discretion of the organizer. If a Motorcycle is being used by the representative it must go through and pass technical inspection (other than jersey and number plate requirements) as all other motorcycles on the loop. Representatives of the Press riding a motorcycle must meet the same requirements as other riders on the course (i.e., AMA Membership, sign release) and possess enough ability to navigate the loop in a safe manner.

D. A Yellow Press bib does not give the wearer access into the Sections, unless authorized by the Observer.

E. The Trial-Master of each event can deny issuance of a press bib and furthermore can remove the bib for cause.

15. OFFICIALS

A. **Referee / Trial Master**
There is not a separate individual who functions solely as the Referee. The Trials Master usually performs the Referee's job. Occasionally, the Trials Organizer serves as the Referee. One of these individuals will be responsible for assuming the duties of the Referee, as described in these rules. The Referee is in charge of the course and the Sections. It is the Referee's responsibility and authority to interpret the AMA/NATC Supplemental Riding Rules and to develop the supplementary regulations. The authority for running individual Trials rests entirely with the Referee for that Trial, as defined in the

AMA rules. The Referee may designate any individual to act as his representative for a specific job, such as serving on a Protest Jury.

B. Trial Organizer

The Trial Organizer is responsible for the overall co-ordination of putting on a National Trial. Some functions include delegating various jobs such as Trials Master, sign-up-crew, Observers, parking-lot-layout, promotion, and trophies. (See National Trial Organizer's Checklist for detailed description of all duties required of a Trial Organizer, before, during, and after a National Trial.)

C. NATC Rep

The North American Trials Council Representative is the person designated by the local Trials club to represent the club at the NATC's annual meeting. At this meeting, rules are reviewed and adjusted, schedules set, and Trials awarded for the following year. It is the NATC Rep's responsibility to interpret the NATC's intent and act as a liaison between the local club and the NATC.

D. Sporting Steward

The NATC Sporting Stewards have three jobs prior to the start of the Trial: (1) ensure that the Sections and Course are appropriate and that section difficulty is appropriate for each class skill level, (2) assist the Organizers in fine tuning the Trial to make it successful and enjoyable, and (3) insure uniform overall quality throughout the series. The Stewards must inspect the Course prior to the Trial. If problem areas are found, the Stewards have absolute power over the Sections and how they are marked, the Course, the time limit, and are permitted to delay the start of the Trial until all necessary changes are made. The Sporting Steward may make major changes to a maximum of 4 sections and may solicit the council of any non-participant in the event. (See the NATC Sporting Steward Guidelines for specific job duties). The Sporting Steward may be empowered to use the Yellow Card penalty system with problem Riders anywhere on the course at the sole request of the Trial Organizer / Referee.

E. Scoring Steward

The NATC Scoring Steward oversees and advises the local club's sign-up and scoring crew on procedural and operational matters as outlined in the NATC Scoring Information worksheet. The Steward is responsible for tabulating the Riders' scores and producing official results. The Scoring Steward shall have the power to use the Yellow Card penalty system with problem Riders at the sign-up area, or as necessary.

F. NATC Chief Executive Officer (CEO)

The CEO may attend NATC events in an observation capacity to identify problem areas and agenda items for the next Council meeting.

G NATC Members

North American Trials Council members, other than as designated above, have no authority. They may act as advisors or be designated to serve specific functions, as the Trial Organizer / Referee deems appropriate.