

2012 RMTA SUPPLEMENTAL RULES

All riders must have a number plate on their bike with their name and the class they are currently riding.

1. CLASSES:

Upper Classes

- Pro
- Expert
- Advanced
- Senior Advanced (Over 40 years in age)

Support Classes

- Intermediate
- Senior Intermediate (Over 40 years in age)
- Veteran (Over 50 years in age) - Rides all Intermediate lines
- Amateur
- Senior Amateur (Over 40 years in age) - Rides all Amateur lines
- Novice
- Women – Rides all Novice lines
- Beginner – Rides all Novice lines
- Vintage A - Rides all Amateur lines
- Vintage B - Rides all Novice lines
- Junior A
- Junior B

10 Series events are scheduled for the 2012 season. The final point standings will be calculated as follows:

- The “Pro ” class will count the total number of Series events minus two.
- All other classes listed above will count the total number of Series events divided by two plus one (Rounded Up). i.e. $10/2+1=6$.

2. SECTION LEVELS:

Six levels of sections (lines) will be provided at all RMTA Series events. A separate line will be set for each individual class utilizing yellow split cards. The classes are defined as follows:

VINTAGE A (Amateur line)

Twin shock, air cooled, trials bikes with drum brakes riding the amateur line using modern rules.

VINTAGE B (Novice line)

Twin shock, air cooled trials bikes with drum brakes riding the novice line using modern rules.

JUNIOR A and JUNIOR B

Sections should be comparable to an extremely easy trail ride with appropriate set-up and recovery room between obstacles. Sections shall be set for entry level participants riding trials competition for the first time. Parents in conjunction with the Trials Masters will set the sections the morning of the event and also

determine how many times the sections will be ridden.

NOVICE, BEGINNER and WOMEN

Essentially a difficult trail ride with no clutch work required. Must have wide turns and steps are not allowed.

AMATEUR and SENIOR AMATEUR

Sections should require basic skills with difficulty approaching the easier intermediate lines. Tighter corners making a more challenging section are desirable. Motorcycle skid plates can come in contact with obstacle provided recovery room and footing is provided on both sides of the bike.

INTERMEDIATE, SENIOR INTERMEDIATE and VETERAN

Small steps are allowed. Clutch work may be necessary. Recovery room is required between obstacles. Tight turns are to be expected. Hopping the front and/or rear wheels may benefit the rider but must not be required to complete the section. Footing support must be available on both sides of an obstacle at all times.

Upper Class sections should be equivalent to NATC National sections.

ADVANCED and SENIOR ADVANCED (NATC Support)

Riders should be experienced using the clutch. Traction should be a challenge for the riders. Less than wheel-length gaps, front and rear wheel hopping, and vertical climbs and drops of less than 3 feet are allowed. Riders should be able to hold the bars when dismounting from a failed obstacle and more often regain control without dismounting. Technically difficult sections should not to exceed the difficulty level of the NATC Support Class Sections. Footing support must be available on both sides of an obstacle at all times. Multiple obstacles spaced close together are allowed if recovery room is provided.

EXPERT (NATC Expert)

Sections should require advanced techniques, but with smaller obstacles than the Pro Class. Jap Zaps, Full Throttle approaches, point-to-point riding lines, gaps, front and rear wheel hopping and vertical climbs and drops of less than 4 feet are allowed. Splatter is not a technique for the Expert or obstacles that require it. Riders should be able to hold the bars when dismounting from a failed obstacle. Recovery room should be allowed if an obstacle is ridden less than perfectly. Riders should know their ability and punch through a section if they feel it is unsafe. A RMTA "Pro" rider should be able to ride the section consistently and in control.

PRO (NATC Pro)

Pro sections should be the most challenging and technical. The class is intended for the best riders in Colorado with national experience. Sections do not have to be ride-able for all Pro riders. Riders should know their ability and punch through a section if they feel it is unsafe.

3. FEES:

- Membership - \$45/year individual, \$50/year family (Includes only those family members living at same address)
- Event participation - \$25 per registration not to exceed \$50/family
Junior classes – No Charge
- Non Member Event Participation - \$35

4. RULES:

Together with these RMTA Supplemental Rules and rules contained within the "RMTA Procedures and Rules Manual", the RMTA has adopted a portion of Section 6, Section A-C of the 2012AMA/NATC Supplemental Riding Rules for National Championship MotoTrial Riding Rules Events. Any conflict between the RMTA Rules and AMA/NATC Supplemental Riding Rules, the RMTA rules shall govern.

5. SECTION MAKINGS AND SIGNUP/METAL KITS

- Section marking materials, sign-up kit and medals kit will be kept by Chris Hertrich. Trials masters should pick up the supplies at the event prior to theirs from Chris.
- White ribbon will be used for both sides of boundary with yellow being used for splits. Red "in" and "out" gates will be used on the right side of each section until current supplies are extinguished or until further notice.

6. ADDITIONAL RULES:

- Junior A and Junior B riders do not need to be members or pay entry fees to ride events. They and their guardian must sign release forms.
- Riders will not be timed in the section.
- Time will be stopped when the rider finishes the last section of the event.
- Number plates indicating their class are required at all events.
- A minimum 3-1/2 hour time limit is required at all events.
- All participants must finish 3 events to earn series points. A DNF will not count as one of these 3 finishes.
- The top five riders in each of the Upper classes and Support classes during the 2011 season must set an event during the 2012 season to earn series points for the 2012 season.
- If you were scheduled to set an event that gets cancelled you do not need to set another event to earn series points.
- A Trials Master can compete for series points at the same event that they set as long as the class sections they set are not within the section boundaries they ride. For example if you are competing for series points in the Upper classes you must set sections for the Support classes in order to compete in the Upper classes. If the trial you are setting has both Upper and Support class lines in the same section, then none of the Trials Masters can compete for points at that event.
- In the event a rider rides all series events, the rider must declare one event as an "exhibition ride" at the time of sign-up; otherwise the riders best finish will not be counted in the final standings.

- There will be no late sign-up.
- A rider cannot ride in 2 different classes during the season for points. They must declare which class they are riding for points or “exhibition” during sign-up for a series event.
- The finish of an exhibition rider does not alter the other riders finishing position or series points. It will be treated as if the exhibition rider did not ride at all. An exhibition rider is not eligible for a medal.
- Spark arrestors are mandatory for all events. Those without spark arrestors are not allowed to participate or ride during the event.
- Only one portable toilet shall be provided at each one-day event on private land. Two portable toilets shall be provided at each event on BLM or Forest Service land.
- All members older than 17 must observe, or find someone to observe for them, 2 of the 4 days of the Nationals and Ute Cup to be eligible for year end series points. Trials Masters for the Nationals and Ute Cup are exempt. Working at the scoring table, setting up the observers for these events will count toward the observer requirement.
- To be eligible to earn Series points and receive an RMTA award (Class number plate or a Cup), a rider must be a member in good standings. To be a member in good standings, a rider must fulfill worker obligations for that year i.e. observing the designated number of days at the Nationals and Ute Cup for that year.
- The Cliff Tucker memorial cup will be determined by a drawing at the awards banquet from all the class winners who are riders in good standings excluding the junior classes.
- The women’s class will ride 2 loops.
- There will be a 15-minute grace period at all series events. A 1-point penalty/minute will be added to the score for riders who need this time to finish. Time stops when a rider finishes the last the section i.e. the front axel goes though the out gate. If riders do not finish the last section in this 15-minute grace period they will receive a DNF for the event.

7. STOCK RANCH LEASE AGREEMENT RULES

- It is a privilege to ride at Stock Ranch. PLEASE FOLLOW ALL THE RULES ESTABLISHED.
- Practice by RMTA members can be on any day except Saturday.
- Trials Masters shall be allowed on the property on the Saturday prior to the event to mark the course for a competition.
- Only RMTA members will be allowed to practice on the property during the designated days. Each member shall have his or her current RMTA Membership Card displayed on their vehicle dashboard.
- All section markings and trash shall be removed from the premises within one week of the event.
- Overnight camping is not allowed.
- No alcohol consumption is allowed on the property.
- Access shall be through the east gate. Drive SLOW.
- Keep motorcycles and vehicles out of irrigated fields.

- Anyone violating these rules or neglecting the property will be permanently banned from practicing on the property.