

# 2017 PNTA RULES

Changes (from 2007) in red

Changes (from 2013) in Blue

In 2013 the PNTA championship series will consist of 3 Venues with 6 events. The best 4 out of 6 rounds will determine the championship for all classes. The first two rounds, 1 and 2, will be hosted with two day events hosted by INTA and PST jointly. The second two rounds "Superstars" hosted by CPTA as rounds 3 and 4. The final 2 rounds, 5 and 6, hosted by COTA.

In 2017 the PNTA championship series will consist of 4 Venues with 8 events. The best 6 out of 8 rounds will determine the championship for all classes.

- 1. Definition:** An Observed Trial is conducted over a course consisting of a series of observed sections, which contain natural obstacles such as rocks, logs, water, mud, etc. The object is to ride a motorcycle, within the given overall time limit, through each of the sections while losing as few points as possible. Dates for the upcoming series are set at the annual PNTA meeting each fall/winter. The series consists of up to 12 events. The rider's two lowest finishes will not count toward season points. PNTA follows the current **NATC** rules, with the exception of the one and a half (1.5) minute time limit.
- 2. Membership:** There are five clubs, which are members of PNTA. Canada Pacific Trials Association (CPTA), Columbia Observed Trials Association (COTA), Inland Northwest Trials Association (INTA), Puget Sound Trialers (PST), Victoria Motorcycle Club (VMC) and Island Sports Trials Club (ISTC). Riders automatically become a PNTA member with participation in the current series.
- 3. Classes:** There are no formal requirements for entry in a PNTA event. Riders are responsible for their entry in a class appropriate to their skill level. The Trial Marshal (or Clerk of the Course), along with the officers of the hosting club and PNTA, reserve the right to re-class a rider, if the rider has entered a class inappropriate to the rider's skill level. The Trial Marshal will discuss the entry with the rider prior to re-classing an entry.

**Championship:** This class is open to any rider wishing to compete for the PNTA championship. The rider should be of Expert skill level, as the sections will be technically challenging while minimizing exposure to unnecessary risk. Challenges should not require spotters to make competitors feel comfortable attempting any sections. Riders should be able to handle challenges approaching that typically seen in the Expert class of the NATC national championship.

**Expert:** This class is open to any rider of Advanced or Expert skill level. The Expert class will ride a combination of approximately 30% Championship sections and 70% Advanced sections. There will be no new lines for this class. The Expert class will ride either the Championship or Advanced lines. This will be designated by a card at the start gate indicating either: E = C or E = A.

**Advanced:** The Advanced class is open to all riders of advanced skill level. Advanced section splits will be designated with "A".

The Senior Advanced class is open to riders of **advanced or higher skill level regardless of age. The Senior Advanced class will ride a combination of approximately 30% Expert sections and 70% Advanced sections. This will be designated by a card at the start gate indicating either SR=A or SR =E**

**Senior Intermediate:** The Senior Intermediate class is open to riders of Intermediate **or higher skill level, regardless of age.** The Senior Intermediate class will ride the same line as the Intermediate class **unless otherwise indicated with a Senior Intermediate Split sign.**

**Intermediate:** The Intermediate class is for riders who have a good start on their skill development. They are more proficient than Novices, but not ready to tackle the more difficult terrain challenges of the Advanced class. The rider understands the sport and is developing the basic trials skills.

**Novice:** The Novice class is open to all riders who are in the earliest stage of development.

**Vintage:** This is a new experimental class designed to increase participation by creating an opportunity for bikes older than modern equipment to compete in the PNTA series. Due to a lack of past experience this new class can define its terms and definitions as it evolves. The Vintage class may chose to ride either Intermediate or Novice sections.

The Championship, Advanced, and Senior Advanced classes will ride the same loop, with the same time limit. An unlimited number of split lines may be included in all sections.

The **Vintage**, Novice, Intermediate, and Senior Intermediate classes will ride the same loop, with the same time limit. All three classes will ride the same sections, with unlimited number of split lines. The Trial Marshal may designate a section for an individual class only.

Each class must ride their line, as indicated by the split markers.

**4. Rider Requirements:**

- a) It is the rider's responsibility to provide and wear suitable riding clothing and foot protection.
- b) DOT, or Snell 85, 90, 95 or other approved helmet is required to be worn.
- c) It is the rider's responsibility to see that their scorecard is properly marked (punched) and turned in on time. Lost scorecards will result in disqualification.
- d) It is the rider's responsibility to volunteer to observe a section, and to make themselves available to the sign up personnel to observe and if not, their results for that weekend will not be counted in the series.

**5. Machine Requirements:** Events are to be run without regard to displacement. All motorcycles must be rear wheel drive only and use a trials universal type tire, which is commercially available to the public. All motorcycles must have functioning front and rear brakes prior to the event. Approved spark arresters may be required in some locations. It is recommended to have a PNTA number plate, if applicable, or a class designation on a number plate visible to the observer. A rider may change his machine during an event if his machine fails. The Pacific Northwest Trials Association and the hosting organization does not inspect or verify the condition of motorcycles, clothing or other riding gear and/or accessories used in PNTA events.

**6. Course Requirements:** The course may consist of any number of sections laid out in a loop. A minimum number of 30 sections are required for the Championship class. The course shall be marked with bright tape and/or arrows. When there is a turn, arrows should

be used. Caution or danger must be marked by an "X". The course must be modified for each class as described in section three (3).

7. **Section Requirements:** Sections should be made up of natural obstacles such as rocks, logs, water, mud, etc. Wherever possible, natural boundaries such as creek banks should be used, but when a section deviates from natural boundaries, tape must be used.

A section begins with two "Start" or "In" cards forming a gate. The sections progress through gates of three (3) feet minimum width marked with red on the right and blue on the left. Where practical, the gates should be placed square to the path of the section and firmly attached to a stable object. A gate consisting of two "End", "Finish" or "Out" cards marks the end of a section. When section splits are used, the splits must be clearly marked indicating the direction each class is to use. When the center split boundary is common to all classes and a single marker is not sufficient to indicate that boundary, the use of a brightly colored ribbon other than red or blue shall be used to mark the split, in addition to regular split markers. All split section markers will be considered official section markers. Markers should be below foot peg height to avoid the machine snagging the marker. It is of particular importance that start and end markers be placed upright rather than lying flat on the ground.

Sections are to be separately numbered and ridden in designated order only. No section may be ridden more than once per lap (loop). Practice in any of the ribboned sections before or during the event will result in exclusion of the rider from the trial. Riders may stop and inspect sections on foot prior to riding for score, providing their machine is parked off the course. The observed sections must not be so long or difficult that "bottlenecks" result and cause the time limit to be unfair.

The sections must neither contain impossible turns, ascents, descents, nor be too hazardous. No section shall be used which has not been test ridden a minimum of five times by either the Trial Marshal or his/her designee to determine layout, deterioration or weather will not render the section too difficult to rider or machine. Observed sections or parts of the loop that are found to be dangerous or cause other problems, such as bottlenecks, may be closed during the event by the Trial Marshal or his/her designee. In cases when part of the field have ridden a section before it has been closed, the scores for those riders must be deleted.

A long observed section may be subdivided into two sub-sections. Each subsection must be marked and numbered as a separate section. If it is the intent of the organizers for the sub-section to be ridden non-stop, the transition gate between sub-sections must be marked by "Start" and "End" cards both on the right and the left. Neutral zones between sub-sections

must be at least twelve (12) feet in length and clearly marked as a neutral zone. A rider having completed a sub-section may stop in the neutral zone; however, the rider must not loiter, back into the previous section for an advantageous start, or leave his/her machine or a penalty of five (5) points will be given for the next section and be counted for his/her ride in that section. Scorers should keep at least one (1) rider in the neutral zone at all times to avoid bottlenecks. Continuous sections must be used judiciously, if at all, since they are an almost inevitable source of bottlenecks.

8. **Starting Order:** The Trial Marshal will decide the starting order for all classes by random drawing. Typically, the Novice, Intermediate and Senior Intermediate classes ride in the morning. The Champ, Advanced and Senior Advanced classes ride in the afternoon. A staggered start method is to be used for all classes. The Trial Marshal may elect to "time out" riders on one-minute intervals, by class.

9. **Time Limits:** A time limit for each rider to complete the course must be set. The start and finish time shall be time checks. There is no mechanism for extending the time limit once the event is started.

After the time limit, the rider may arrive late but penalty marks will be added for arrival at the finish check after scheduled time at the rate of 0.5 (1/2 point) per minute. Any rider turning in his scorecard later than thirty (30) minutes after his/her scheduled time shall be disqualified.

Time limits may be calculated with the following formula: Allow five (5) minutes for each section on the first lap and three (3) minutes for each section on each additional lap, then add the time required to ride the loop times the number of laps and add sixty (60) minutes.

For example: 20 sections, 3 laps, 60 minutes required to ride the loop once;  $20 \times 5 + 20 \times 3 + 20 \times 3 + 60 + 60 + 60 + 60 = 460$  minutes (divided by 60 = 7.66 hrs), round to 7.5 hours. Time shall be kept by a designated official clock, preferably digital, so that a rider's finish time includes all of the finishing minute, e.g. if a finishing time is 4:31 pm, that minute holds until the clock records 4:32 pm.

10. **Scoring:** The checking official at each observed section must be stationed so the entire section is plainly visible. If the character of the section is such that more than one observer is required, penalties will be called to the observer at the end of the section. Observers may not be changed during the event to insure consistency of scoring, except in cases of an emergency.

Scoring shall start when the front axle passes the start markers and stops when the front axle passes the end markers (front axle in, front axle out).

The competitors will carry punch- type scorecards.

The rider shall be penalized only for the error he/she commits which carries the greatest number of penalty points. That is, penalties in any given observed section shall not be cumulative except for the first three (3) dabs. To obtain the final score, points lost on time and points lost on observation are added.

Scores will be based on the following system.

This is in summary only. Observers should refer to the official FIM rules for details.

Error - Penalty

Clean - 0

Footing Once - 1

Footing Twice - 2

Footing more than Twice - 3

Stopping without Footing - 0

Footing once while Stopped - 1

Footing twice while Stopped - 2

Moving backwards (to gain advantage) - 5

Moving either wheel to the side without forward motion - 0

Failure - 5

a. **Definitions:** Clean - no error to incur penalty points. Footing - any contact providing support between any part of the rider's body or machine (exception: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock etc). Footing can occur either inside or outside of the boundary. Foot Rotation counts as one (1) point. Sliding a foot counts as three (3) points. Both feet placed on the ground simultaneously counts as two (2) points.

b. **Failures:** Out of Bounds - competitors may ride where they choose, where boundaries are not marked or stated, but may not cross their own tracks except where required or permitted by the Trial Marshal. Line of Sight, line of intent, bike length deviation from line of site, and other unmarked boundaries between gates are specifically prohibited from being used as a boundary rule. When a gate is passed by either tire on the out-of-bounds side of the marker with the tire on the ground. In the case of running over a Taped Boundary, there must be ground visible between the tape and wheel and the wheel must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over a marker, but not both wheels, i.e. jumping the bike over a boundary is a five (5). Front Axle not passing

through the end gate is a five (5). Any displacement of markers with the machine requiring that they be reset, i.e. breaking or knocking down. Touching a boundary is not a disturbance. Dismounting - both feet involving footing on the same side of the motorcycle or ahead of the front axle or behind the rear wheel. The handlebar of the motorcycle touching the ground is a failure (5). Footing, while stationary without having both hands on the handlebars is a five (5). If the engine stops while the rider is footing, or while any part of the machine (except tires) touches the ground is a five (5). No outside assistance is permitted in a section unless the rider is physically unable to remove his/her machine from the section without help. Any area outside of the section is a free zone in which unlimited outside assistance is permitted. If a rider receives outside assistance in a section, he/she shall receive a five (5) for that ride.

c. Other Penalties: A rider may report to the observer and receive a five (5) for that section, even though he/she does not attempt it. If a rider Misses a Section or does not report to the observer, then he/she received a ten (10). If blank or unmarked spaces on the scorecard exceed 10% of designated rides, the rider will be considered a non-finisher. A rider should not Alter the Section while walking it, e.g. moving rocks, making a path with feet, etc. The penalty for altering the section at any time other than during the scored ride is a five (5) for that ride. Unsportsmanlike conduct or offensive behavior can result in disqualification.

d. Protests

***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 observers 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.***

It is the rider's responsibility to acknowledge his score on each section immediately upon completion of the attempt. Disagreements with the observer 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.

No rider or minder may protest or attempt to influence another rider's score. Any rider may make a Protest to the Referee regarding any matter relating to the event. These protests must be in writing. Only the rider can protest a penalty. Protests must be filed with the Trial Marshal not later than 30 minutes after the results have been posted. Decisions of each protest will be decided by a vote of arbitrators consisting of PNTA officers and one officer or

representative of each competing club, if available. A vote of three (3) or more is required to resolve the protest. The Trial Marshal will have the deciding vote if the protest is unresolved.

e. Ties: In case of ties, including time penalty, the rider with the lowest number of points on observation will win. If still tied, the competitor with the most cleans, then ones, twos or threes will win. If still tied, then the system of farthest cleans, ones, twos or threes will be used. If still tied, then the rider with the fastest overall time will win. In the case of a tie of overall season points at the end of the series, the rider with the lowest overall score on observation at those events where the riders competed against each other will win. If still tied, the total number of cleans, ones, etc. at the first event of the series where the riders competed against each other will be used. If the riders did not ride the same events and are tied, then the rider in the event with the largest entry, meaning he beat more competitors, will win.

f. Championship points shall be awarded according to the following system:

<b>Position</b>	<b>Points</b>	<b>Position</b>	<b>Points</b>	<b>Position</b>	<b>Points</b>
<b>1</b>	30	<b>11</b>	10	<b>21</b>	0.9
<b>2</b>	25	<b>12</b>	9	<b>22</b>	0.8
<b>3</b>	21	<b>13</b>	8	<b>23</b>	0.7
<b>4</b>	18	<b>14</b>	7	<b>24</b>	0.6
<b>5</b>	16	<b>15</b>	6	<b>25</b>	0.5
<b>6</b>	15	<b>16</b>	5	<b>26</b>	0.4
<b>7</b>	14	<b>17</b>	4	<b>27</b>	0.3
<b>8</b>	13	<b>18</b>	3	<b>28</b>	0.2
<b>9</b>	12	<b>19</b>	2	<b>29</b>	0.1
<b>10</b>	11	<b>20</b>	1	<b>30</b>	0.09

g. Trial Marshals who do not ride their own events will be awarded points for that event, equal to their average of championship points for the other PNTA events they ride that season.

Trial Marshals, or riders that are part of the "wheels in" crew responsible for pre riding the sections cannot ride their own event.



11. **Awards:** The hosting club will be responsible for providing awards/trophies for the event they organize. PNTA will be responsible for providing the overall series awards and/or number plates.
12. **Official Results:** Computer results are the official results.
13. **Supplementary Regulations:** Supplementary regulations are special rules or requirements that will be in force for a trial. The governing rules and supplementary regulations together inform the rider of everything he/she need to know to compete. Riders' meetings may be used to transmit the information contained in the supplementary regulations. The number of observed sections, number of loops, time limit and the start time must be announced in the supplementary regulations.
14. **Officials:** The Trial Marshal is in charge of the course and sections. It is his/her responsibility and authority to interpret the governing rules and to develop the supplementary regulations. The protest jury is described in section 10d. The hosting club shall provide one or more experienced people to act as Course Stewards. The stewards' responsibility is to ensure the course and sections are safe and rideable for each class.