



Upper Midwest Trials Association Handbook

Revised and in effect as of January 2026

The following rules are based on the Official 2026 AMA Amateur, Semi-Professional and Youth Competition Rules.

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

A. Club Information

1. Annual UMTA single membership dues are \$75.00 & family memberships are \$100.00. Family will consist of husband, wife & dependents 21 and under.
 - a) UMTA championship points will not be given to a rider until membership dues are paid for that year. The rider will be considered a non-member for events finished before the membership dues are paid (and hence will not receive championship points until membership dues are paid).
2. Rider entry fee:
 - a) Youth (12 years and under) = \$5.00
 - b) All other classes = \$30.00 for UMTA Member. Non-Member fee is \$40.00.
 - c) Additional family member (dependents/under 21) = \$10.00 first additional
 - d) 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 membership.
5. Non-UMTA members will not be eligible for UMTA championships points.
6. 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 9:00am
 - a) Riders meeting for all classes starts at 10:00am
 - b) Events start right after the riders meeting and end at 3pm
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.
4. Every UMTA event (except for joint-events hosted by other clubs) must have a club member assigned as the Trials Master. If no club member has volunteered to be Trials Master for a scheduled event 7 days prior to the event date, the event will be cancelled.

C. Rider Classification

1. Eight (8) rider classifications are used:
 - a) Youth (12 years and under)
 - b) Novice
 - c) Intermediate
 - d) Advanced
 - e) Expert
 - f) Champ
 - g) Exhibition
 - h) 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 day's 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. Safety Equipment

1. All riders must wear a DOT approved helmet. It can be a full-faced helmet or a typical trials helmet. The helmet must be of proper fit, in good condition and properly fastened. The helmet must have a chin strap.
2. Boots must be worn. They must be at least 8-inches high with any combination of laces, buckles or zippers, or be specially designed and constructed for leg and foot protection.
3. It is highly recommended that chest and back protection be worn by all competitors. It is not required though.

E. Motorcycle Equipment

1. All motorcycles must be equipped with mufflers that reduce exhaust noise to a road legal level.
2. 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.
5. It is highly recommended to have a tether type mechanical kill device attached to the motorcycle and the rider so that propulsion is disabled at any time when the rider becomes separated from the motorcycle. It is not required though.

F. Trials Master and Referee

1. The UMTA Referee shall have full authority over all activities involved in the running of the trial. If the Referee is unable to attend the event, the Trials Master is the acting Referee.
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.

G. 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.
7. Only UMTA club members and non-UMTA members that have paid the event entry fee may ride within the bounds of a section during an event.
8. There is no changing of any sections as we don't require large classes to ride together on the first loop. All lines must be ridden as marked by the trials master.
9. The splits in each section will be marked using the following designations:

<i>Class</i>	<i>Split Color</i>
Champ	Red (CH)
Expert	Black (EX)

Advanced	Blue (ADV)
Intermediate	Orange (INT)
Novice	Purple (NOV)
Youth	<i>No Splits (separate sections)</i>
Exhibition	Line of group choice
Vintage	Line of group choice

H. 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 foot pegs, 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.

2. 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 in the rider's class, 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 stops while the machine is without forward motion and the rider is leaning or footing or any part of the machine, except for the tires, touches the ground it is 5.
 - i) If the handlebar touches the ground involving a dab, it is a 5.
3. Scoring shall start when the front axle passes between the start markers and end when the front axle passes between the finish markers.
 4. 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.
 5. 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

I. Season Championship Awards

1. All classes, except for Exhibition, are eligible for the season championship awards.
2. To receive a championship award, you are required to work at least one event per season. Any rider under the age of 18 as of March 31st of that year is exempt from this rule.
3. To receive a championship award, the rider must have attended a minimum of 50% of the events. Youth riders are exempt from this rule.
4. 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:

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

5. Championship points are awarded as follows:

<i>Finish</i>	<i>Points</i>
First Place	20 points
Second Place	17 points
Third Place	15 points
Fourth Place	13 points
Fifth Place	11 points
Sixth Place	10 points
Seventh Place	9 points
Eight Place	8 points
Ninth Place	7 etc.

6. 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.
7. Year-end class championship awards will be given to the top three riders in all classes (except Exhibition). The top three riders must be paid UMTA members, have worked an event as well (except for the Youth class which is exempt from being required to work an event) and attended a minimum of 50% of the events.
8. Extra Championship Points: All club members are eligible for extra championship points up to a maximum of 20 points total (which will be added to the rider's total of points earned throughout the season).
- a) Trials Masters receive 20 points for their event for a maximum of 20 points per season. Trials Masters have no entry fee for that event and are eligible to ride the same event they coordinated. They are also responsible for: finding helpers, setting

sections and loop markers, coordinating rider sign-up, conducting the rider's meetings and coordinating section clean-up.

- b) Helpers 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. Helpers are eligible to ride the same event(s) they assist with and are required to pay an entry fee. They are also responsible for: facilitating any or all the Trials Master's functions (as noted above) as required by the Trials Master.