

  
**SUPPLEMENTAL RIDING RULES** AMERICAN MOTORCYCLIST ASSOCIATION **FOR CHAMPIONSHIP**  
**OBSERVED TRIALS EVENTS 2021 RIDER INFORMATION**

**TABLE OF CONTENTS**

<b>1.</b>	<b>Supplementary regulations</b> -----	<b>2</b>
<b>2.</b>	<b>Riding Requirements</b> .....	<b>2</b>
	A. Rider Qualifications .....	2
	B. Trial Entry .....	2
	C. Classes .....	2
	D. Garments .....	3
	E. Lettering.....	3
	F. Helmet .....	4
<b>3.</b>	<b>Motorcycle Requirements</b> .....	<b>4</b>
	A. Number Plates .....	4
	B. Technical Inspection .....	4
	C. Miscellaneous .....	5
<b>4.</b>	<b>Minders</b> .....	<b>5</b>
<b>5.</b>	<b>Starting order</b> .....	<b>6</b>
<b>6.</b>	<b>Time limit</b> .....	<b>6</b>
<b>7.</b>	<b>Scoring</b> .....	<b>7</b>
	A. Fault Definitions .....	7
	B. Failure Definitions .....	7
	C. Other Penalties .....	8
<b>8.</b>	<b>Event Ties</b> .....	<b>10</b>
<b>9.</b>	<b>Protests</b> .....	<b>10</b>
<b>10</b>	<b>Year-End Class Rankings</b> -----	<b>11</b>

## **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. Riders 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 application to and be approved by the AMA Trials Commission. (see info at [www.mototrials.com/top](http://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 setup 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. Trial Pre entry is available on-line and all on-line entries must be filed at least two weeks prior to Trial date. Otherwise on site signup will be available.
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
3. On site entry: a) Any Rider entering the Friday before the trial who has not pre-entered will pay a \$100 per day entry fee. b) Any Rider entering the day of the Trial who has not pre-entered will pay a \$150 per day entry fee.
4. Minders pre-entered will pay a \$40-per-day entry fee; Minders not pre-entered will pay an \$80-per-day entry fee.
5. 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 is the most prestigious and difficult class in which to compete.
3. The Expert classes are a transition between the Pro class and the Support classes. The Junior Expert Class (J-EX), 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 (ES), Women's Pro (PRO) and Senior Expert Sportsman (SRX) classes are designed to be additional transition classes.
5. The Jr Expert Sportsman (J-ES) class is an Expert Sportsman (ES) Class that is open to any Rider 10-18 years of age on January 1st of the current year.
6. The Junior Support (J-SP) class is a support class open to any Rider 10-18 years of age on January 1 of the current year.
7. The Sportsman (SP) class is a support class open to Riders at least 10 years of age on January 1 of the current year.
8. The Women's (WO) class is a support class open to any female Rider who is at least 10 years of age on January 1 of the current year.
9. The Senior (SR) classes are support classes open to any Rider who meets the minimum and maximum age requirement for that class on January 1 of the current year. All classes shall be offered at all Nationals. The classes are: SR-40 (40-49), SR-50 (50-59), SR-60 (60-69), SR-70 (70+).
10. Clubman (CM) is a class that rides the Clubman line, an easier line than support classes. The Women's Clubman (CW), Senior Clubman (SRC) (40+), and Senior SR-75 ride the Clubman line. (See AMA Rule book for difficulty description, Chapter 2, 10, item 1-D)
11. The Junior Clubman class (J-CM), 125cc maximum and 80cc minimum, is open to any Rider 10-14 years of age on January 1<sup>st</sup> of the current year and rides the clubman line.
12. Twin Shock (TS) is a class open to any Rider who rides the Clubman line.
13. 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.
14. Youth classes will ride special Sections with four (4) different skill levels. There will be no series rankings.

**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:

<b>CLASS NAME – NUMBER PLATE ABBREVIATION</b>	<b>NUMBER PLATE BACKGROUND COLOR</b>	<b>NUMBER PLATE LETTERING</b>
Professional – PRO and number assigned during credentialing process	Black	White
Expert – EX	Red	White
Junior Expert – J-EX (Age 10-18)	Red	White
Expert Sportsman – ES	Blue	White
Senior Expert Sportsman – SRX (40-+)	Blue	White
Junior Expert Sportsman – J-ES (Age 10-18)	Blue	White
Women's Pro – PRO and number assigned during credentialing process	Blue	White
Women's – WO	White	Black
Support Sportsman – SP	White	Black
Junior Support – J-SP (Age 10-18)	White	Black
Support – SR-40, 50, 60, 70+	White	Black
Twin Shock – TS	Green	White
Clubman – CM	Green	White
Senior Clubman – SRC (40-+)	Green	White
Women's Clubman - CW	Green	White
SR-75 (Clubman Line)	Green	White
Junior Clubman – J-CM (Age 10–14)	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 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:

REF.	TECHNICAL INSPECTION ITEM
A.	Front and rear brakes.
B.	No broken parts (for example: ball end levers must be intact_
C.	Handlebar-mounted Wrist tether-type motor-killing device.
D.	Approved motorcycle-type helmet (see item 2. F.1.), and required riding apparel.
E.	All motorcycles must not emit a sound exceeding 88 dB (A) measured at 50 feet or 96 dB (A) at 20 inches.
F.	Approved spark arrestors may be required in some locations.
G.	Front brake disc guard installed.
H.	A (1/4" 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)

3. 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 without regard to engine displacement, except for the Junior Clubman and Junior Expert Classes, 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 always. (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.
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. Only Minders can assist other Minders.
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.)

## **5. STARTING ORDER**

- A. Riders leave for their first Sections on one-minute intervals in a random order chosen by a drawing.
- B. The Clubman line will start the Trial, followed by, in order, Support, Expert Sportsman, Expert, and Pro Riders.
- C. Late entries shall start one minute before or within their class, as determined by the Scoring Steward.
- D. In all Sections, two start lines will be formed—one for the Pro class and one for all other classes. Separate entrance gates can be used, where practical. Section attempts will alternate between the Pro class and all other classes.

## **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 seven hours, 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. (See 7.C.11 for pro first loop time limit).
- 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 a 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**

### **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, with or without the Rider 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. 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).
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 Rider 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 functional wrist-tether type motor-killing device and have it connected to 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. Other Penalties:**

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 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. Pro class Riders will be assessed a time penalty of a half-point per minute for not completing the Rider's first loop within one-half the total time for the trial, plus 30 minutes. The time penalty period will be limited to 30 minutes (15 points maximum). Exceeding the time penalty period will result in exclusion from the Trial. Examples: (a) 6 hours 30 minutes for the trial, equals 3 hours 45 minutes for the first loop without penalty. (b) 7 hours for the Trial equals 4 hours for the first loop without penalty. Time will be recorded at the final Section of the loop.
12. 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.
13. 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 5. C.7. & 5. C. 12).
14. A Rider cutting the course or going backwards on the Course may be disqualified at the discretion of the Referee.
15. 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 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.

- 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.
- 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. **Points System:**

Championship points shall be awarded per the following system:

<b>POSITION</b>	<b>POINTS</b>	<b>POSITION</b>	<b>POINTS</b>
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		

**For the Pro class only:** 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.

- E. 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.