

## 2017 AMA/NATC SUPPLEMENTAL RIDING RULES



- ~~C. Late entries shall start one minute before or within their class, as determined by the Scoring Steward.~~
- ~~D. If the entries exceed 120 Riders, a split start can be used to lessen the severity of bottlenecks (see 6. C.7. for Rider penalty).~~
- ~~E. 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. SCORING

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

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

Any Course Official, including a Section Head Observer, has the authority to close a Section or part of the loop for unforeseen reasons, such as natural disasters or Rider injury. In cases when part of the field has ridden a Section before it has been closed, scores for those rides will be deleted. Once closed, the Section shall remain closed for the rest of the Trial and the Scoring Steward and Clerk-of-the-Course must be notified immediately.

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

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

#### **A. Fault Definitions:**

1. Footing: any contact providing support between any part of the Rider's body or motorcycle (exceptions: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the Section boundaries. For tires outside the boundary, refer to 6. 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:**

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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.
4. The Rider does not have both hands on the handlebar when footing while stationary.
5. The Rider does not complete a Section within the 90 seconds allowed. (See 6. Scoring, 1<sup>st</sup> paragraph)
6. The Rider receives deliberate outside assistance.
7. The Rider or Minder changes the condition of a Section while not riding the Section. (See 6. C.11. & 1.G.11)
8. The Rider begins a Section attempt without the Observer's acknowledgment. (See 6. Scoring 1st paragraph)
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. If the handlebar is used for support and the motorcycle is less 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. (See 4.G.)
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. (See 4.G. & 6.B.15)
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. Only the greatest penalty, as defined above, shall be counted for the Section. However, the following points may be added as listed in C,1-15.
19. Failure to wear a wrist-tether type motor-killing device.

### **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

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- 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 6. C.8.)
  5. Any Section ridden more than once per loop will receive 10 points, in addition to the first-attempt score. (See 6. C.8.)
  6. Practice in any of the Sections before or during the Trial will result in disqualification of the Rider from the Trial.
  7. When a split start is employed, the Rider must start and end each loop on the designated Section, or be considered a non-finisher.
  8. 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 5, item B-3—against the Rider or Minder.
  9. Exceeding any posted speed limit is a 5-point penalty (*for each offense*) before, during and after the Trial (See 6. C.8.)
  10. 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.
  11. YELLOW CARD RULE: Any Rider or Rider's Minder who refuses to obey the instructions of an Observer, or who behaves in an unsportsmanlike manner, shall be shown the Yellow Card. (See 1. G.12., 6. B.7. and 6. C.8.) The penalty for being shown the Yellow Card is 5 points for the first offense, 5 points for the second offense, and exclusion for the third offense occurring during a Trial. Penalty points are in addition to the points accumulated during the Rider's Section attempt.
  12. 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.
  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 of 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.

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(See 6. C.8. & 6. C.11.)

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.
- D. 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 onwards. 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, 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. No person may protest another Rider's score.
  4. 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.
  5. Protests must be in writing.
  6. Only the Rider can protest the Rider's own penalty.
  7. 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.
  8. Displacement protests shall follow the AMA rules Chapter 5, item D-8.
  9. Appeal of the protest decision must be made in writing to AMA headquarters within 72 hours after such decision has been made.
  10. Trial results will become official only after the Organizer has had time to check results for incorrect calculations.

**E. Event Ties:**

In case of ties, 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 system

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of farthest cleans; ones, twos, or threes will be used. 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.

### **7. 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 6.C.12 for 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.

### **8. TRIAL AND YEAR-END AWARDS**

- A. **Trial Awards:**  
The hosting club must provide awards for the winners of each class each day and have an awards ceremony each day. This is a minimum required by the NATC. The Youth awards will be provided by the Youth series coordinator and given out the day after each Youth Trial. Finisher's awards, other than those provided by the NATC, are optional and are the responsibility of each hosting club.
- B. **Series Year-End Awards:**  
At the end of each series, special awards will be given to the champions in each class from the AMA.

### **9. YEAR-END CLASS RANKINGS**

- A. The NATC provides the official ranking of Riders to the AMA. All Riders competing will be ranked.
- B. All classes are ranked by scoring all Trial events in a Three-Trial or less series, and by throwing out one Trial event result from the total number of events in a series with four or more, except the Pro class which counts all Trial events in the series.
- C. There will be a separate East and West series for all classes except the Pro class, Expert class, Expert 125 class and the Women's Pro class. The Pro, Expert, Expert 125 and Women's Pro series will include both the East and West series.
- D. **Points System:**  
1. Championship points shall be awarded per the following system:

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