

# 2015 Handbook of Rules and Guidelines

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***Blue Text is what has been  
changed or modified for 2015***

# What is Observed Trials?

Trials, in general, is the least expensive and safest form of motorcycle riding and competition, is easy to get into, and is a sport the entire family can enjoy. At the same time, trials can also be one of the most technically and mentally challenging exercises of all two-wheeled motor sports.

Since the sport favors balance and control over speed and tight-quarters racing, it is much safer than other forms of cycle competition for kids and beginning riders to attempt. And trials, as a sport that emphasizes throttle control, traction sensitivity, balance, and split-second reactions and execution, will improve performance in any two-wheeled activity and is often used by seasoned riders to hone their skills for dirt riding. For those not interested in competition, a trials motorcycle can function as the ultimate trail bike. Since it's built to compete in the toughest terrain imaginable and is extremely reliable and light-weight, a trials bike can make normally difficult trails seem like child's play.

But what exactly is observed trials?

Observed trials is a competitive motorcycle sport that pits riders and their machines against challenging courses (comprised of hills, turns and obstacles) carefully laid out in order to test their skills. It's a trial of rider and machine over rough terrain that's scored by officials observing the action. Hence the name "Observed Trials."

With the invention of the motorcycle in the late 1800's, trials competitions were soon to follow beginning in England around the turn of the century. The world famous Scottish Six Days Trial dates back to 1909. Initially, a trials competitor's main concern was simply in keeping his machine going around a dirt road loop. With rapid improvements in dependability, however, event organizers began adding hills to climb in order to make these reliability competitions more challenging. Eventually, instead of just racing to the top, the riders attempted to climb the slopes without putting their feet down and were scored on their ability to get through these marked-off sections of hillside.

While reliability and rider skills have improved greatly over the last hundred years, to this day trials competitors are still scored for their ability to travel over difficult terrain without touching their feet to the ground. The core idea for a successful trial is to avoid accumulating points and, just like in golf, the lowest score wins.

Today's contestants ride a marked loop, like in an enduro, but stop along the route to ride scored "sections" that are marked with start and finish gates and boundary markers. At the National level, there is a time limit, but a trial is not a race. Usually, at the club level, a section takes only ten to twenty seconds to complete.

In the U.S the advent of stadium trials events has increased its recognition, but compared to its popularity in nations like England, Spain, Italy, and France, there is much room for growth. Perhaps as more and more people have the opportunity to view observed trials, the sport will experience increases in competitors and spectators who can appreciate the training and skills demonstrated by the nation's best riders.

# Observed Trials Bikes

Today's trials motorcycles have short wheelbases (about 52 inches) and steep head angles (approximately 27 degrees) to facilitate turning. The gas tank is both small and slim with capacity 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 forward or rearward rapidly. Ground clearance, as might be expected, is on the tall side, generally at least twelve inches.

Compared to other off-road motorcycles, the foot pegs are both higher and closer to the rear axle. This makes stand-up riding more comfortable. The real benefits, however, are improved rear wheel traction, and a very light front end, that will lift easily. Soft two-ply radial tires with special trials pattern for maximum grip and low air pressures (seven pounds or less in the front, five pounds or less in the rear) also assist traction. Trials suspension is extremely soft to soak up the bumps and the stand-up rider also assists his mechanical suspension by using his legs, flexing at the knees, to help cushion the bumps and improve traction in slippery conditions.

The heart of any trials motorcycle is its tractor-like engine. There are no displacement categories in trials, but, most bikes run from 125cc to 350cc and some smaller displacement bikes are built for younger or smaller riders. Electric bikes are now available for kids, thanks to OSET. 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, modified timing, exhaust pipes tuned for low rpm response, and relatively small carburetors with jetting optimized to eliminate hesitation.

Heavy flywheels are also added to the crankshaft to further smooth the power. Because of the effect of the larger flywheel, riders are able to close the throttle and coast over extremely slippery terrain, then smoothly turn on power to regain momentum. The key to success in trials riding is holding traction and avoiding a slip that will require using a foot to get the bike under control. To this end, all of the engine specifications of a trials machine are implemented to improve traction.

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 gears are only marginally 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

(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 officials 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. The observer will typically call "Rider" and possibly the line being ridden as the rider begins the section. Riders can also call "Rider" to get someone's attention so they can get out of the way.
- Do not disturb any of the section contents or course markings.
- 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.

# Checking or Observing a Section

Let the organizer(s) know as soon as you decide to check an event. You don't have to wait until the day of the trial. Send an email or give them a call. It is also a very good idea to let them know of your needs. For example, you don't have a bike so need something relatively close to the pits, or you would prefer a section in the shade.

On the day of the trial, if you haven't already done so, please notify the organizer(s) of your intent to check as early as possible. At this point, the organizer in charge of checkers is usually frantically asking for checker volunteers. Again, let them know your preferences.

If you have a chance to ride (or walk/hike) the loop and check out sections, you'll have an opportunity to see the sections and help decide which you would like to check, but it is NOT required.

Pick up your checker backpack and check contents to ensure you have food and drink, bug spray (if appropriate), at least one loop card punch, extra tape to repair the section if needed, and a current rule book.

Attend the checkers meeting, which typically occurs 15-30 minutes before the riders meeting. The organizer will explain any section which has special circumstances, such as riders are allowed to cross their lines, or that 4 line riders don't ride a particular section. This can happen for two reasons, either a suitable line was not identified for the section, or the loop is too difficult for 4 line riders to negotiate. The organizers should also tell you which rider groups are starting at which sections, so you have a general idea of how much time you will have to prepare.

Once you arrive at the section, walk each of the lines and make sure you are clear on the intent of the organizers. If you have any questions, the organizers typically send the course marshal around the loop prior to releasing the riders to answer any questions, and explain any peculiarities.

Determine the best vantage points for each line. This will be where you will want to observe from. In most cases, you will need to walk to the end gate to punch the rider's score, if the end gate is not your vantage point. Some sections require you to move around a little bit. Make sure you have a clear path, remove any branches, pine cones, rocks, etc that could cause you to stumble. Your focus will likely be on the rider.

For some sections, the organizers will provide two checkers so that the whole section can be adequately observed. The first checker must ensure the second checker has the score thus far observed so that they may punch the correct score. If in doubt, both checkers should confer.

Once a rider is at the start gate and ready to go, raise your closed fist (indicating a zero score), ensure you know what line they are riding (front number plate), ask if necessary, although many will either shout the line or raise the appropriate

number of fingers, and shout “Rider, (the appropriate line number) line”. For example “Rider, two line”. The “Rider” declaration notifies other riders who may be walking the section to clear the line.

In many cases, especially during the first loop, other riders will want to see what their competitors do in the section. Riders may also ask clarifying questions, or confirm the route their line takes. If a rider is balked by someone in the section, you may offer them a re-ride. However, they must take the score of the re-ride, even if it is higher than their original ride.

Remember the start and stop of the observed score is the front axle in the stat gate, and the front axle out of the end gate. Other things to look for-

- You must be able to see a space between the ribbon and the edge of a tire outside the ribbon in order to give a five, riding on the ribbon is not a five.
- Just because a rider removes their foot from the peg, they may not actually dab, if in doubt, ask.
- Two feet down at the same time is a two, not a three.
- BOTH tires must cross both front and rear tire tracks in order to be deemed a five.
- **Removing either hand from the handlebars when stopped and dabbing is a five.**
- A rider may coast or paddle out of a section with a dead engine and not earn a five, usually a three for multi dab paddling.
- **If a rider who kills their engine can restart without dabbing and balancing with tires only (no other support) there is no penalty.**
- If the handlebar touches the ground and the bike is leaning in excess of 45 degrees, that is a five.
- Make sure each rider has the tech inspection sticker for the event. If not, and you don't see a functioning approved spark arrestor, have the rider kill their engine and push the bike back to the pits. Inform the organizer so that a record can be kept to ensure the rider installs or repairs their spark arrestor.
- If a rider starts riding without checker giving the go ahead, the rider earns a five. Sometimes the checker can allow a re-ride, at the checkers sole discretion, with a warning to the rider not to begin until the checker has raised a fist and called “Rider”.
- Any rider dislodging anything in a section while walking the section, or clearing a path by moving rocks, pine cones, logs, etc earns a five. Sometimes obstacles shift through the course of the trial. That is generally considered the luck of the draw. If the shift endangers the riders, the checker can choose to reset or remove the obstacle, but this should be the rare exception.

As the rider traverses the section, raise a finger for each dab to keep track of the rider's points accumulation. Display an open hand if the rider earns a five. If you are unsure if a rider dabbled, or leaned on something for support, ask. Typically, the benefit of the doubt goes to the rider, so if you are unsure if the score was a 1

or a 2, rather than just punching a 1, ask. Before punching, it is a good idea to tell the rider your observed score. This will give the rider an opportunity to confirm, or explain why they disagree. Most riders will tell you if their score was higher than you observed. If the rider says their score was lower than you observed, but you are confident that you observed the correct score, advise the rider that they can contest the score with the course marshal, but that you are giving them the score you observed.

Observing is subjective, and not all observers score a ride the same way. On Saturday events, the “no stop” rule has a fairly wide interpretation. Some checkers will give you a five the instant the motorcycle is not moving forward (per the letter of the rule, and more so at AHRMA events), others give a two second grace period, etc. OR if the rider is stuck momentarily on a rock or log, but is TRYING to get over the obstacle, the observer can give them a break.

The motorcycles are not allowed to go backwards. To some checkers, this means the slightest rearward rotation; to others, it is 3-6 inches. What ever you decide is appropriate for your scoring, make sure you use the same criteria for EVERY rider. The most important thing is that you treat each rider the same. If you are more lenient, show the same leniency to EVERY rider.

Do not argue with the rider. Explain yourself and punch the score. If the rider continues to argue, inform them you’d be happy to give them a five (or ten, as the rules provide) if they would prefer, and to please clear the section for the next rider. Remind the rider they can protest the score as soon as they return to the pits.

If you punch an incorrect score, correct it by punching out all scores except for the correct one for that section. Be diligent about not punching the wrong section. When this happens, the rider typically explains the situation at the next section who will punch their score in the available spot.

After the back marker comes by to let you know you can tear down the section, remove all stakes, markings and ribbon and return to the pits.

Thanks in advance for doing a great job. It is VERY much appreciated.

Tech Inspection: Primarily looking for functioning spark arrestor. The arrestor should be properly and securely mounted (no duct tape). We do NOT want any fires started due to lack of proper functional equipment.

Also check for lever ball-ends, proper brake function, although these will not necessarily prevent getting a Tech Inspection sticker. If not unique, put the initials of the event on the sticker. The sticker must be easily visible from the front of the bike.

# 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, compare the 1's and on down the line. If after tallying all cleans, 1's, 2's etc the riders remain tied, the rider's loop cards are compared using the first-to-dab system declaring the losing rider to be the first rider to dab or score points. If still tied after that then both riders shall 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 their 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 and will be scored with 10 points each. 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 twice ..... 2 points
- Footing more than twice ..... 3 points

## Failures

- Moving backwards ..... 5 points
- The rider fails to pass through all the gates for their class ..... 5 points
- The rider passes, in either direction through a gate of another class.... 5 points
- Crosses or breaks a boundary ..... 5 points
- Dead engine, with support ..... 5 points
- Handlebar touches the ground ..... 5 points
- Both hands not on handlebars while footing and stopped ..... 5 points
- Dismounting ..... 5 points
- Crossing tracks with both wheels (complete loop) ..... 5 points
- Receiving outside assistance in a section ..... 5 points
- 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. –SEE DEFINITIONS–



# Definitions

- **Footing definitions:**

Any intentional contact between the rider's foot or any other part of his body or bike (excluding the tires, skid plate, footpegs, engine case and their protection) and a supporting surface or object, is one point for each occurrence.

Foot rotation is OK and counts as no extra penalty. Deliberate or intentional sliding of a foot to benefit the rider counts as three points.

Both feet placed on ground simultaneously counts as two points.

When a foot is on the foot pegs, it is considered part of the bike and does not count as a dab if contact is made, intentional or not (Monkey Toes Rule.)

- **Backing up** – Backing up is considered to be a “5”.

- **Crossing tracks** - Both wheels must cross the tracks of both wheels to be considered a “5”.

- **The handlebars touches the ground**

The handlebars touches the ground with the bike leaning +45 degrees, this is a “5”.

- **Outside assistance**

Any outside physical 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 start sign and all scoring is to cease as the front axle passes between the end signs.

- **Outside Boundaries**

One axle only, may loft over or beyond a outside boundary/tape, but it must not touch down beyond the boundary/tape or it will result in a “5”. A rider may ride on a boundary/tape but not beyond it. There must be ground visible between tire and ribbon to be considered a “5”. Breakage of the tape by machine or the rider will result in a “5”.

- **Displacing a Marker**

Any displacement of markers, requiring that they be reset, by direct contact with any part of the machine or rider is a “5.” Dabbing on or outside a boundary is not a “5”, it is considered a normal dab. Touching a marker or boundary with the bike, without requiring its resetting is OK.

- **Gate Markers**

A rider must pass through (with both axles) all the gates for their class, in a forward direction as indicated by the gate arrows. Note: there will be 2 arrows for each gate, and the line of sight between the 2 arrows will dictate the passing. The front wheel must precede the back wheel when passing through the gates.

A rider may not pass in either direction through a gate of another class “5”.

- **Dead Motor:**

If a motorcycle is stopped, has a dead motor, and the rider is using any support other than tires, it is considered a “5.”

A motorcycle with a dead motor may be restarted only if no support is used (tires only, no footing.)

A motorcycle with a dead motor paddled to the exit is not considered to be a “5,” instead, count the number of dabs up to a maximum of three. (must have forward motion until the rider exits, restarts or balances with tires only).

In a V/B Trial, you must have forward motion at all times with a dead motor or it is a “5.”

- **Dismounting:**

Footing of both feet on the same side of the motorcycle 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.”

With one foot on a peg, footing with the other foot is allowed on all sides of the motorcycle and is considered one point for each occurrence up to three.

A rider may not use their hands off the handle bars to improve the position of the motorcycle. Penalty of 5 points.

Footing of both feet completely behind the rear tire is considered a “5.”

- **Crossing your own tracks**

Competitors may not cross their own tracks unless the section is so designed, and authorized by the organizer. This modification is usually conveyed to the checkers at the Checker’s Meeting to the riders during the Rider’s Meeting.

- **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 or she does not attempt it.

If a rider misses the section or does not report to the observer, then he or she 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 in that section.

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 is a meet conducted over a course including natural hazards such as mud, rocks, logs, 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 or her machine through the various sections in their proper order, while incurring the minimum accrual of points.

## Course Requirements

- a. The course must neither contain impossible turns, ascents, or descents, nor be too hazardous to negotiate safely.
- b. No section shall be included in the Trial which has been deemed unsafe, or too difficult, by the Sporting Steward. (This also includes the loop.)
- 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 removed or omitted 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 omitted 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. If a section changes and becomes too dangerous for riders to continue, the checker has the authority to close the section. (i.e. bee hive, flood waters etc.). All scores for that section (all day) will be thrown out.
- i. A section may be changed or thrown out if a minimum of 2 riders or one third of the class in question believes the section is too dangerous.

# Competition Classes: Class A Events

**Displacement** - No division will be made regarding motorcycle engine displacement.

**Rider Classes** - Classes are determined by skill & the riders comfort zone. No rider will be force to ride at a higher level than they feel comfortable riding. There will be an A & B class for every level but Expert and Master. The more experienced rider and/or rider moving down a level must ride the A class within the desired level. If you win your B class you must move to the A level the following year. Riders will compete in classes designated by the following categories and skill levels:

**Twin Shock-Sportsman A&B** (Bikes ridden in the Vintage A class will be twin-shock motorcycles): For riders of any age. Riders will ride the Sportsman sections and loop. Vintage-sportsman riders will have number plates with the letters "SP"

**Sportsman A&B:** For riders, riding proper trials bikes, who feel that the Sportsman sections fit their riding level. Riders ride the Sportsman sections and loop. Sportsman riders will have number plates with the letters "SP"

**Sportsman/Intermediate A&B:** For riders of any age who feel they want more of a challenge then 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 (approximately a 50/50 split). This helps section setup and needed orchestration in all 3 classes, (SP, INT, & ADV) are affected. Within a given section, Sportsman/Intermediate riders will ride all of either an Intermediate line or Sportsman line. The start gate of each section will be marked to indicate which line is to be ridden in that section. There may be an occasional SI separate line, the section enter gate will be marked SI=SI for that section. Sportsman/Intermediate riders will have number plates with the letters "SI".

**Intermediate A&B:** For riders who feel that Intermediate sections fit their riding level. Riders ride the Intermediate sections and loop. Intermediate riders will have number plates with the letters "INT".

**Advanced A&B:** For riders who feel they want more of a challenge then 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 (approximately a 50/50 split). Advanced riders will ride all of either an Intermediate line or Expert line within a given section. This helps section setup and needed orchestration in all 3 classes, (INT, ADV & EX) are affected. The start of each section will be marked to indicate which line is to be ridden in that section. There may be an occasional ADV separate line, the section enter gate will be marked ADV=ADV for that section. Advanced 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. Expert riders 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 an Expert + level not a Pro Level! Master riders 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 at any level. Just ride where you want for fun! There will be no award or points for this class.

# PITS Worker Points System

All club members may earn worker points that accumulate to qualify for one of 5 colored membership cards entitling the bearer to discounts at club riding events. See Below for points requirements and respective discounts. This points system (PITS Worker Points Schedule) will count total accumulated worker points earned between the dates of January 1<sup>st</sup> through December 31<sup>st</sup> of the current calendar year with earned discounts honored/redeemed the following calendar year.

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 him 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 non-riding member listed on the PITS Club Roster. A “Family Membership” includes riding and non-riding members who are 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 be subject to review.
- Any Rider who has not accumulated ten service points the previous year will be given a gray PITS member card and will receive no discount will be taken when riding an event.
- Any Rider who accumulates 10-29 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 accumulates 30-64 points the previous year 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 accumulates 65-99 points the previous year will be given an orange PITS member card and will be awarded a \$15.00 rider discount when the orange card is presented at the time of event sign up.
- Any Rider who accumulates a minimum of 100 points the previous year 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 Rider must earn a minimum of ten points during the current year to qualify for a year-end award.
- Any Club Member 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 paying job is available.
- 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	Membership Director .....	30
Organizer's Helper ** .....	5	Club Treasurer.....	30
Checker (PITS event-full day) .....	5	AMA & Insurance	
Checker (National -full day) .....	5	Representative .....	30
Work Party		Annual Awards	
(club sponsored, 4 hours) .....	5	& Dinner Organizer .....	30
Work Day		Board of Directors	
(club sponsored, 8 hours) .....	10	(attending min. 6 meetings) .....	20
School Organizer.....	10	Master of Ceremonies	
Work Party Organizer .....	10	Awards Dinner .....	20
School Instructor .....	5	Public Relations Director .....	20
Points Recorder .....	30	Tech Inspector-Saturday .....	2
Web Master .....	30	Tech Inspector-Sunday .....	2
Newsletter Editor .....	30	Work appointed by the BOD .....	TBD
Trials Supply Organizer .....	30		

\* Maximum of three organizers per event. Organizers must be present during the full course of the event to get full credit.

\*\* 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 their worker points will be deducted from the organizer's points.

## 2015 PITS Fee Schedule

### PITS Membership Fees

Annual Membership (single or family) .....	\$50.00
Single Weekend Event - Associate Membership.....	\$15.00

### 2013 PITS Event Fees

Saturday		Sunday	
Grey Card .....	\$30.00	Grey Card .....	\$35.00
Blue Card.....	\$25.00	Blue Card.....	\$30.00
Red Card .....	\$20.00	Red Card .....	\$25.00
Orange Card.....	\$15.00	Orange Card.....	\$20.00
Gold Card .....	Free	Gold card.....	Free

Land use fees may apply per location

# Number Plate Points System

*Although we applaud riders who have the skill level and ability and/or who are dominating a class to move up and compete in a harder line, due to insurance restrictions, mandatory transferring to a higher skill level/harder line is not a requirement.*

- 1) A rider may choose to compete in any level, (see page 12, Rider classes)
- 2). 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 cannot be a rider, only a checker.) If an event is run without official checkers, the event is not to be considered a PITS points Trial.
- 3) Any PITS member organizing a non PITS points event such as trials schools, fun rides, work parties etc. will receive worker points commensurate with level of effort (determined by the PITS Board of Directors), the same as if you had organized or checked a PITS points event.

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 Number Plate Points, you will discard or throw out 3 events that actually took place for a 10 or more “scheduled” event season, or throw out 2 events for 9 or less scheduled event season. Total number of “scheduled” events to determine throw out number will be set and will not change after the first event of the year has been completed (regardless of cancellations occurring after the running the first event of the season.) ***For example, if a season held 11 events then there would be 3 events thrown out and the Rider’s Best 8 events would count toward the Overall Rider’s Points. If a season had 11 events scheduled and for whatever reason, 2 events had to be canceled then 3 events are still thrown out leaving it to be the Rider’s Best 6 events counting toward the Overall.***

## **Overall – Year-End Awards**

To qualify for year-end awards, a rider must be a PITS club member in good standing, must be an AMA member in good standing, and must enter or work in a minimum of 50% of held Club events. Points will only be tallied from events that were held with official checkers. Events held without official checkers will not count. A rider must also accumulate 10 worker points (see PITS worker points schedule page 11) to qualify for year-end award (points accumulated by a worker within a rider’s family membership can be used to meet the 10 point total when applicable.). 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 **rider points** for that event . 20 points will be awarded for each event. Maximum of 2 events per year (40 points total per year). A person may not organize and check the same trial and receive 40 points.

Organizer & checker points for riders (limit 2 events total):

Official checker 20 points -per event

Organizer 20 points -per event

A maximum of 40 points per person, per year is allowed. (Organizing/checking combined, see limits above).

A rider who rides different classes during the year and has checked or organized can put his or her 20 (checker and/or organizer points) in their class of choice at year’s end. It is the rider’s responsibility to notify the PITS Points Recorder in writing of which category his 20 points will go by November 15<sup>th</sup> of the year in which the points were earned.

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

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

Number plate points can be viewed on the web page [www.sactopits.org](http://www.sactopits.org) .

The organizer of each PITS point trial will submit the results sheets and loop cards for all riders, a list of all checkers and helpers and a list of the trials organizer’s names to the PITS Points Recorder at the end of the trial. All ties are to be broken (whenever possible.)

Number plate class letters can be placed on the right-hand side of the plate, using two-inch letters. Class standing numbers (not mandatory) 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 place ..... 20 points	16th place ..... 1.8 points
2nd place ..... 17 points	17th place ..... 1.7 points
3rd place ..... 15 points	18th place ..... 1.6 points
4th place ..... 13 points	19th place ..... 1.5 points
5th place ..... 11 points	20th place ..... 1.4 points
6th place ..... 10 points	21st place ..... 1.3 points
7th place ..... 9 points	22nd place ..... 1.2 points
8th place ..... 8 points	23rd place ..... 1.1 points
9th place ..... 7 points	24th place ..... 1.09 points
10th place ..... 6 points	25th place ..... 1.08 points
11th place ..... 5 points	26th place ..... 1.07 points
12th place ..... 4 points	27th & up . see progression
13th place ..... 3 points	Min. points for finisher 1.01
14th place ..... 2 points	DNS ..... 0 points
15th place ..... 1.9 points	DNF ..... 1 point



## Motorcycle Eligibility & Classification

- 1) All motorcycles (except electric motorcycles) must comply with legal requirements for the area where they will be competing and must pass Tech Inspection before signing up for event. Tech Inspection will ensure all motorcycles at an event have an approved spark arrestor. This includes any non-competing motorcycle that may be started at an event. Any motorcycle found without a spark arrestor must be immediately turned off and pushed back to the pits.
- 2) Clutch, hand brake, and compression levers should be ball-ended for safety reasons.
- 3) Mufflers with Spark arresters and current registration are required at all sites by the local authorities.
- 4) Any type tire is eligible in the Junior classes, 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) Number plates are optional with white background preferred at all PITS trials. While an actual number plate per se is not required, each rider must have a white patch or plate of at least 20 square inches which is 4”x5” or 3.5” x 6” on the front of their bike near the top of the front forks with corresponding letters/numbers indicating their class or line to be ridden. It is up to the organizer and checkers to enforce this requirement. Riders may also place their name, class and hometown on their number plate, in smaller letters. Letters on number plates should stand out against number plate’s background.

### Crossover levels for VB and Class A events:

Saturday VB classes		Sunday Class A classes
		MAS Master
		EXP Expert
		ADV Advanced (½ Expert, ½ Intermediate)
0 Exhibition	Equivalent →	INT Intermediate
1 Expert or Master	Equivalent →	SI Sportsman-Intermediate (½ Intermediate, ½ Sportsman)
2 Advanced	Equivalent →	SP Sportsman
3 Intermediate		
4 Novice		

# General Rules

## Rule Changing

All rules, once instituted, shall remain in effect for a period of one year (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 in question and the recommended modification to that rule.
- The PITS Rules Committee 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 rider's score.
- Riders may notify checkers or the Trial Organizer that a split gate was missed. A checker is an official and may change a rider's 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, a judgment 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 Trials Master 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 Trials Master at a later time.

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 is submitted which is refundable if the appeal is upheld.
- Final 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 around the loop. Loop one must be started on the section designated by the Trials Master for each rider's 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**

- A finish, or back mark, time will be announced at the Rider's meeting which will not be changed to an earlier time once the Trial has started. Be sure to start your last loop before the back mark time to avoid a DNF. You must turn in last loop card within 10 minutes of completion of the event or it may be considered a DNF.
- There will be an official clock at the scorer's table.
- In the case of a mechanical which necessitates starting the last loop after the back mark time, ten points will be assessed for each section until the back marker is caught and passed. After catching the back marker, each subsequent section can be ridden and scored normally to complete the loop. Once the back marker has completed the loop no rider may start a final loop.

### **Rider Etiquette**

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

### **Sporting Steward – Safety, Difficulty, and Event Consistency**

The Sacramento PITS Sporting Stewards have three jobs; first, to insure that the sections and loop are appropriate for all lines and skill levels; second, to assist organizers in fine tuning the event to make it successful and enjoyable; and third, to insure a uniform overall quality throughout the series of PITS events.

The Sporting Stewards must inspect the entire course prior to the event. If problem areas are found, the Stewards have absolute authority over section setup, how they are marked, loop layout 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 as interpreted by the Steward. Remember, in most cases, the Sporting Stewards is more knowledgeable and qualified at safety and section setup than the event organizer.

# Vintage/Beginner Rules

## Machine classes

- 1. Twin Shock** – Any model year bike with twin-shock rear suspension
- 2. Modern Bike** - Any modern single shock trials type machine.
- 3. Junior** - Any rider 14 years and younger, riding any type of machine.
- 4. Trail Bike Class** - Line 4 & 3 only. Designed for lower performance air cooled trail bikes with a maximum of 250 cc (no motocross or high performance trail bikes) This class is intended for introducing trail riders into riding trials without have to buy a trials bike. These bikes will not be forced to use trials type tires at most locations but are recommended.

## 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 Sportsman ability.  
1 line – Expert- Riders with at least CLASS A Sportsman/Intermediate 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 or white backgrounds are preferred at all PITS trials having the line level number that you are riding on the plate with a min. 2 inch numbers as follows:

- 4 – Novice
- 3 – Intermediate
- 2 – Advanced
- 1 – Expert or Master
- 0 – Exhibition

Optional lettering on plate could include name, class, address, and club name.

## Machine Requirements:

1. Trials tires are required in all classes, except Junior & Trail Bike class
2. Spark-arresters are required in all events, except for electric bikes.
3. All riders must have an AMA approved helmet.

## V/B Scoring:

1. Upon entering a section a rider may not cease their forward motion or 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.)
4. For 2015 Section marking will be the same as previous years, the split system. You make all your splits and all other splits do not apply.

