

What is Observed Trials?

Observed trials is the least expensive and safest form of motorcycle competition. It's also easy to get into-and a sport the entire family can enjoy. At the same time, trials can be the most scientific and challenging of all two-wheeled motor sports.

Trials can be used as a skill refiner for dirt riding, as a way around parental objection to the hazards of other forms of cycle competition, or as an end in itself. As a sport that emphasizes throttle control, traction sensitivity, balance, boldness and split-second reactions and execution, trials will improve performance in any two-wheeler activity.

For those not interested in competition, a trials motorcycle can function as the ultimate trail bike. It's built to compete in the toughest terrain imaginable, so trail riding can seem like child's play.

But what exactly is observed trials? It's a test, a trial of rider and machine over rough terrain that's scored by officials observing the action. Observed trials.

Trials competition began evolving in England around the turn of the century, shortly after the invention of the motorcycle. The famous Scottish Six Days Trial dates back to 1909.

Initially, a trials competitor's main concern was keeping his machine going around a dirt road loop. Then, to make these reliability competitions more interesting, event organizers began adding hills to climb. Instead of just racing to the top, the riders attempted to climb the slopes without putting their feet down. They began to score their ability to get through these marked-off sections of hillside.

Today's riders are still scored for their ability to travel over difficult terrain without touching their feet to the ground. The idea is to avoid accumulating points. Just like golf, low score wins.

Contestants ride a marked loop, like enduro competitors, but stop along the route to ride scored sections that are marked with start and finish gates and boundary markers. Usually, a section takes ten to twenty seconds to complete. Like enduro competition, there's a time limit, but a trials is not a race

Trials activity in the U.S. has plenty of room for growth, using the sport's popularity in nations like England, Spain, France, and Italy as a basis of comparison. The sport is showing signs of increased popularity with stadium events. As more and more people have the opportunity to view observed trials, the sport should experience increases in both competitors and those who appreciate the training and skills demonstrated by the nation's best riders.

Observed Trials Bikes

Today's trials motorcycles have short wheelbases (approximately 52 inches) and steep head angles (approximately 27 degrees) to facilitate turning. The gas tank is both small and slim. Capacity is rarely much more than a gallon. The seat is spartan since the bike is ridden standing on the pegs for maximum control. The handlebars are positioned so the rider may stand comfortably and shift his weight rapidly forward or rearward.

The footpegs are both higher and closer to the rear axle, compared to other off-road motorcycles. This makes stand-up riding more comfortable. The real benefits, however, are a very light front end that will lift easily and improved rear tire traction.

The soft two-ply radial tires with special trials pattern for maximum grip also assist traction. Low air pressure (seven pounds or less in the front, five pounds or less in the rear) let the two-ply tires get as much ground grip as possible.

Trials suspension is extremely soft to soak up the bumps and twitches. The stand-up rider assists his mechanical suspension by using his legs, flexing at the knees, to help cushion the bumps.

Ground clearance, as might be expected, is on the tall side, generally at least twelve inches.

The heart of any trials motorcycle is its tractor-like engine. There are no displacement categories in trials. Most bikes run from 200cc to 350cc. Some smaller displacement bikes are built for younger or smaller riders.

The engine is designed to pull strongly from the very bottom of its power range. Trials-type power is achieved with a low compression ratio, mild porting and timing, exhaust pipes tuned for low rpm response, and relatively small carburetors with jetting designed to eliminate hesitation.

Heavy flywheels are added to the crankshaft to further smooth the power. Because of the flywheel effect, riders are able to close the throttle and coast over extremely slippery terrain, then smoothly turn on power to regain momentum.

All of the engine specifications have one purpose—to improve traction.

That's the key to success in trials riding: holding traction—avoiding a slip that will require using a foot to get the bike under control again.

Trials motorcycles have three extremely low gears, and two or three taller gears for trail riding. First or low gear offers a putt-putt-putt-walk-along-beside speed.

Second and third gear are not that much faster.

A bonus from all of this emphasis on bottom end power and torque is a significant reduction of exhaust noise. Trials motorcycles are the quietest off-road bikes built.

SPECTATOR SECTION PROTOCOL

If you are new to the sport of observed trials, you should be aware of certain spectator do's and don'ts:

- Please stand outside the boundaries at any section you are watching.
- Do not block a section entrance or exit.
- Make sure that you position yourself so that you won't interfere with the view of the riders or the section official who are scoring the riders. Check with a section official if you have any doubts.
- Please move promptly if asked to do so by a section official.
- Do not disturb any of the section or course markings.
- Do not talk to riders while they are walking a section. They are concentrating on selecting and memorizing a line to ride.
- Please be careful not to knock rocks into a section. If you do, please notify a section official immediately.
- You may cross a section when it is safe to do so, but please be careful not to alter the section. Watch out for your personal safety. Sections are often slippery.
- Do not assist a rider in a section unless asked to do so by the rider or a section official.
- Please applaud or cheer a fine performance in a section but only after the rider has finished. Extend the same courtesy you would at a tennis or golf match while a competitor is concentrating on his performance.
- Remember the ribbon is a suggestion where riders should go, but do not assume that the riders will stay within the boundaries. Always keep a safe distance between you and the riders.

TRIALS SCORING

The object of observed trials is to ride a specified piece of ground with entry and exit gates and side boundaries (known as a section). The rider with the lowest score is the winner. Points are allocated as follows:

A competitor's final score for each event will be the total scores of his rides. The numerical score will increase from a starting score of zero (0). Final overall and class places will be inverse to the numerical score. In the event of a tie, the competitor with the most "cleans" (zero points lost) will be declared the winner. If there is still a tie, go to 1's. The riders who are tied, at the discretion of the sponsoring club, may elect to have a ride-off, or both riders should be declared equal and given identical awards.

A rider shall be penalized only for the error he commits which carries the greatest number of penalty points, i.e., penalties in any given observed section shall not be cumulative (except for the first three dabs).

It is the responsibility of the rider to see that his score card is complete, or duly marked, and turned-in on-time. All blank or unmarked spaces for designated sections on the score card will be considered missed sections (10 points). If more than one-half of the last loop on the score card is not completed, the rider will be considered a non-finisher.

Scoring will be based on the point-lost system, listed below:

Penalty Faults

- **Footing once 1 point**
- **Footing twice2 points**
- **Footing more than twice.....3 points**

Failures

- **Moving backwards5 points**
- **Crosses or breaks a boundary5 points**
- **Dead engine, with support5 points**
- **Handlebars touches the ground5 points**
- **Both hands not on handlebars while footing and stopped...5 points**
- **Dismounting5 points**
- **Crossing tracks with both wheels (complete loop)5 points**
- **Receiving outside assistance in a section5 points**
- **The rider changes the severity of a section.....5 points**
- **Missed sections 10 points**

If there is any question concerning penalties, the rider will always be given the benefit of the doubt.

All 2007 changes will be printed in italics

All 2007 deletions will have strikethrough in the text

SEE DEFINITIONS
NEXT PAGE

Definitions

- **Footing definitions:** Any intentional contact between the riders foot or any other part of his body or bike (excluding the skid plate, footpegs, engine casings and their protection) and a supporting surface or object, is one point for each occurrence. Foot rotation counts as one point. Sliding a foot counts as one point. Both feet placed on ground simultaneously counts as two points.
- **Backing -up** – Backing-up is considered to be a “5”.
- **The handlebars touches the ground** with the bike leaning +45 degrees, this is a “5”.
- **Outside assistance** – Any outside assistance while a rider is in a section is to be considered a “5”.
- **Front axle in - Front axle out** – All scoring is to take place as the front axle passes between the enter sign and all scoring is to cease as the front axle passes between the exit signs. Front axle must pass between Enter and Exit Markers.
- **Outside Boundaries** – A Front axle may pass over or beyond a boundary (except Enter, Exit and Split Gates), but it must not touch down directly beyond or adjacent to the boundary or it will result in a “5”. A rider may ride on a Ribbon but not beyond it. There must be ground visible between tire and ribbon to be considered a “5”.
- **Displacing a Marker** – Any displacement of markers by any **direct** contact with any part of the machine or body, requiring that they be reset is a “5”.
Note: The rider is part of the machine unless the rider is in the act of dabbing.
Note: Dabbing on or outside a boundary is not a five, even if the marker needs to be reset. Touching a boundary with the bike, without requiring its resetting is OK.
- **Split Gate** – Both axles must pass on the correct side of a split gate
- **No Entry Gate** – These gates prohibit entry to one or more classes, this is normally used to limit excessive looping and to direct riders to ride the intended line without altering gates for other classes. There must be 2 markers per gate. If the gate is passed by either axle it is considered a “5”.
- **Dead Motor** – A motorcycle with a dead motor may be restarted only if no support is used (tires only) A motorcycle with a dead motor pushed to the exit is not considered to be a “5”. You must have forward motion with a dead motor or it is a “5”.
- **Dismounting** - Footing of both feet on the same side of the bike is considered a dismount and a “5”. Or both feet on the same side of the motorcycle involving footing (without a foot on a peg) is considered a dismount and a “5”. Both hands must be on the handlebars while footing and stopped or it is considered to be a “5”.
- **Out of bounds** - Line of sight or line of Intent, any part of the motorcycle still within the line of sight between 2 flags is legal. Does not include Split Gates, this is for outside boundaries only. Competitors may not cross their own tracks unless the section is so designed, and OK'ed by the organizer.
- **In line position** – When you pull up to a section and leave your bike you are not in line. When you return to your bike, go to the back of the line. Failure to do so may result in a 5 point penalty.
- **Other penalties:** A rider may report to the observer and receive a five for that section even though he does not attempt it. If a rider misses the section or does not report to the observer, then he receives a 10. A rider should not alter the section while walking it, i.e. moving rocks, making a path with feet, etc. The penalty for a rider altering the section at any time other than during the scored ride is five for that ride. Unsportsmanlike conduct, foul language or offensive behavior can result in a penalty of up to 25 points. The penalty can be given at the sole discretion of any observer or course official.
- Any questions please ask your checker, or it may result in a “5”.

THE TRIALS COURSE

An Observed Trials (English Observed Trials) is a meet conducted over a course including natural hazards such as mud, rocks, water, etc. and consists of any number of observed sections which must be clearly marked to a width of not less than one meter. Whenever possible, it is suggested that natural boundaries, such as tree rows or creek-bed sides, be used rather than tapes. Marker flags may be used to designate “gates” through which the riders must pass. The objective of this contest is for the rider to conduct his machine through the various sections in their proper order, while incurring the minimum loss of points.

Course Requirements

- a. The course must neither contain impossible turns, ascents, or descents, nor be too hazardous.
- b. No section shall be included in the Trial which has not been approved by the Sporting Steward. (This includes the loop, also.)
- c. Each observed section must have “Section Start” and “Section End” signs in their respective positions. There shall also be a section number at the beginning of each section, on, or next to, one of the markers. All section gates will be a minimum of one meter wide, marked with red on the right and blue on the left, and yellow to extend split gates.
- d. The number of observed sections and number of laps must be announced before the start of the meet. No observed section may be deleted until each competitor has had a try at the section or no scores will be recorded for that section. No section may be closed, altered, or deleted without the express consent of the course marshal (referee).
- e. The checking official at each observed section must be stationed so that the entire section is plainly visible. If the layout of the section is such that more than one checker is required, penalties will be called to the checker at the finish of the section. At the finish of the section, the rider shall acknowledge his score or be otherwise responsible.
- f. Scoring shall start when the front axle passes the start markers, and shall end when the front axle passes the finish markers (front axle in - front axle out).
- g. Sections are to be separately numbered. Riders are instructed to ride them in that designated order only. No observed section may be ridden more than once per lap of the course. Competitors will ride only their designated sections. Practice in any of the sections before, or during the events, is strictly prohibited and will result in exclusion. Sections may be inspected on foot prior to riding. No rider may alter the course while walking the section (such as moving rocks, making a path with feet, hands, etc.).
- h. When split sections are used (different lines for different classes), the splits must be clearly marked, indicating the direction each class is to use.
- i. If a section changes and becomes too dangerous for riders to continue, the checker has the authority to close the section. (examples: bee hive, flood waters etc.). *All scores for that section (all day) will be thrown out.*
- j. A section may be changed or thrown out if a min. of 2 riders or one third of the class in question believe the section is too dangerous.

COMPETITION CLASSES:

Class A Events

DISPLACEMENT - No division will be made regarding motorcycle engine displacement.

RIDER CLASSES - Rider classes are determined by both age and skill. Riders will compete in classes designated by the following age categories and skill levels:

NOVICE :-

VINTAGE NOVICE:

VINTAGE SPORTSMAN: For riders of any age. Riders will ride the Sportsman sections and loop. Bikes ridden in the Vintage A class will be 1980 or older. They will have plates with the letters "VSP"

SPORTSMAN: For riders of any age riding trials bikes. For riders who feel that the Sportsman sections fit their riding level. Riders ride the A sections and loop. They will have a number plates with the letters "SP"

~~**SENIOR SPORTSMAN B**~~

~~**SENIOR SPORTSMAN:** For any rider 35 years and older or who at one time competed in the Amateur/Expert classes who wish to ride at the sportsman level and will ride the Sportsman sections and loop. They will have a number plates with the letters "SS".~~

SPORTSMAN/INTERMEDIATE: *For riders of any age who feel they want more of a challenge than the typical sportsman section, but don't want to compete at the Intermediate level. Riders in the Sportsman/Intermediate class will ride the harder sportsman sections and the easier Intermediate sections (aprox. 50/50 split). They will ride all of either an Intermediate line or Sportsman line within a given section. **There is no separate Sportsman/Intermediate line!** This helps needed section orchestration and all 3 classes (SP, SP/INT & INT) are affected. The entrance of each section will be marked to indicate which line is to be ridden in that section. These riders will have number plates with the letters "SP/INT".*

SENIOR INTERMEDIATE: For riders 35 years and older who wish to compete in the harder *Intermediate* sections. Riders ride the *Intermediate* sections and loop, unless the trials organizer deems the *Intermediate* sections too difficult for Seniors. These riders will have a number plates with the letters: "SR/INT".

INTERMEDIATE: For riders of any age who feel that *Intermediate* sections fit their riding level. Riders ride the *Intermediate* sections and loop. These riders will have a number plate with the letters "INT".

***NOTE:** *The Intermediate class replaces the class previously called the Amateur Class.*

ADVANCED: For riders of any age who feel they want more of a challenge than the typical *Intermediate* section, but don't want to compete at the Expert level. Riders in the Advanced class will ride the harder *Intermediate* sections and the easier Expert sections (aprox. 50/50 split). They will ride all of either an Intermediate line or Expert line within a given section. ***There is no separate Advanced line! This helps needed section orchestration and all 3 classes (INT, ADV & EX) are affected.*** The entrance of each section will be marked to indicate which line is to be ridden in that section. These riders will have number plates with the letters "ADV".

EXPERT: For riders of any age who feel that Expert sections fit their riding level. Riders will ride the Expert sections and loop. They will have number plates with the letters "EX".

MASTER: For riders who feel that Expert sections are not challenging enough. *This Class is now designed as a expert + level not a Pro Level!* They will have number plates with the letters "MAS".

EXHIBITION/PLEASURE: Open to any upper-level of rider, no extra markings, ride where you want. Organizers will leave big, optional obstacles for the most difficult lines. This class can also be used by anyone one at any level. Just ride where you want for fun!

See page 16 for details on the new 2007 Class format changes

TRANSFER POINT SYSTEM

Due to Insurance reasons transferring to a higher skill level is now not a requirement. Although we encourage riders to move up in skill level that have skill to do so, or a rider that is dominating a class.

GENERAL RULES

1) A rider may choose to compete in any age category below the category warranted by his age, (see pg. 7 senior classes) . A rider cannot compete in any class in an age category above that warranted by his current age.

2) If an event is run without official checkers, the event is **not** to be considered a PITS points Trial. You cannot have a check yourself event count for points, If it is necessary to go around the loop in groups there must be an official checker for each group, this person can not be a rider, only a checker.

3) Any PITS member organizing a non PITS points event such as trials schools, fun rides, work parties etc. will be credited with active membership status, the same as if you had organized or checked a PITS points event.

OVERALL - YEAR END AWARDS

A rider must enter or work in a minimum of 50% of the events (not necessarily in the same class) to qualify for year end awards. *Also a rider must earn 10 points (see PITS worker chart page 10) to qualify for year end awards. This includes youth riders. No half checking, you must check for the entire event to earn your points.*

PITS WORKER POINTS SYSTEM

All club members will be recognized for their service hours and rider entry discounts along with other benefits will be directly related to those service hours. This points system (PITS Worker Points Schedule) will begin with the year 2004 and the points discounts will begin in the year 2005.

Each active rider from the membership (individual or family) will be responsible for accumulating his or her own points. The rider may perform the work himself or herself or gain points from others within their membership, i.e. spouse, significant other or child. No rider may accumulate points from someone outside their membership.

Club Member vs. Rider

- A “Rider” is a club member who participates in the club-sponsored competitions. A “club member” is listed on the PITS Club Roster and is a spouse, significant other or family member of the rider or riders making up the membership. The membership will be established at the time of joining the club or annual renewal. Modifications to the membership during the year will subject to review.
- Any rider who has not provided service hours the previous year will be given a gray PITS member card and no discount will be taken when riding an event.
- Any rider who acquires between ten and twenty five points the previous year will be given a blue PITS member card and will be awarded a \$5.00 rider discount when the blue card is presented at the time of event sign up.
- Any rider who acquires between thirty and ninety five points will be given a red PITS member card and will be awarded a \$10.00 rider discount when the red card is presented at the time of event sign up.
- Any rider who acquires a minimum of 100 points will be given a gold PITS member card and will ride for free at any PITS event when the gold card is presented at the time of event sign up.
- A club member must earn a minimum of ten points during the current year to qualify for a year-end award.
- Any rider not achieving a minimum of ten worker points per year for two consecutive years may not be eligible for club membership renewal.
- There will be no discount for competing both days of an event.
- Persons listed on the membership will have priority when a points job is available.
- Any rider who supplies a checker at the same event he/she is riding will receive a \$5.00 discount for that event. Persons listed on the membership will have priority over non-members. No other discounts will be awarded for checkers or checking.
- It is the ultimate responsibility of the rider to assure that he/she has been properly credited points from any event, work or obligation to the club.

PITS WORKER POINTS SCHEDULE

Organize Event *	30
Organizers Helper **	5
Checker (PITS Event-full Day)	5
Checker National (full day)	5
Work Party (club sponsored, 4 hours)	5
Work Day (club sponsored, 8 hours)	10
School Organizer	10
Work Party Organizer	10
School Instructor	5
Points Recorder	30
Web Master	30
Newsletter Editor	30
Trials Supply Organizer	30
Membership Director	30
Club Treasurer	30
AMA & Insurance Representative	30
Annual Awards & Dinner Organizer	30
Board of Directors (attending min. 6 meetings)	20
Work appointed by the BOD	TBD

- * Maximum of three organizers per event. Organizers must be present during the full course of the event.
- ** A maximum of one helper per V/B event and two helpers per class A event will be recognized. If more helpers are to be recognized the points will be deducted from the organizers points.

P.I.T.S. Fees

Annual Membership	\$40.00
One Day Membership (Individual or Family)	\$15.00

Event Fees

Saturday - Grey Card	\$25.00	Sunday - Grey Card	\$30.00
Saturday - Blue Card	\$20.00	Sunday - Blue Card	\$25.00
Saturday - Red Card '05	\$15.00	Sunday - Red Card '05	\$20.00
Saturday - Gold Card '05	Free	Sunday - Gold card '05	Free

NUMBER PLATE POINTS SYSTEM

Number plate ranking will be determined by the number of points earned by the rider in his class during one calendar year (January 1 - December 31). The rider with the most accumulated points in his or her class shall be number one and so on down to the last place. For # Plate Points, you will discard or throw out 3 events for a 10 or more **scheduled** event season, or throw out 2 events for 9 or less **scheduled** event season.

A rider must enter or work in a minimum of 50% of the events to qualify for year end awards.

Also, a rider must earn 10 worker points (see PITS worker chart page 10) to qualify for year end awards. This includes youth riders. No half checking, You must check for the entire event to earn your points.

Any person acting as an official checker or trials organizer (without competing in that particular event) shall receive first place number plate points for that event (3 organizers max.). A maximum of 20 points will be awarded for each event therefore a person may not organize and check the same trial and receive 40 points. Organizer & checker points for riders:

Official checker 20 points - (limit 2 events)

Organizer 20 points - per event (limit 3 events)

A Maximum of 60 points per person per year (Organizing/checking combined, see limits above).

A rider who rides different classes during the year and has checked can put his 20 (checker and/or organizer points) in the class of his choice at years end. It is the rider's responsibility to notify the points recorder in writing of where his 20 points will go.

Number plate points will be awarded at all PITS (VB/Class A) sanctioned events that have the current class structure for our year end awards.

In the event of a tie at years end, the tie will be broken by the best last 3 rides in which the tied riders competed together.

Number plate points will be on the web page www.sactopits.org

The organizer of each PITS point trial will supply the results sheets and loop cards for all riders, a list of all checkers and the trials organizers names to the Point Recorder at the end of the trial. All ties are to be broken (when ever possible).

Number plate class letters (not mandatory) can be placed on the right-hand side of the plate, using two-inch letters. Class standing numbers will be placed on the left-hand side of the number plate, using two-inch numbers.

Number plate points (V/B & Class A) are awarded as follows,

1st - 20 points	9th - 7 points
2nd - 17 points	10th - 6 points
3rd - 15 points	11th - 5 points
4th - 13 points	12th - 4 points
5th - 11 points	13th - 3 points
6th - 10 points	14th or lower - 2 points
7th - 9 points	DNF - 1 point
8th - 8 points	DNS - 0 points

MOTORCYCLE ELIGIBILITY & CLASSIFICATION

1) All motorcycles must comply with legal requirements for the area where they will be competing;

2) Clutch, hand brake, and compression levers should be ball-ended for safety reasons.

3) Mufflers and U.S.F.S. Spark arresters and current registration are required at all sites by the local authorities.

4) Any type tire is eligible in the Juniors class, including knobby-type tires. All other classes must use recognized "trials" type tires. Tire treads in all classes may be cut or altered if no change in tread pattern is made.

5) All riders must have a D.O.T./SNELL or AMA approved helmet.

6) All riders in competition classes shall be required to display a number plate on the front of their machine with their class with 2 inch letters.

- EXHIBITION/PLEASURE..... "EXHIB"
- EXPERT "EX"
- EXPERT "EX"
- ADVANCED "ADV"
- INTERMEDIATE..... "INT"
- SENIOR INTERMEDIATE "SR /INT"
- SPORTSMAN/INTERMEDIATE..... "SP/INT"
- SPORTSMAN "SP"
- SENIOR SPORTSMAN "SS"
- VINTAGE SPORTSMAN..... "VSP"

The rider may also place their name, class and hometown on their number plate, in smaller letters. Letters on number plates should stand out against number plates background.

RULE CHANGING

All rules, once instituted, shall remain in effect for a period of (12) months from the date of inception. After this period the rule can be changed if:

- A request is submitted in writing to Sacramento PITS. The request shall state the rule under question and the recommended modification to that rule.
- The Rules Committee of Sacramento PITS accepts the rule change.

Rule change meetings will be held in October of each year.

PROTESTS

- Every protest shall be presented before the completion of the event.
- A rider may **not** protest another riders score.
- Riders may notify checkers or the Trial Organizer that a split gate was missed. A checker is an official and may change a riders score up to 30 minutes after the completion of the event. This would be classified as a mistake by the checker, and can be corrected only if the checker agrees on the missed gate. The correct score on a missed gate is a 5. However judgement call such as loss of forward motion, dabs, running over a ribbon, etc. may not be changed at a later time
- Protests shall be presented to the Trial Organizer who will make the decision within one half hour of the completion of the event.
- Notify the checker politely at the time of the infraction so the checker can make notes or recall the circumstances when talking to the clerk of the course at a later time.

APPEALS

- Appeals against the Trials Master's decision:
- The appeal must be written and signed by the entrant making the appeal and contain the details of the matter being appealed.
- \$10.00 filing fee which is refundable if the appeal is upheld.
- Decision will be made by minimum of three members of the rules committee within 1 day of the event.

DISQUALIFICATIONS

1. The trials organizer has the right to disqualify anyone at his or her own discretion.
2. *Bike swapping, a rider must ride all sections on the same motorcycle; same engine and frame number.*
3. Pre-riding Sections; riders cannot practice ride a section before the event or during the event until the back marker closes the section.

LOST LOOP CARD

A lost loop card will result in a score of 5 points for each section in that loop, no matter at which point in the loop the card is lost.

YOUR PLACE IN LINE

When you pull up to a section and leave your bike you are not in line. When you return to your bike, go to the back of the line. Failure to do so may result in a 5 point penalty.

RIDING THE LOOP

Riders must ride sections in numeric order. Loop one must be started on the section designated by the Trials Master for each riders class. All loops after loop one, must be started on section number one. Failure to do so may result in an up to 25 point penalty.

TRIALS COMPLETION

- Trials may have an announced finish time (and, or) backmark time which will not be changed. (You must turn in last loop card within 10 min of completion of the event or it may be considered a DNF).
- There will be an official clock at the scorer's table.
- If the finish time system is used, there will be a 1 point per minute penalty for up to 10 minutes. After 10 minutes the rider will be disqualified. **Example:** Finish time is 3:30, you arrive at 3:30, you are on the 31st minute, so you will have 1 penalty point. When the clock strikes 3:40 you are disqualified!

Rider Edicit

- Be curtious to spectators and other riders on the loop.
- Slow down while passing spectators on the loop.
- If someone needs assistance stop and offer.

Sporting Steward – *Safety and Difficulty*

The Sacramento PITS Sporting Stewards have three jobs, (1) to insure that the sections and loop are appropriate, (2) to assist the organizers in fine tuning the event to make it successful and enjoyable, and (3) to insure uniform overall quality throughout the series. The Stewards must inspect the course prior to the event. If problem areas are found, the Stewards have absolute power over the sections, how they are marked, course and time limit, and are permitted to delay the start of the event until all necessary changes are made. The sections and loop shall not be more difficult than the spirit of the class. Remember, in most cases the safety steward is more qualified than the organizer.

VINTAGE/BEGINNER RULES

Machine classes:

1. **Premier Heavyweight** - Any pre-1965 era and like design, non-unit construction, four-stroke machine, 350cc and larger.
2. **Premier Lightweight** - Any pre-1965 era and like design, unit- or non-unit construction, two or four-stroke machine, 250cc and smaller. Also, unit-construction, four-stroke machines over 300cc.
3. **Classic** - Any unit-construction machine, up to model year 1980. Modifications and major components are limited to those of the era, typical of machines of the early 1970's.
4. **Junior** - Any rider 14 years and younger, riding any type of machine.
5. **Modern** - Any Trials type machine.

Rider Level classes:

All sections will be marked with split gates labeled 0-4

- 4 line – **Novice** - Any beginning rider.
- 3 line – **Intermediate** - Riders with some experience.
- 2 line – **Advanced** - Riders with at least CLASS A Novice ability.
- 1 line – **Expert** - Riders with at least CLASS A Sportsman ability.
- 0 line – **Exhibition:** For riders who feel that 1 line sections are not challenging enough and or higher level riders wishing not to conflict with the year end points system. This class is optional for the organizer to layout, and will warrant no points or awards.

Number Plates

Number plates are required to have the line level number that you are riding on the plate with a min. 2 inch numbers

- 4 line – **Novice**
- 3 line – **Intermediate**
- 2 line – **Advanced**
- 1 line – **Expert**
- 0 line – **Exhibition**

Optional lettering on plate could include name, class, address, and club name. Number plates are required to compete in any event.

Machine Requirements:

1. Trials tires are required in all class.
2. Spark-arresters are required in all events.
3. All riders must have a AMA approved helmet.

V/B Rules continued,

4. No major components may be later than 1980 (specifically engine, frame, gearbox and forks).– **Vintage Classes only**
5. ALL MODIFICATIONS MUST BE CONSISTENT WITH THE SPIRIT OF THE CLASS. Obvious non-period or excessive modifications will be disqualified or required to compete in the next higher level class.

V/B Scoring:

1. Upon entering a section a rider may not cease their forward motion, The resulting score will be a failure or a 5.
2. All other scoring is the same as a Class A trial.
3. 0 line riders can stop with no penalty (Sunday rules)

PITS Class A Rider Class Changes for 2007

With input from riders and organizers, the Sacramento PITS Rules Committee and Board of Directors voted to adjust the rider class structure for 2007. The changes include, dropping a class and splitting the Sportsman and Expert Classes by adding two new classes for the better riders in each respective class. To reduce the difficulty in course and section layout in our class A trials, Sacramento PITS is dropping the Novice class. The traditional Sportsman line will "lightened-Up," a new "Sportsman+" class called Sportsman/Intermediate has been created, the Amateur Class will now be called Intermediate (to match up with Southern California), and we are resurrecting the Master Class for the better Experts. Below, is a reference chart for the 2007 rider competition levels.

Rider Classes for 2007	Former Class Name/Line	Notes
Pleasure/Exhibition	NA	Open to any upper-level of rider, no extra markings, ride where you want. Organizers will leave big, optional obstacles for the most difficult lines.
Master	Expert	Hard Expert level from 2006 with some larger and more difficult obstacles
Expert		Same level as average '06 trial. For safety, sections will be more technical than big
Advanced	No Change	Same level as '06, all lines will be split to either Intermediate or Expert. This promotes orchestration for both Advanced and Expert
Intermediate	Amateur	Same difficulty as '06, with this name change, PITS and So. Cal. Class names now match
Senior Intermediate	Senior Amateur	
Sportsman/Intermediate	NA	Rides easier 50% Intermediate and harder 50% Sportsman (No So. Cal. Class Equiv.)
Sportsman	Sportsman, Senior Sportsman A, & B, and Vintage Sportsman	Slightly easier than '06 Sportsman level No Senior A and Senior B split; only one Senior Sportsman Class for '07
Senior Sportsman		
Vintage Sportsman		
Novice	Novice	Novice Dropped. Sorry Novice riders - if you were able to ride the Class A loop on Sundays in '06, you should be able to ride the easier '07 Sportsman line - also, there'll still be the "2" line on Saturday.

Most Novices who've ridden on Sunday, should still be able to ride on Sunday, as the new Sportsman line will be easier. For those Sportsman looking for a little more challenge, there will be the new Sportsman/Intermediate Class. This class will be marked SP-INT and will consist of 50% Intermediate lines and 50% Sportsman lines. Our former Amateur Class will now be called Intermediate, but otherwise will be the same. The new Master class will be geared more for the better local Experts rather than Pros or Champs. Those riders who want even more of a challenge can ride the new "Exhibition/Pleasure" line, where they can choose additional obstacles to enhance their riding experience and entertain the spectators. It is very important for the organizers that the SP-INT class and the Advanced class do not have their own, unique lines. That would just add too many lines within a given section as well as not allowing for the needed orchestration for classes. For the first time ever, all of our classes and titles will match So. Cal. (except Sportsman/Intermediate, as it will be unique to PITS).