



UMTA

Upper Midwest Trials Association

Member Handbook and Club Rules Revised and in effect as of *June 2009*

The following rules are based on the *Official 2008* AMA Amateur, Semi-Professional and Youth Competition Rules.

Keep in mind that the intent of this club is to have fun.

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**Italics denotes 2009 Changes.*

A. Club Information

1. Annual UMTA *single* membership dues are **\$50.00** & *family* memberships are **\$75.00**.
Family will consist of husband, wife & dependants 21 and under.
Dues must be paid by second event.
2. Rider entry fee:
Youth = \$5.00
All other classes = **\$25.00**
Additional family member (dependents/under 21) = \$10.00 first additional,
Second additional family member (dependents/under 21) = \$5.00
3. ***No refunds for Did Not Start (DNS) or Did Not Finish (DNF).***
4. All riders must have a current AMA card.
5. Non UMTA members will not be eligible for UMTA championships or advancement points.
6. Riders who are not club members will be eligible for trophies in the Youth, Novice/Beginner and Intermediate classes one time only. In order for a rider to receive a trophy at more than one event during a season, s/he must be an UMTA member.
7. Scholarships are available for current UMTA members participating in NATC U.S trials championship events in Youth through High School Class. The UMTA will pay a maximum of \$100.00 in NATC event entry fees per year.

B. Events

1. Event sign-up begins at 9:00 A.M.
Youth class starts a 9:30
Riders meeting for Novice – Champ Class starts at 11:00 A.M.
Events start at 11:30 AM. During a two-day event, the second day will start at 11:30 A.M.
2. Events will be held regardless of weather conditions.
3. Helmets are required for ALL riders (including spectator riders.) There are no exceptions to this rule.

C. Rider Classification

1. Nine (9) rider classifications are used:
YOUTH (12 years and under)
NOVICE/BEGINNER
INTERMEDIATE
ADVANCED
SUPER SPORT
EXPERT
SENIOR (50 years and older)
CHAMP
VINTAGE (Air Cooled, Drum Brakes, Twin shock motorcycles)
2. Riders may ride in any classification above their assigned class at his or her own discretion. However, upon receiving advancement or championship points in any higher class, the rider will automatically advance to that rider classification. If a rider is unsure of his or her classification or riding ability he or she may ride as an Exhibition-Only rider, or accept a DNF (did not finish) and not jeopardize a lower class ranking.
3. Riders may ride in any classification below his or her assigned class at their own discretion. However, the rider must notify the scorer that he or she is riding as an Exhibition and their score will not be used in that days event. A rider who has received championship points in a higher class is not eligible for points or trophies in the lower class for that calendar year.

D. Motorcycle Equipment

1. All motorcycles must be equipped with mufflers that reduce exhaust noise to a road legal level.
2. In order to receive any awards or championship points, rider's motorcycle must have a trials pattern tire on both the front and rear wheels.
3. Riders may enter one motorcycle and ONLY that motorcycle may be used in that day's competition.
4. Each rider must have a trials motorcycle. Motorcycles may be shared with the approval of the Trials Master.

E. Trials Master and Referee

1. The Referee shall have full authority over all activities involved in the running of the trial.
2. The person selected to serve as the Trials Master must be familiar with the rules and procedures of UMTA.
3. Protests must be submitted to the Referee the day of the trial.
4. The Trials Master is responsible for coordinating sign-up and score-keeping at the event.
5. The Trials Master is responsible for seeing that the event is set up in such a fashion as to allow riders to complete the event within reasonable amount of time (less than five hours.)

6. The Referee should ensure that each section is appropriate for each class and has been test ridden to ensure it is not dangerous or hazardous.
7. The Trials Master must conduct a riders meeting prior to the start of the trial. The number of loops and sections are announced.
8. All riders in the same class ***must*** complete the first loop together. ***Riders may split into smaller groups however; it is required to have more than one rider within the same class, in each group.***
9. If there are any questions regarding the sections in the loop, contact the Referee or Trials Master ***before the second loop begins.***

F. Course and Sections

1. The sections should be located to form a rotational course and be progressively marked with section number and rider class.
2. Entrance and exit markers should be placed at least three feet apart. The section should be a minimum of three feet in width.
3. When split sections are used (different lines for different classes) the splits must be clearly marked indicating the direction each class is to use. When the center split is a common boundary and a single marker is not sufficient to indicate that boundary, the use of a yellow ribbon (no additional red or blue markers shall be used within the outer boundaries of the section) must be used to mark all splits in addition to the regular split section markers. All split section markers are considered official section markers.
4. The split lines in a section allow the lower classes to ride in a less demanding line in the same section with the upper class. Each class must ride the line indicated by the section split markers. If there are no specific splits directed at a lower class, the section is open to them.
5. Any competitor who rides within the boundaries of a marked section prior to the start of the trial shall be disqualified from the trial or given a score of 100 points.
6. Only one rider may be in a section at a time.

G. Scoring

1. Points are based on the following:

A “dab” or “fault” is defined as any contact between any part of a rider’s body or machine and a supporting surface (i.e. ground, tree, rock).

To lightly touch a tree, rock or marking with your leg or upper body, without stopping the progress of the machine will not be considered a dab.

The only parts of the machine that are allowed to touch the ground without penalties are: the footpegs, the engine casings, and their protection.

- 0 A “clean.” The rider completed the section with no dabs or faults.
- 1 The rider dabs once in the section.
- 2 The rider dabs twice in the section.
- 3 The rider dabs three or more times in the section.
- 5 The rider fails to complete the section.
- 10 Score card missing a section.

Failures are:

a. Running out of bounds

- 1. Flags: When a flag is knocked over or the wheel passes on the outside (out-of-bounds side) of the marker it is a 5. When there is a space between two flags, you may ride up to half the distance outside the centerline of the flags. For example, if the flags are six feet apart, you may go up to three feet out of the centerline of the flags.
- 2. Tape: It is permissible to stretch or ride on top of the tape, but a 5 is given when the tape is broken or when a rider’s wheel is on the ground and completely on the out-of-bounds side (ground can be seen between the tape and the tire).

b. Rolling backwards with or without a dab is a 5.

note: A slight movement of the rear wheel backward while the rider is in forward motion trying to clear an obstacle and not trying to gain a better exit position or lengthen the run up is still considered a clean. It is important the class riders or section judges are consistent with their judgment of this matter.

c. Displacement of markers: Any displacement of markers, requiring that they be reset is a 5. Just touching a marker or boundary is not considered displacement, but if the flag is run over and bent at the base and must be reset, it is a 5.

d. Dismounting: Both feet on the same side of the motorcycle involving a dab is a 5.

e. The motorcycle does a complete loop, crossing both its own tracks, with both wheels is a 5.

f. No attempt: a rider may request a 5 if they choose not to attempt a section.

g. Dabbing while stationary, without having both hands on the handlebar, is a 5.

h. Stalled engine: if the rider restarts the engine without a dab, there is no penalty. However, if the engine stalls and there is a dab it is 5.

i. If the handle bar touches the ground involving a dab, it is a 5.

2. Scoring shall start when the front axle passes between the start markers and end when the front axle passes between the finish markers.

3. Each rider is responsible for making sure his or her scorecard is marked properly and turned in immediately following the event. If blank or unmarked spaces on the scorecards exceed 10% of designated rides, the rider is considered a non-finisher.

4. Ties shall be broken as follows:

- a. The rider with the most cleans. If still tied;
- b. The rider with the most ones. If still tied;
- c. The rider with the most twos. If still tied;
- d. The rider with the most threes. If still tied;
- e. Starting from the first section, the rider who has a better score.
- f. Ride off

H. Season Championship Awards

1. Advanced, Super Sport, Expert, *Senior* and Champ are eligible for the season championship awards.

2. To receive a championship award, you are required to work at least one event per season.

3. The number of events counted toward the season championship points total shall equal approximately 70% of the events held for the season as outlined below:

# of events held	# of events counted
8	6
9	6
10	7
11	8
12	8
13	9
14	10
15	11
16	11
17	12
18	13

Championship points are awarded as follows on the next page:

FINISH POINTS

First Place	20 points
Second Place	17
Third Place	15
Fourth Place	13
Fifth Place	11
Sixth Place	10
Seventh Place	9
Eight Place	8
Ninth Place	7 etc.

5. Class Advancement

Regardless of the number of wins or points accumulated in a year, a rider may elect to move up a class at any time, or stay in that class for the remainder of the year. The intent is to allow riders to compete in classes they feel comfortable in, not to force riders into classes that may be above their ability. The top finisher in the Youth, Novice/Beginner, and Intermediate classes would be expected to move up a class for the next year.

6. Year-end class championship awards will be given to the top three riders. Riders who are not in the top three of their class but have participated in at least seven events throughout the *season* will receive a year-end recognition award. ***Advanced, Super Sport, Senior, Expert and Champ class.***

7. **Extra Championship Points:** All club members are eligible for ***extra*** championship points equivalent to a first place finish (20 points) which will be added to the rider's total of points earned through out the season.

Trials Masters would receive 20 points for their event for a maximum of 20 points per season.

Helpers and Mentors would receive 10 points for working one event and could earn an additional 10 points for working a second event. Maximum of 20 points awarded per season.

Example: A rider may count 10 of 14 events toward the season championship. That rider participates in 10 events and earns an additional first place finish (20 points).

He now will count 11 event finishes toward his season championship point total. Extra championship points may be earned by performing one of the following functions:

Trials Master: Responsible for assuring that all aspects of event planning addressed (Finding helpers, setting sections and loop trail markers, coordinating rider sign-up, conducting rider's meeting and coordinating section clean-up). Trials Masters have no entry fee for that event and are eligible to ride the same event they coordinated.

Helper: The Trials Master may designate no more than 5 helpers at any one event. The helper will facilitate any or all of the Trials Master's functions as required by the Trials Master. Helpers are eligible to ride the same event they worked.

Mentor: Responsible for aiding riders in the Youth, Novice/Beginner and Intermediate classes as required during the event. Mentors may ride the same event they are working with the exception of Youth class. (an ideal way to earn points during an event where a club member is unable to participate due to mechanical failure, injury or just has a desire to help those riders who would benefit most from their experience)

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