

SUPPLEMENTAL RIDING RULES FOR CHAMPIONSHIP OBSERVED TRIALS EVENTS

1. SUPPLEMENTARY REGULATIONS

Supplementary regulations are special rules or requirements that will be in force for a trial. The WMTA Supplemental Riding Rules and the supplementary regulations, together, inform the Rider of everything needed to know to compete. Rider's meetings may be used to transmit the information contained in the supplementary regulations. The number of observed Sections and loops and the start time must be announced in the supplementary regulations.

Helmet:

A helmet that meets AMA or FIM approval is required to be worn by the rider when the rider is in a section as well as whenever operating a motorcycle at a Trials site.

2. SCORING

The Checking Officials (Observers) 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.

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 system as follows:

ERRORS	PENALTY
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

Fault Definitions:

- 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.).
- Foot rotation counts as one point.
- Sliding a foot counts as three points.
- Both feet placed on the ground simultaneously counts as two points.

Failure Definitions:

- The motorcycle moving backwards while footing.
- 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.
- 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 with both feet on the ground.
- The Rider removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments to the motorcycle when footing while stationary.
- The Rider receives deliberate outside assistance.
- The Rider or Minder changes the condition of a Section while not riding the Section.
- The Rider begins a Section attempt without the Observer's acknowledgment. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.
- 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.
- The handlebar touches the ground, and the motorcycle is more than 45-degrees from vertical.
- The motorcycle does a complete loop in a Section—crossing both its own tracks with both wheels.
- The Rider fails to pass through all the gates for the Rider's class.
- The front wheel must precede the back wheel when passing through the gates.
- The front or rear axle passes, in either direction, through a gate of another class, that is, breaking the plane of a gate.
- 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.
- The front axle does not pass through the Start and End gates, and all other gates for the class.
- A Rider may only pass through any gate one time per Section attempt.
- Only the greatest penalty, as defined above, shall be counted for the Section. However, the following points may be added.

Other Penalties:

- If the Rider chooses to not attempt a Section, the Rider must report to the Observer with the Rider's score card to receive a "5" for that Section.
- 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.
- If blank or unmarked spaces on the scorecards exceed 10-percent of designated rides, the Rider will be considered a non-finisher.
- 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.
- Any Section ridden more than once per loop will receive 10 points, in addition to the first-attempt score.
- Practice in any of the Sections before or during the Trial will result in disqualification of the Rider from the Trial.
- 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. 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 4.4, item 3.
- Exceeding any posted speed limit is a 5-point penalty (*for each offense*) before, during and after the Trial
- 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. 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.
- 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 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. The Protest Jury will assess the appropriate penalty.
- A Rider cutting the course or going backwards on the Course may be disqualified at the discretion of the Referee.

3. EVENT TIES:

In case of ties, 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 Rider with the lowest score in the first section of sequentially ridden sections where different points were scored by the riders will win. 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.

4. 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 Observer's decision as to whether a re-ride is permitted is final. Should a re-ride be granted, the Section shall be ridden from the start of the section with the same time limit as the original attempt but will be observed from the point of obstruction onward. Any points lost prior to the point of the obstruction of the original attempt will stand.
- It is the Rider's responsibility to acknowledge the score given and verify the Rider's scorecard is punched correctly at each Section and time recorded correctly when required. Verification must take place 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.
- A Protest Jury, consisting of the Referee, a WMTA Sporting Steward, and a third member designated by the Referee, shall act on all written protests and rules infractions.
- Protests must be in writing.
- Only the Rider can protest the Rider's own penalty.
- 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. The referee or designated representative shall be available to discuss protests with protesting rider for 30 min following the end of the event.
- Trial results will become official only after the Organizer has had time to check results for incorrect calculations.

5. YEAR-END CLASS RANKINGS

- The WMTA provides the official ranking of Riders to the AMA. All Riders competing will be ranked.
- All classes are ranked and awarded championship points.

Points System:

Championship points shall be awarded per the following system:

POSITION	POINTS	POSITION	POINTS
1	20	6-20	Decreases 1 point per position
2	17	21-29	Decreases 0.1 point per position
3	15	30-39	Decreases 0.01 point per position
4	13		
5	12		

In case of a tie on required Championship points (not including the throw-away event) at the end of the series, the Rider with the highest total Championship points where the two riders competed against each other (including the throw-away event) will win. If still tied, the rider with the lowest total overall score on observation, at those events (including the throw-away event), where the riders competed against each other will win. If still tied, the total number of cleans, 1s, 2s, 3s and 5s at the first Trial of the series where the two Riders competed against each other will be used. When the Riders did not ride head-to-head and they are still tied, then the Rider in the Trial with the largest entry in that class—meaning that Rider beat more competitors—will win. In all classes, year-end Championship ties beyond podium positions will be listed as finishing in the same place with the following position not listed. Example: Riders A and B both finish the year with five Pro points tying them for 16th place, both will be listed as finishing in 16th place and the next Rider will finish 18th in the class.

6. COURSE REQUIREMENTS

- The course shall consist of 8 Sections for all classes laid out in a loop to be ridden three times.
- The course shall be marked with high-visibility tape and/or arrows. Each arrow should be marked with the number of the next Section on the loop.
- When there is a turn, arrows should be used.
- An “X” must mark caution or technical parts of the Course.
- Two-way traffic on single-lane paths is discouraged.

7. SECTION REQUIREMENTS

- The Sections should be made up of natural obstacles such as, but not limited to, mud, rocks, water, logs, climbs, and descents. Wherever possible, natural boundaries such as creek banks should be used. The Section begins with “START” cards forming a gate. 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 “END” cards marks the end of the Section. Ribbons and Markers should be firmly placed four-to-twelve inches above the ground. All markers must be placed upright, including the Start and End markers. The external boundaries must be fully ribboned.
- The actual width of the Section may be reduced by the use of “gates” indicated by markers. Each side of each gate must be attached to a stable object. A piece of ribbon can be placed between the gate and the Section boundary ribbon or another gate to stop Riders from going backwards.
- The Section boundaries and markers must be maintained in the condition presented to the first Rider. No sections shall be changed or altered after the event starts (first rider goes out) No Rider should be allowed to ride the Section until it is repaired. Repair materials should be available to the Observer.
- Once Sections are finalized by the Sporting Steward, no contestant is permitted to inspect the Sections except during the event. During the event a Rider may stop and inspect Sections on foot prior to riding for score, providing the Rider’s motorcycle is parked off the course. At the discretion of the Referee, the Course may be closed as well. In that case, signs indicating the course closure must be adequately displayed in the pit area. Sections are to be separately numbered.

- The Sections must not be so long or difficult that bottlenecks result, causing the time limit to become unfair. The Sections must neither contain impossible turns, ascents, descents, nor be too difficult. Ideally, no Section should require more than 50 seconds to ride. Sections may be test ridden by either the Referee or a designee to determine that layout, deterioration, or weather will not render the Section too difficult to complete.
- Continuous (Double) Sections are not allowed.
- All classes will ride the same Course (loop) with the same time limit. Use as few gates as possible. Each class must ride only the line indicated by the gates of that class.

8. TRIAL AND YEAR-END AWARDS

Series Year-End Awards:

- At the end of each series, special awards will be given to the champions in each class from the WMTA
- In the event that Events are cancelled and cannot be rescheduled, all the remaining Events of the series will be counted for the championship

9. OFFICIALS

Referee / Trial Master

The Referee and the Trials Master usually work together to perform the Referee's job. Occasionally, the Trials Organizer serves as the Referee. One of these individuals will be responsible for assuming the duties of the Referee, as described in these rules. The Referee is in charge of the course and the Sections. It is the Referee's responsibility and authority to interpret the WMTA Supplemental Riding Rules and to develop the supplementary regulations. The authority for running individual Trials rests entirely with the Referee for that Trial, as defined in the WMTA rules. The Referee may designate any individual to act as his representative for a specific job, such as serving on a Protest Jury.

10. WORK REQUIREMENT

All WMTA Members

Starting for the 2026 season there is now a member work requirement in order to qualify for the year end standings. Work to include trialsmastering, sign up table help and section observing. The requirement is to work at least half of the events attended.

