

# New Mexico Trials Association Manual & Rule Book

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## New Mexico Trials Association

The New Mexico Trials Association (NMTA) is an organization comprised of amateur motorcyclists and their families promoting the sport of MotoTrials in the state of New Mexico. The NMTA is committed to providing a family oriented and environmentally friendly venue allowing riders to develop the skills required to compete at a national-level while ensuring friendly competition and a good-time for all.

While MotoTrials can be a very challenging and dramatic sport, the NMTA provides classes for riders of all skill levels.

The NMTA is a sanctioned member of the American Motorcycle Association (AMA) and a member of the North American Trials Council (NATC).

Riders are expected to recognize the dangers of motorcycle riding and ride and act responsibly. Competitors in a NMTA Event, their guests and spectators are liable for their own actions and behavior and must accept the risk of motorcycle riding and other activities.

### MotoTrials

A MotoTrial (formerly known as Observed Trial) is a test of balance and control on a motorcycle which emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment.

The competition takes place on a course made up of a series of observed sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks, and logs within the boundaries of the marked section. At each section an "observer" or "scorer" judges the ride and assigns penalty points for infractions such as a loss of balance or other failures to successfully negotiate the obstacles within that section.

Although the competition typically has a time limit, it is not a test of speed.

Based on the nature of trials motorcycles and the competition, environmental damage is minimal. The NMTA has riding areas that have been used for decades with little evidence of any impact to the environment.

### Membership

The NMTA annual membership fee is \$20.00 for individual and/or family membership. Membership forms are available at each NMTA Event and online at [www.nmtrials.org](http://www.nmtrials.org).

Membership responsibilities include adhering to the guidelines established in this document and participating in NMTA activities (scoring/setting events, work days or other volunteer roles).

Membership benefits include subscription to the monthly newsletter, participation in the NMTA Championship Series (requires NMTA and AMA membership) and easy access to the San Ysidro Trials Area (BLM Land).

## Board of Directors

The NMTA elects officers that make up the Board of Directors. Officers hold a minimum term of one year and are elected by the membership at the annual banquet. Board positions are in effect from the day after the first event of the year until the end of the day of the first event of the next year. To be clear, the intent is to make sure that the first event is run by the old board and the new board takes over after that. This ensures that the first event provides a time for transition and that the new board does not take over their duties until they have had a chance to have a transition meeting with the old board.

Board meetings shall be run with agenda items & consensus for voting. There shall be a public portion of each meeting in which club members may attend to discuss various topics. The following officers are elected by the general membership:

### President

- Scheduling Club Activities & Events.
- Representation of NMTA at Official Functions.
- Delegation of Club Responsibilities as required.
- Conducting Board Meetings.
- Updating Manual & Rulebook.

### Secretary

- Maintain an “up to date” membership list.
- Keeping an accurate and accessible e-mail list of all club members.
- Recording NMTA Event Results, Scoring & Series Points.
- Monthly newsletters containing: Results & Commentary of the prior event, an announcement of the next event which includes location (with map) & starting time, annual schedule (with trialsmasters), national events schedule, championship series standings, commentary, advertisements, interviews and other information should also be included.
- Minutes of board meetings.
- Creation / Maintenance of Scoreboard. This includes bringing the boards to each event.

### Treasurer

- Management of Financial Transactions & Accounts and Treasurer Report at Board meetings.
- Obtaining & Coordinating Event Insurance & AMA Sanctioning.
- Coordination of all AMA documentation, including referee report & memberships.
- Coordinating & supplying Year-End overall awards including plaques and apparel (if appropriate).
- Coordinate cash box w/ proper change at Each Event and collection following event signup.

### Permit/Event Coordinator

- Obtaining & bringing event awards including “Over-all” awards for two day events.
- Obtaining & bringing trialsmasters gifts, i.e. glasses or mugs.
- Responsible for event signup procedures & documentation.
- Responsible for coordination of event items such as porta-potties, etc.
- Ensure AMA liability waivers are signed by everyone at an event.
- Obtain prior approval for each event in the Jemez and Roswell areas. Contact should be made and/or permit applications should be submitted no later than 90 days prior to an event.
- Verify the NMTA insurance policy expiration date. If the policy will expire in the 90 day period prior to an event, the application will not be processed by the approving agency
- For events held within the USFS, the Permit Coordinator must be prepared to visit the site location with a USFS representative prior to and after an event to perform a walkthrough of the event areas.

### **Course Clerks (Upper Sections and Lower Sections)**

- Inspect the loop and each section for safety, level of difficulty, adequacy of marking, and compliance with NMTA policies. Course Clerks may require changes to the loop and sections. Unresolved matters will be brought to the attention of the Club President as-soon-as-possible. Course Clerks should verify any changes prior to the event.
- Course Clerks may ride in an event they inspect, but they are not permitted to pre-ride the sections.
- Maintain & Post the NMTA Event sign for each event.
- Maintain & Coordinate Trialsmaster Boxes & Supplies for each event.

### **Additional Positions**

Although not voting members of the Board, the following positions play a vital role in operation of the club.

#### **NATC Representative**

- NMTA Representation at the NATC Annual Meeting
- Inform the NMTA Board members on NATC changes, proposals, etc.
- The representative must have board approval in order to commit the NMTA to any course of action.

#### **NMTA Webmaster**

Keeping the NMTA Website updated with current news, events, schedules, etc

#### **NMTA Public Information Officer**

Liaison with the National Forest Service, Bureau of Land Management, State of New Mexico and private land owners. This position is also responsible for promoting the sport of trials within New Mexico. This position is an experiment for 2012 as an attempt to put more focus on these issues and provide stability in our relationships. For 2012 this position excludes BLM which remains with the President.

### **Association Funds**

#### **General Funds**

The President, Treasurer & Event Coordinator shall be named on and have access to all NMTA accounts. Expenditures from this account exceeding \$1500.00 shall require two signatures.

#### **Land Use Funds**

This account will be funded by a portion of each “Rider’s Entry Fee” and an “end of year” transfer from the general fund. The goal is to transfer \$5 a head from each rider entered into an event, however the amount of each transfer will be determined by the Board based on the financial situation of the club.

These funds will be separate from the General Fund and deposited in an interest bearing or other guaranteed account.

Any expenditure or other deletion from this account requires approval by a well-documented majority vote of the general membership.

### **NMTA Championship Series**

#### **Event Scheduling**

Events are scheduled to be held the first Sunday of each month with the exception of January unless otherwise approved by the Board of Directors. Exceptions may include: holiday weekends (i.e. 4th of July, Labor Day Weekend, Easter, etc.) and special event conflicts (i.e. National & World Round trials events). The Board must

determine whether these “special” weekends will hinder the rider turnout and adjust with the premise of scheduling for the largest turnout possible. The season point series shall begin in February and ends in December.

## **Competitive Classes**

### **Afternoon Classes**

#### **Championship Class:**

This is the highest skill level within the NMTA with obstacles comparable to the **Expert** level at an AMA/NATC National Event. Winner of the year end series of the Champ class is classified the NM State Champion.

#### **Master Class:**

This class is intended to be comparable to the **ES (Expert/Sportsman)** level at an AMA/NATC National Event. Obstacles are similar to those found in the NMTA Expert Class but with larger ups, downs, gaps, etc.

#### **Expert Class:**

This class is intended to be comparable to the **Sportsman** level at an AMA/NATC National Event. The rider should have skills at maneuvering the bike by hopping, climbing undercut rock ledges, lofting the front end for “wheelie drops” and other similar techniques that demonstrate expertise in the sport.

#### **Semi-Expert Class:**

This class is intended to be comparable the **Clubman** level at an AMA/NATC National Event. The rider should have the skills required by the NMTA Sportsman Class and include an ability to precisely place the front wheel so as to negotiate the obstacles at an angle to the path, even on a steep descent.

#### **Sportsman Class:**

A rider at this skill level is able to negotiate steep hills and off-camber turns, use “un-weighting” techniques to clear logs higher than the skidplate, and can climb obstacles of a moderate height so long as a steep drop-off does not immediately follow.

## Morning Classes

### Intermediate:

A rider at this skill level is able to negotiate moderate hills and off-camber turns, and climb obstacles of a moderate height so long as a steep drop-off does not immediately follow.

### Amateur:

A rider at this skill level has the ability to attempt the most basic obstacles including logs, rocky terrain, hills of moderate difficulty, and tight turns. Most riders at this level can overcome logs or small rock ledges by lofting the front of the bike but cannot precisely place the front wheel.

### Novice:

A rider at this skill level has the ability to ride small obstacles which can be ridden over without the ability to loft the front wheel. The emphasis for section layout for this level rider should be on basic turns, simple hills and cambers, and control of the bike.

### Beginner:

This is an “Entry” level class with obstacles similar to a trail-ride. The emphasis in this class includes riding while standing, basic control of the bike, and becoming familiar with scoring rules.

## Additional Classes

### Juniors:

In order to promote the sport of trials and consistent with the “family-fun” concept, it is desirable to have some very simple sections, set independent of the competitive loop. These sections can be ridden by competitors (generally 8 years of age or younger) on small wheeled bikes.

### Other Classifications:

The NMTA may also include classes specifically for riders of a certain minimum age, or for vintage machines manufactured during a certain time period.

## Championship Series

NMTA MotoTrial events are open to any AMA Member wishing to participate. All riders are eligible to receive daily event awards as well as 2-day overall awards.

The New Mexico State Championship Series is limited to NMTA members. You must be an active club member in good standing to receive championship points or year-end awards.

Year-end finishing position, for each competitive class, is determined by the sum of points awarded in 75% of the events held. (i.e. 18 events scheduled, 16 events held, score is determined by the sum of the best 12 finishes in the class). Any fractional figures are to be rounded up or down accordingly (.5 is rounded up to the higher figure).

Championship points are awarded as follows:

Placed	Points
1 <sup>st</sup> Place	15
Trialsmaster	14
2 <sup>nd</sup> Place	12
3 <sup>rd</sup> Place	10
4 <sup>th</sup> Place	8
5 <sup>th</sup> Place	6
6 <sup>th</sup> - 10 <sup>th</sup>	Decrease 1 point per position
11 <sup>th</sup> - 19 <sup>th</sup>	Decrease 0.1 point per position
20 - 28 <sup>th</sup>	Decrease .01 point per position
29 <sup>th</sup> - 37 <sup>th</sup>	Decrease .001 point per position

Individuals scheduled and performing the duties of a Trialsmaster (TM) are eligible to receive points for 1 event per season. The points will be awarded for the event “worked” and in the TM’s current class. If a rider switches classes during the season, TM points can be moved to the new class at the rider’s request.

### **End of Year Tie Breaker**

In case of a tie on Championship Series points (“Best of” Points) at the end of the year, total points earned in the additional events (Total Points) will be used as the tie breaker.

If still tied then the rider with the most wins in head to head, then seconds head to head etc.

If still tied then the rider who finished better in the first event in which the two riders rode head to head will win.

In the event of multiple ties, apply the above rules in the order stated until a rider is out of the tie, and then continue until proper placements are determined.

If riders are ties throughout all above options, then the total number of overall dabs taken throughout the year in all events ridden head to head will determine the final placement.

### **Annual Banquet**

An annual banquet will be held each year to present the Year-End awards to the membership, solicit trialsmasters and elect Board Members for the coming year.

The banquet should consist of a meal and an awards presentation to include:

- An engraved plaque with the rider’s class, finishing position, event locations and year. This award will be given to all riders that have ridden 75% of the events held.
- An award for the top three finishers in each competitive class.
- Specialty awards to acknowledge top performers & outstanding individuals within the club.

The NMTA Board shall fund the banquet with monies from the NMTA “general fund” and may provide other activities such as; joke awards, raffles, dinner, slideshows, etc.

# NMTA Trials Event

## Pre-Event Activities

### Setting an Event

The course layout and marking is the responsibility of the person(s) designated as Trialsmasters. The trialsmasters should endeavor to establish a course which will be fun and challenging for all skill levels and which will not contain impossible obstacles or extreme hazards. There shall be One Upper and One Lower Trialsmaster assigned to each trials event. Floaters shall be assigned to assist both Trialsmasters; this position is intended to aid in learning to how to set future events.

The course should consist of a minimum of 8 sections laid out in a loop to be ridden 3 times. The Trialsmaster has the discretion of adjusting the amount of sections as well as the number of loops as necessary. It is the intent to be scored on a minimum of 24 rides by the end of the event.

The “loop” or trail which comprises the course connecting the sections must be clearly marked and riders must follow the course in the direction intended. The course shall be marked with ribbon and signs. It is a good idea to use different color ribbon or a combination of colors to denote separate loops set for a single event. Signs should be used to clearly define the direction of travel and assist riders with clarity of the loop. Two-way traffic on a single lane path is not recommended, but if applicable it shall be clearly marked. An “X” shall be placed to mark caution or technical parts of the course.

### Setting the Sections

The sections should be made up of natural obstacles such as mud, rocks, water, logs, climbs and descents, etc. Wherever possible, natural boundaries such as creek banks should be used.

The section begins with a “START” gate. The sections progress through gates of 4-foot minimum width marked with NMTA supplied materials. Where practical, the gates should be placed square to the path of the section and firmly attached to a stable object or placed in baggies. An “END” cards marks the end of the section. Ribbon should be firmly placed no more than 12” above the ground wherever possible.

Interior class gates within the section may be marked to reduce the width of a section or to define the different routes for riders competing in different skill classes. Each gate has a minimum width of 4 feet. A piece of ribbon can be placed between the gate and the section boundary ribbon or another gate to further direct the riders.

Boundary ribbon color should be based on terrain and weather conditions. Specifically, white ribbon is not appropriate with snow on the ground.

The section boundaries and markers must be reasonably maintained in the condition presented to the first rider. No rider should be allowed to ride the section until it is repaired. Repair materials should be available to the observer.

The sections must not be so long or difficult that bottlenecks occur. The sections must not contain impossible turns, ascents, descents, nor be unreasonably difficult.

It is important that the trialsmaster “ride-in” each section. Commonly, the section will contain obstacles beyond the TM’s ability (i.e. Champ Splatter) however; all other portions of the section should be ridden to ensure gates are positioned within view of the rider, obstacle approaches are adequately “prepped” and unsafe or fragile portions of the section are eliminated (bark on a log, tree limb at eye level, etc.).

Continuous (Double) sections are not allowed.

## **Clerking the Sections**

### **Upper and lower class**

The Course Clerk, accompanied by the Trialsmaster, shall inspect the loop and each section for safety, level of difficulty, adequacy of marking, and compliance with NMTA policies. Course Clerks may require changes to the loop and sections. Unresolved matters will be brought to the attention of the Club President as-soon-as-possible. Course Clerks should verify any changes prior to the event.

### **Champ Class**

When available, any member of the Champ Class may accompany the Trialsmaster and Course Clerk to make recommendations for the “Champ Line”. These recommendations should be considered by the trialsmaster, but the final determination lies with the course clerk.

## **Inspecting the Sections**

Once ribbon has been laid for a section, the area is considered “closed” to everyone other than the trialsmaster and course clerks. Sections may be inspected, on foot, by competitors but may not be disturbed or altered in any way. No competitor (regardless of class) may ride any section (upper or lower class) prior to an event.

## **Event Day(s) Activities**

### **General**

All riders, workers and spectators must sign the liability waiver before entering any riding area. A common practice is to have everyone entering the parking area or trials site sign the waiver at that time. This may require that someone with the liability waiver be positioned at the entrance of the venue in order to capture every signature. All riders are expected to help ensure waivers are completed by the riders family and friends.

Consistent with AMA Amateur Rules, prior to or during an event, everyone involved in any fashion with an event including trialsmasters, riders, minders and observers must not consume or be under the influence of intoxicants (including alcohol) or drugs. Failure to comply will result in disqualification of the rider.

All motorized vehicles, including motorcycles, are limited to slow controlled speeds (approx. 5 mph and low gear) for safety in pit areas. For competitors, penalties will be assessed as described in Appendix A - Scoring -Additional Penalties.

Helmets (DOT, Snell 95 or any FIM approved) are required to be worn by anyone operating a motorcycle at a trials site.

## **Rider's Qualification and Responsibilities**

Riders are not required to have a current NMTA membership.

Riders are to ensure their AMA membership is current and to have the membership card available at sign-up.

The rider should have a number plate clearly indicating the class to be ridden within the section, or announce to the observer the class to be ridden.

Riders shall be responsible to notify a course official upon injury. An injury form must be completed by the rider & the trialsmaster or a board member immediately following the event.

Riders must be physically able to control & properly function on a motorcycle.

If a rider has not competed in a previous event, the course Trialsmaster may request an example of the rider's abilities and can refuse entry or modify the entry class if they think a rider is not qualified.

## **Machine Requirements**

NMTA no longer requires competitors to finish the event on the bike they start on.

The motorcycle must be a "trials type" machine equipped with a working engine kill switch, working brakes, ball ends on handlebar mounted levers and "trials type" tires.

A USFS approved Spark Arrestor must be installed whenever operating a motorcycle at a trials site unless specifically informed otherwise.

## **Event Scoring**

Various events may find it necessary to employ various methods for observing. The system utilized will be defined by the trialsmaster prior to the riders meeting.

### **Preferred method**

Morning/Afternoon Scoring – Lower class riders score upper class sections and vice versa.

To ensure consistency of scoring, observers should not be changed during the event. Observer's should show a raised, balled fist and announce rider in a loud voice to authorize a rider to start riding the section.

The checking officials at each observed section should 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.

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 where a portion of the field has ridden a section before it has been closed, scores for those rides will be thrown out of the days total.

Observers shall assist in pulling sections at the completion of the day. Observers shall not pull the sections until notified of the completion of the trials by a Trialsmaster.

### **Alternate methods**

Small rider turnouts or limited event time may constitute riding in groups.

The trialsmaster has the discretion to assign competitors to specific groups.

Group scoring - One or more classes who ride together with an individual observer accompany the group to score all the riders in the group.

Peer scoring - One or more classes who ride together and score each other.

## Rider Sign-Up

The event trialsmasters are responsible for sign-up.

A trialsmaster should be present at the signup table during the course of the day in case of injury, disqualification or rider class adjustments.

Event sign-up should begin at least 1 hour before the event start time.

Each rider must complete an AMA release form (liability waiver). If the rider is a minor, all release forms must be completed and signed by the legal guardian.

Riders must present a current AMA membership card at each event or submit an application with payment to join the AMA at the event signup. Riders not able to present a card will be required to fill out an application for membership; the AMA currently credits memberships forward from the expiration date of their existing membership.

Collect fee for the event as follows

Event	One Day	Two Day
Adult (18 and over)	\$25.00	\$45.00
Minor(17 and under)	\$15.00	\$25.00
Junior class is free for all events		

Have riders fill out event class sheet in their respective class.

Have riders fill out event scorecards and return them until the riders meeting.

Following Sign-up, trialsmasters shall give the NMTA Treasurer the money box immediately following the completion of sign-up.

## Rider's Meeting

A mandatory riders' meeting must take place before the start of an event -- usually 10 minutes before the start time. If a time limit is to be enforced, this must be announced during the meeting. A description of the loop and any important event factors shall be explained with any questions answered at this time.

## Riding the Event

### Section order

A rider may begin their day on any section, but must continue each loop in the same sequential order.

### Changing Class

A rider may request to alter their signup class within the first 3 attempted sections. The rider must return to sign-up and request this change to the Trialsmaster. Once a fourth section has been attempted, the rider may not alter the day's class.

### Scorecards

Riders are responsible for their own scorecard and must carry their scorecard and present it to the section observer for marking at the completion of their ride in that section. It is the rider's responsibility to verify that each section is punched correctly.

### Protest

Disagreement with an observer's scoring must be noted and settled, if possible, without inconveniencing or delaying other riders, while the situation is fresh in everyone's mind. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt. If not resolved, the rider

may make a specific protest, in writing, to the Trialsmaster within 10 minutes after the end of the event as described below.

No person may protest another rider's score.

### **Sweeping the Loop**

Near the end of each session, upper and lower, the trialsmaster is responsible for notifying the observers when to "pull" the sections. A common approach is to ride the loop backwards checking with the remaining riders to see where they will finish. Once a determination is made the trialsmaster should advise the scorers which rider will be last through their section. The goal is to minimize the amount of time unnecessarily spent at a section by the scorers. It is unacceptable to wait to sweep the loop until the last rider has turned in their card.

### **Posting the Scores (Event Board)**

Riders are to determine their own score separately from the final scoring personnel to ensure accuracy. After the rider and Trialsmaster agree on a final score and it is placed on the scoreboard, the score is considered final for that event and will not be changed. There will be no post-trials review of scorecards to change results. Riders may trade-in original cards if the scores are becoming unreadable, or are otherwise damaged.

### **Protest Period**

A ten minute protest period begins after the scores are posted on the Event Board. All rider scores are final at the conclusion of the protest period and cannot be changed by any action.

Trialsmasters, along with the course clerks and one additional board member, will serve as protest jury if needed during events.

### **Award Presentation**

Following each event, or the end of a two day event, a ceremony shall be held to present awards and make any important announcements for activities and club events.

Event awards shall be presented to the top 3 places in each class. Awards shall be selected by the board. Examples include: plaques, metals, ribbons, etc. Awards are presented to all riders regardless of NMTA membership status.

A token for trialsmaster efforts shall be given to all trialsmasters as gratitude and shall be selected by the board. Examples include: Engraved mugs, glasses, etc.

## **Post Event Activities**

After an event:

The Secretary shall collect the final scorecards & scoreboards.

The Event Coordinator shall collect signup box for restocking.

The Treasurer shall collect completed liability waivers, minor releases and the AMA copy of imprinted release forms and submit the AMA referee's report following each event. The liability waivers, minor releases and the AMA copy of imprinted release forms must be sent to the AMA with the referee's report.

Trialsmasters shall be responsible to pull their loop markings and make sure all sections are cleared and free of any debris or event markings. Trialsmasters shall also be responsible for general venue clean-up, this includes: raking section ruts caused by riders, cleaning up trash, clearing debris, and making sure the venue location is left in good condition following an event.

## Appendix A - NMTA Event Scoring

The scoring method outlined below is (generally) consistent with the scoring rules used in the AMA/NATC National Championship events. Note that NMTA generally lags NATC by one year on new rules in order to see if they are retained.

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

Penalties are assessed by an observer in each section as follows:

### **Dab (fault) = 1, 2 or 3 points**

One Dab 1 point

Two Dabs 2 points

Three or more Dabs 3 points

A dab is defined as each contact (used for support) of any part of the rider or his machine (with the exception of the tires, footpegs, and engine skidplate) with the ground or an obstacle (tree, rock, etc.). Contact includes “Toe Dabs” which is a rider’s foot, while on a footpeg, making contact with the ground in such a manner as to propel the machine in an upward or forward direction or used for support.

Contact may occur either inside or outside of the boundaries.

It is the scorer’s responsibility to distinguish between contacts used for support versus incidental contact.

Foot rotation counts as one point. Rotation can only occur at one rotation spot and cannot transfer heel to toe or vice versa. There is no additional penalty for multiple rotations as long as the foot does not slide or transfer the rotation spot.

Sliding a foot counts as three points.

Both feet placed on the ground simultaneously counts as two points.

### **Failure = 5 points**

A rider may report to the observer and receive a five for that section, even though they do not attempt it. If a rider fails to make a reasonable attempt in more than 50% of the total number of sections they will be considered a non-finisher (DNF). The determination of a “reasonable attempt” is the decision of the observer.

The rider or minder alters the condition of a section

The rider assists the machine or improves their position while stopped & footed with either hand in any way other than with the handlebars

The rider receives outside assistance while in a section (i.e. catching or minding the machine).

The rider or machine makes direct contact with a gate resulting in displacement of the gate requiring the observer to replace the gate.

Both axles, with the front wheel preceding the rear wheel, must pass through the start gate and all other gates for the class, except only the front axle is required to pass through the end gate.

Riders may only pass through a gate (for the class) one time per section attempt.

The rider passes, with a tire on the ground, in either direction through a gate of another class, breaking the plane of the gate;

A gate for a class other than your own constitutes a marker. It is permitted to float one wheel over a marker but not both tires, i.e., jumping the bike over a marker is a failure.

In the case of running over a taped boundary, 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.

The motorcycle does a complete loop, crossing its own track with both tires. Similar to crossing a taped boundary, there must be ground visible between the tire track and the tire and the tire must be on the ground on the out-of-bounds side of the track.

The engine stops while footing or while any other part of the machine, 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 five (5).

If the handlebar is used for support and the motorcycle is beyond 45-degrees from vertical.

The machine is moving backwards with or without the rider footing..

The **rider dismounts from the machine and has both feet on the ground on the same side or behind the machine.** Behind is defined as no part of the bike being between the rider's legs.

Only the greatest penalty, as defined above, shall be counted for the section. However, the following points may be added:

### **Additional Penalties**

Sections are to be ridden in designated order only. The penalty for missed sections or sections ridden out of order is ten (10) points per section. Any section not 'punched' is considered to be a missed section. It is the responsibility of any observer noticing a missed section to punch the rider's scorecard.

If a section is ridden more than once per loop, the rider will receive a 10 point penalty. An exception exists for the Beginner Class. With the approval of the Trialsmaster, the Beginner Class may ride each section 3 times and finish the event in a single loop.

Practice in any of the sections before or during the event will result in disqualification of the rider from competing in the trial. With the approval of the Trialsmaster, the rider may ride the event as "non-comp".

A rider must present a scorecard to the Trialsmaster, within 15 minutes of the completion of the trials, to be considered a finisher. If a scorecard is not presented, the rider will be considered a non-finisher and no score will be posted.

If blank or unmarked sections on a scorecard exceed 25% of the total number of sections, the rider will be considered a non-finisher.

Unsportsmanlike conduct, offensive behavior or language, by a rider will result in a penalty of 25 points. The penalty can be given at the sole discretion of any observer, Trialsmaster or Board Member. Penalty points are in addition to the points accumulated during a rider's section attempt.

Exceeding slow & controlled speeds is a 5-point penalty assessed before, during or after the event. The penalty can be given at the discretion of any observer, Trialsmaster or Board Member.

A rider cutting the course or going backwards on the course may be disqualified at the discretion of the Trialsmaster.

## **Obstruction**

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 and any points lost prior to the point of the obstruction of the original attempt will stand.

## **Tie Breakers for One Day Event or Two-Day Overall Finisher**

In each class, the order of finish is determined by the low score. In the event of ties, the rider with the lowest score will prevail. If the riders are tied on score, the rider with the most cleans will prevail, and if still tied then the rider prevails who has most ones, twos, threes or fives in succession.

If still tied, the Trialsmaster, after consulting with available Board Members, will determine if a "Ride-Off" is practical. The decision to hold a ride-off must be made before evaluating additional tie-Breakers. Factors to consider include weather conditions, available sunlight, podium placement, rider's condition, End-of-Year standings, event location, etc.

- If a "Ride-Off" is to be held the Trialsmaster will designate a section(s) which are to be ridden and the number of attempts required. A coin flip will be used to determine which rider starts. If both riders agree, a coin flip can occur to designate a winner without performing a ride-off.

- If a "Ride-Off" is not to be held the tie will be broken by the first point taken, starting from section one (regardless of where a rider started) in the order that the card is punched which may differ from the order the scores were earned (in case a scorer punches out of order);

If still tied, the after following all steps above, both riders shall be considered tied for the event . Equal points shall be awarded to both riders according the respective finish. No points shall be given for the position following a tied position (i.e. in the event of a tie for second place, both riders shall receive 12 points, the next rider position will receive a 4th place finish of 8 points).

## Appendix B - NMTA Land Use

NMTA is fortunate to have several excellent riding areas with a variety of terrain. One of the primary NMTA riding areas is a BLM Nationally registered area west of San Ysidro, New Mexico, one hour from Albuquerque off US 550. This area has been cooperatively managed in a close working partnership by the BLM and NMTA for over thirty years, and presents endless opportunities in its rocky canyons, hills, and terrain. The NMTA membership has an obligation to be familiar with, and comply with, the land use agreement. A copy of the agreement will be posted within the kiosk located at the San Ysidro parking area. Highlights of this agreement include:

- NMTA will not interfere with other valid uses occurring on the public lands such as grazing, mining, and other recreational uses (including commercial and private).
- Trials Bike activities are prohibited after the sun has set
- NMTA is responsible for all actions of riders and spectators associated with any club activities on public and private lands.
- No one shall intentionally or wantonly destroy, deface, remove, or disturb any public building, sign, equipment, marker, or other government property, cultural sites, vertebrate fossils, historic structures, natural features of the land, vegetation, or wildlife, except as legally taken. Archeological sites and artifacts will not be disturbed or removed. Do not make rubbings of petroglyphs. Do not highlight petroglyphs with chalk to enhance photographic contrast.
- Vehicles (including trials bikes) must be washed and cleaned before being transported to public lands to eliminate the possibility of noxious weeds being introduced to the area.
- Trials Bikes are not allowed in riparian areas at any time. Riparian areas are defined as springs, seeps and tinajas (stone water tanks). Tinajas are available to be ridden when dry conditions exist, but the club understands that no damage to the tanks shall be permitted
- All internal combustion trials bikes will be equipped with a muffler/silencer/spark arrester. No vehicle equipped with muffler cut-out, bypass or similar device, or producing excessive noise, may be operated.
- All cultural sites and locations of threatened and endangered plant species must be given 25 feet clearance.
- NMTA will close all gates and respect the property of the livestock operators
- Trials bikes are to stay on designated trails as authorized by the BLM unless specifically accessing practice areas. Trails in addition to de-marked trails shall be permitted for event loops but must be properly remediated following an event as specified by the BLM if required.

Another excellent BLM area is the Haystack Mountain Off-Road Area near Roswell, New Mexico. This area is designated for general motorcycle use and is primarily used by trail riders. When in this area please be respectful of the facilities and trails that the enduro/desert riders have established. Please do not use the trashcans in this area. We are responsible for emptying them so please haul your own trash. We need volunteers for this event to empty the trash that was there when we got there and the trash that accumulated from other types of motorcycle enthusiasts during our visit.

Any events held at BLM sites must be pre-approved by the BLM and cleared for archaeological sites and environmental impact. The Permit Coordinator handles this.

NMTA also has had use of several National Forest sites such as Lake Fork and Sipapu Ski Area. The Forest Ranger Station's recreation manager must individually approve these sites several months in advance. Environmental impact, user numbers, and other issues must be addressed with the Forest Service. The Permit Coordinator also handles these issues.

NMTA has had access to several other areas, including private land holdings (i.e. Taos Ski Valley).

## Appendix C – Revision History

### **Revision 0 – February 1, 2012 – Devin Cannady**

Original revision combining elements of 2004, 2007 and other years.

### **Revision 1 – March 7, 2012 – Lance Butler**

Changes from Board transition meeting with all of 2011 and 2012 Board Members present

1. Board of Directors, page 4, added explanation of when new board takes over from old.
2. Appendix A, Scoring, Failure, page 14, reverted back to no backing up allowed rather than the proposed definition of  $\frac{1}{4}$  wheel turn or 12", change marker displacement back to traditional rules rather than new NATC rule about a failure if you touch the gate.
3. Appendix A, Scoring, page 14, added verbiage explaining our lag of NATC rules by one year
4. Appendix A, Scoring, Dab, page 14, clarified that a point is given for a toe dab used for support (not just to push the bike forward or up)