



P R E F A C E  
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A C K N O W L E D G M E N T S

The Michigan-Ontario Trials Association and trials have come a long way in the past few years. The short history put forth here has been obtained from conversations with riders and from the past minutes (read from the lines and between the lines). It is by no means all encompassing nor fully descriptive of the untiring work of the many people contributing to M.O.T.A. It is hoped this booklet can serve as a framework upon which further material can be attached thereby providing a body of knowledge which would promote the sport of trials. If you find additions or corrections, it is hoped you will note and submit them.

To acknowledge all the contributors to this booklet would require a much bigger book. The contributors are all those who have formed the guides through the years. As I have gone through the minutes of the past six to seven years, I can see where ideas have come, gone, and returned, sometimes too early or sometimes too late. Without these ideas being hashed and rehashed, the rules would not be the fine set that they are today.

I would like to acknowledge the people with whom I have directly worked in editing this booklet. I would like to thank Bill Scott and Dick DeBolt for their contributions to the history and their ideas on the general organization. The cover sketch as well as the medal design are the art work of Clyde Foles. The typing chores have been handled by my very patient wife, Connie.

Therefore it is with the greatest humbleness with which I dedicate this booklet to those people who have worked to bring M.O.T.A. to its present position of a nationally recognized trials group. It is an organization of some of the finest people whom I have ever known.

I can not thank enough the people who have helped to make this publication possible, for it has been a pleasure to compile.

Roger Erickson  
May 1973

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## HISTORY OF M.O.T.A.

1967

The Michigan-Ontario Trials Association was conversation over beer on February 19, 1967 in Barner's Bar, 12501 Gratiot, Detroit. The clubs that drew together are all but gone now with only Detroit M/C and Windsor M/C remaining. But now we are getting ahead in the story. The other clubs present at the discussion were Red Wings M/C, Chatham Archons' M/C, Sarnia Competition Team, Huron Trail Blazers, and Petrolia Road Knights. M.O.T.A., also referred to as the Association, was formally agreed upon on April 2, 1967 by all but the Red Wings M/C and the Petrolia Road Knights. Tom Clark volunteered and was accepted as interim Chairman. The spring was filled with many long evenings hammering and molding the Rules and Procedures, By-Laws, and Constitution into a workable and agreeable set of guides. (Shades of 1776)

Trials were held in 1967 and the guides tested, changed and modified. One item of debate that year was the scoring system. Footing was counted to five; out of bounds, stops, dismounting, and restarting engine counted five each with an accumulative maximum total of fifteen if the section was attempted. Twenty-five points was given if the section was not attempted. It's a wonder we don't have a few adding machines!

Elus Water M/C joined M.O.T.A. June 25, which raised the member clubs to six. More trials were held and more guides were modified. Ah, the structure proved to be workable! A practical means for distributing the administrative and functional responsibilities of the Association was discussed at an August meeting. Funny how getting work done in a volunteer organization quickly gets to be a problem. However the Association's existence today is proof that those early trialers must have found a way.

The Trail Blazers of Mt. Clemens were admitted as members November 12. The club list grows to seven. Thus the first year draws to a close with much work done and a trials season complete. Merriment and top ten rider presentation filled out the year with Tom Clark still interim Chairman.

1968

Tom Jeannette was elected chairman for the year of the great Sammy Miller visit. Sammy conducted a school July 27 and of course, won the trial on July 28. The fact that Sammy Miller rode a M.O.T.A. trial was and has been an immense prestige boost and inspiration to all those in M.O.T.A. His inspiration tended to align the Association goals toward providing a system through which internationally competitive riders might develop.

Further rule changes were made to adopt a new scoring system of 1,2,3,5, and a score card system discussed. This was a year of further growth and organization. The Red Wings M/C was admitted to M.O.T.A. and to give a mark of unity a shoulder patch was developed. As an aid to handling the increasingly burdensome task of addressing, mailing equipment was purchased at the years end.

1969

Chairman Bill Scott oversaw a year of regrouping and reorganization. The rules and procedures had a thorough going through to eliminate some of the growing pains which had crept in with the numerous changes. A newly formed club, the Great Lakes Trials Promotion Club, was admitted into M.O.T.A. on November 21. The season closed with twelve trials conducted from March 23rd through November 16th.

1970

Paul Volkmann won the vote for M.O.T.A. Chairman at the January 9th meeting. The same night it was announced that the Trail Blazers of Mount Clemens had changed their name to the East Side Competition Riders. At the April 17th meeting North American Trials Organization (NATO), METRO Trials Club, and Suburban Slow-Spokes were admitted into M.O.T.A. These together with Detroit M/C, East Side Competition Riders, Great Lakes, Red Wings, and Windsor comprised M.O.T.A. at the start of the 1970 trials season.

The wives, daughters, and girl friends formed a Powder Puff class which was the start of a lot of discussion as to what to do regarding promotions and so forth. The trials went well and the year end banquet at the Flamingo Hall was a big success.

1971

On the sixth ballot Tom Clark won the nomination for Chairman. This is a record that should stand for sometime. On February 19 the Tie Breakers Competition Club was admitted into M.O.T.A. The spring saw the annual rules change meeting which brought further refinements to the guides.

In July Tom Clark opened a motorcycle shop in Richmond, Kentucky. This was a gain for the South land but a loss for M.O.T.A. Dick DeBolt was elected to the vacant position of Chairman at a special meeting on July 23rd.

A two-day event was discussed this year but the fall arrived before the planning started. The gala annual banquet was held at Shores Hall. Top ten number plates, Sportsman award, and observer club awards were given out to put a shiny cap on 1971.

1972

Dick DeBolt was re-elected to his second term in which a number of landmark accomplishments were made. Mid-Michigan Trials Club was admitted at the first meeting of the year. Early in the year a trials school and trials was conducted by Montesa works rider Rob Edwards. Traveling the same route was Lane Levitt whom we would see again at the two-day. Rob took first place in the trials with Lane taking second. Later on in the summer Mick Andrews made a visit to the Flint area and conducted a school. This was shortly after his crash which cost him a shoulder separation and kept him from riding.

About mid-summer Bob Hopkins got feet-up on a factory Bultaco of his own. He was the first rider in M.O.T.A. to earn the honor of being sponsored. In September M.O.T.A. became an incorporated body. The Association can now own property and the legal positions of its members are now protected.

The work of preparing the National Two-Day was by mid-summer a reality and Dick started drinking Malox rather than Stroh's! When the two-day arrived in September, there were license plates representing New York, Pennsylvania, Oklahoma, Kansas, Colorado, California, and Minnesota as well as many states in between. The top riders from the various sections of the U.S. agreed that it was fine trials and well worth the trip to Michigan. The two-day was also the debut of our second sponsored rider in the person of Mike Konners who took first place in the light weight class for Penton.

The M.O.T.A. business year was rounded out with the final approval of the medal designed by Clyde Foles. The annual banquet was again held at Shores Hall. The well deserved awards were given out among those being the Trencherman award given for a fantastic third consecutive year win in the race to the buffet table.

# CONSTITUTION

## ARTICLE I NAME

This non-profit organization shall be known as the Michigan-Ontario Trials Association and may also be known as the M.O.T.A.

## ARTICLE II AFFILIATION

This Association shall not be affiliated with any motorcycle governing body except as it shall be indirectly affected by the affiliations of the member clubs.

## ARTICLE III PURPOSE

The purpose of the Association shall be to further the sport of Observed Trials through the co-operative and co-ordinated efforts of the member clubs.

## ARTICLE IV MEMBERSHIP

Any club which is actively promoting trials within the geographical area in which the Association functions shall be eligible to apply for membership.

## ARTICLE V GOVERNMENT

### Section 1 Executive Officers

- A. Chairman
- B. Treasurer
- C. Recording Secretary
- D. Competition Director
- E. Mailing Secretary
- F. Publicity Officer

### Section 2 Association Committee

- A.
  1. Two (2) representatives from each member club.
  2. Each member club shall have two (2) votes maximum being broken down by: 1 representative--1 vote; 2 or more representatives--2 votes.
- B. Advisory Members (non-voting)
  1. Chairman of the past year. (If not seated in regular process).
  2. Representatives of trials competitors and others as invited and seated by the approval of the Committee.

## ARTICLE VI AMENDMENT

This Constitution may be amended by a two-thirds (2/3) vote of the Committee members present at any regular, or special meeting of the Committee, provided that written notice of the proposed amendment or amendments has been mailed to the last known address of each member club, postmarked at least twenty-one (21) days prior to the date of the meeting.

BY-LAWS

ARTICLE I MEMBERSHIP

Section 1 Any club which is actively promoting trials within the geographical area in which the Association functions shall be eligible to apply for membership.

Section 2 The application for admission to the Association shall contain a complete list of the names and addresses of all members of the applying club and shall verify that such application for membership has been supported by at least two-thirds majority and that said club is willing to abide by the Constitution and By-Laws and such action as is approved by the Committee.

ARTICLE II FINANCE

Section 1 Each member club shall pay annual dues of an amount to be determined by the Association Committee. These dues must be paid prior to the annual election meeting. New clubs shall tender dues equal to the annual dues upon acceptance of membership. The clubs will be given credit, pro-rated by the quarter year, for the time they were not receiving Association benefits.

Section 2 A portion of each trials class entry fee shall be remitted to the Treasurer no later than fourteen days after the date at which the entry fees were received. Amount of remittance per trials class entry fee shall be determined by the Association Committee.

Section 3 The Treasurer shall keep a current record of Association finance and it shall be available for examination by any Association Committee member or officer upon request.

Section 4 The Treasurer need not be bonded, but shall be responsible for safe-keeping of the treasury.

Section 5 Following the annual elections, the newly elected Committee shall review the financial status of the Association and adjust dues and fees as they deem necessary. The member clubs shall receive notice of motion fourteen (14) days prior to meeting.

Section 6 In the event of the Association disbanding, the Association treasury shall be donated to an organization or organizations that shall be:

- A. involved in the promotion of motorcycling
- or
- B. a recognized charity.

ARTICLE III GOVERNMENT

Section 1 The government of the Association shall be vested in an executive of six officers reporting to, and subject to, the will of the Association Committee.

Section 2 The Executive Officers shall have control and management of the Association, subject to the will of the Association Committee, and within the limitations as set forth in these By-Laws.

Section 3 The Association Committee shall have legislative control of the As-

sociation and its activities.

- A. The Committee shall be empowered by a two-thirds vote, to suspend from Association membership, any member club failing to comply with these By-Laws and other rules and procedures, provided that the concerned club has fourteen (14) days notice of such action.
- B. Re-instatement of a suspended club shall require two-thirds approval of the Committee.

#### ARTICLE IV ELECTIONS

Section 1 The Chairman shall be elected by the Association Committee at the annual election meeting.

Section 2 Qualifications and limitations of eligibility for nomination to the office of Chairman shall be as follows:

- A. have been active in trials promotion.
- B. be a member in good standing of a member club.
- C. not be, at the time of nomination, then holding the office of Chairman for his second consecutive term.

Section 3 Nominations for the office of Chairman shall be delivered to the Secretary, in writing, on or before December 1. The Secretary shall send to each nominee a form to be returned, stating his acceptance or declination. If the nominee accepts, he shall also include on this form the names of those persons he intends to appoint to the offices of Secretary, Treasurer, Competition Director. A list of the nominee and intended appointees desiring the offices shall be mailed to the clubs twenty-one (21) days prior to the annual election meeting.

Section 4 Immediately upon election, the new Chairman shall appoint a person to serve as Recording Secretary, a person to serve as Treasurer, and a Competition Director. These appointments must receive an approval by those present at the election meeting. The appointments of Mailing Secretary and Publicity Officer may be submitted for approval at a later date.

Section 5 Upon the election of the Chairman and approval by the membership of the appointees for Secretary, Treasurer, and Competition Director, these persons shall immediately take office and hold these offices until the next annual election meeting.

Section 6 In the event that the Chairmanship is vacated during the regular term of office, a successor to fill the office for the remainder of the regular term shall be appointed by the Committee. He shall have the right to appoint new officers to the Executive, subject to Committee approval.

Section 7 Any member of the Executive may be removed from office if his actions are determined detrimental to the Association by a two-thirds (2/3) majority at a regular or special meeting. Notice of this pending action must be given twenty-one (21) days prior to meeting.

#### ARTICLE V MEETINGS

Section 1 Meetings of the Executive Committee shall be held at the call of the



Chairman.

Section 2 Meeting of the Committee shall be arranged by the Committee. Upon petition by 1/3 of the member clubs, the Chairman shall call a special meeting of the Committee. Ten days notice shall be given for any special meeting.

Section 3 Representation of at least 1/2 of the member clubs shall be necessary to form a quorum.

Section 4 Annual meetings shall be held for the following purposes:

- A. determination of schedule of events for the coming season. (Dec)
- B. election meeting. (Jan)
- C. annual financial meeting and review of Constitution, By-Laws, and Rules and Procedures. (At earliest meeting following election)

#### ARTICLE VI DUTIES OF THE OFFICERS

Section 1 The Chairman as chief executive officer of the Association shall supervise the activities of the Association. The Chairman shall, with the approval of the Committee, be empowered to appoint assistants to his, and other offices of the Executive.

Section 2 The Recording Secretary shall give notice of regular and special meetings; keep permanent records of the minutes; handle general correspondence; retain all records and documents other than financial records of the Association.

Section 3 The Treasurer shall receive monies due to or collected on behalf of the Association; keep the books of the Association; there shall be an allowable petty cash fund in the amount of fifty dollars (maximum); all other monies shall be deposited in the Association bank account; checking account set up will require any two of three signatures, as determined by the Chairman; report as directed on the financial affairs and condition of the Association; and shall be subject to various provisions as stated in Article II of these By-Laws.

Section 4 The Mailing Secretary shall be responsible for the maintaining of an up-to-date mailing list. Mailing of all announcements of the coming events and competitive results.

Section 5 The Competition Director shall be responsible for:

- A. maintaining competitive records.
- B. draw up an official results for each trial and submit same to the Mailing Secretary.
- C. compute championship points.
- D. promote rider when he is so qualified and notify him of the promotion. Notification of promoted riders should also be sent to the club referee.
- E. provide each member club a complete list of classified M.O.T.A. riders.
- F. if requested advise club referee.
- G. report to the Association Committee all practices not in line with the Association's Rules and Procedures.

Section 6 The Publicity Officer (or officers) shall arrange and provide in-

formation to the public media.

ARTICLE VII AMENDMENTS

Section 1 These By-Laws may be amended by a two-thirds ( $2/3$ ) vote of the Committee members present at any regular, or special meeting of the Committee, provided that written notice of the proposed amendment or amendments has been mailed to the last known address of each member club, postmarked at least twenty-one (21) days prior to the date of the meeting.

RULES AND PROCEDURES

ARTICLE I MEET REFEREE

Section 1 The Meet Referee shall have full authority over all activities involved in the running of the trial.

Section 2 The person selected to serve as the Meet Referee must be familiar with the Rules and Procedures of the Association, and may not be a competitor in the trial.

Section 3 Protests must be submitted to the Meet Referee, in writing, the day of the event.

Section 4 Competitors must abide by the judgment of the Meet Referee in the interpretation and implementation of the Association Rules. Appeal of the actions of the Meet Referee must be submitted, in writing, within 10 days, to the Competition Director for consideration by the Association Committee at its next regular meeting.

ARTICLE II RIDER CLASSIFICATION AND PROMOTION

Section 1 Five rider classes shall be used--EXPERT, SENIOR, JUNIOR, NOVICE, YOUTH-POWDER PUFF. (Youth includes ages 8 thru 12)

Section 2 Original classification, promotion and demotion of riders shall be the responsibility of the Competition Director.

Section 3 Rider promotions shall be made as explained in "Rider Promotion System". (Article XVIII)

Section 4 Appeal of his classification should be submitted by the rider, in writing, to the Competition Director. Consideration of the appeal shall be made by the Association Committee at its earliest regular meeting.

Section 5 Riders entering a M.O.T.A. trial for the first time shall be given temporary classification by the Meet Referee.

Section 6 The Competition Director shall furnish a list of classified riders to the member clubs.

Section 7 A rider may not compete in a higher rider classification at his own discretion.

ARTICLE III SET-UP OF COMPETITIVE CLASSES

Section 1 There shall be a competitive class for each rider classification.

Section 2 Engine size classes shall not be used in the Expert, Senior, or Junior classes. (Except as used to determine best opposite award in the Junior class)

Section 3 Riders in the Novice class shall be divided into competitive groups according to the engine size of the motorcycle entered, i. e., Novice L/W; Novice H/W.

Section 4 Riders may enter one motorcycle and that motorcycle ONLY may be used in the days competition.

Section 5 Three entries are necessary and shall be sufficient to form a competitive class.

ARTICLE IV NOVICE ENGINE SIZE CLASSES

LIGHTWEIGHT (L/W) Up to 125 cc  
HEAVYWEIGHT (H/W) Over 125 cc  
(Also used to determine best opposite award in the Junior Class)

ARTICLE V MOTORCYCLE EQUIPMENT

Section 1 All motorcycles must be equipped with mufflers (expansion chambers must be fitted with silencers) which reduce exhaust noise to a level suitable for street use.

Section 2 Only motorcycles with rear wheel drive shall be allowed.

Section 3 TIRES

- A. Tires used may not exceed a cross section size of 4.00 inches.
- B. In order to receive any awards, championship points, or to compete as a member of a team, even though otherwise eligible, Expert and Senior class riders must have a trials pattern tire fitted to the front and rear wheel of the motorcycle used in the competition. Junior class riders must have a trials pattern tire fitted to the rear wheel.
- C. Trials pattern tires shall conform to A.C.U. specifications. A list of acceptable tires may be obtained from the Competition Director.
- D. Aids to traction such as spikes, chains, "tractionizing", etc., may not be used.

Section 4 NUMBER PLATES

- A. Number plates, when fitted, must be painted the proper color combination to suit the rider's classification. Color combinations are as follows:

| <u>Class</u> | <u>Numbers</u> | <u>Background</u> |
|--------------|----------------|-------------------|
| EXPERT       | BLACK          | WHITE             |
| SENIOR       | BLACK          | YELLOW*           |
| JUNIOR       | WHITE          | DARK GREEN        |
| NOVICE       | WHITE          | RED               |

\* SCHOOL BUS YELLOW (PAINT REFERENCE KRYLON # 1809)

- B. Minimum height of numbers -- 3 inches.  
Riders full name must be painted across bottom of his number plate in letters approximately 3/8 inches in height.
- C. All Junior, Senior, and Expert riders are required to have a proper number plate on their machine. Riders outside M.O.T.A. jurisdiction are not required to display a permanent number.

Section 5 Motorcycle size and specification allowed in the Youth-Powder Puff class will be determined by the Competition Director.

#### ARTICLE VI TEAM COMPETITION

Section 1 Team competition shall be included in the program of all M.O.T.A. trials. Team awards are not required.

Section 2 A team shall consist of three riders, who are at the time of entry all members in good standing of the same club.

Section 3 A club may enter only one team in a trial. A club promoting a trial may not enter a team in the trial.

Section 4 The following team scoring system shall be used: Each team member shall receive a team competition score determined by dividing his final score for the trial by the final score of the top finisher in his rider class. No team member who finishes shall receive a team score greater than 7,000. A team member that does not finish shall receive a score of 10,000. The team competition scores of the team members shall be totaled to determine the team score. The team with the lowest total score will be the winning team.

#### ARTICLE VII COURSE AND SECTIONS

Section 1 Expert and Senior class riders shall compete over the same course and for an equal number of laps.

Section 2 The course for Novice riders shall include at least five sections suitable for inexperienced riders on stock trail bikes.

Section 3 Junior class riders shall compete on the Novice course utilizing at least four of the Novice sections and three or four Senior sections.

Section 4 The sections shall be located to form a rotational course.

Section 5 A route between sections shall be plotted and clearly marked.

Section 6 All sections shall be progressively numbered.

Section 7 The start of each section shall be marked by two red markers or flags and the finish by two green markers or flags.

Section 8 The path of each section shall be marked by a series of "gates". These "gates" shall be formed by a pair of stakes marking the left and the right side boundaries. The stakes shall extend approximately 18 inches above the surface and shall be painted red for LEFT side and green for RIGHT side. Paint when used should be fluorescent (day-glo) type. Trees and rocks should not be painted.

Section 9 No part of a section may be less than  $3\frac{1}{2}$  feet (42 inches) in width.

Section 10 Entrance markers shall be placed at least six (6) feet apart.

Section 11 Exit markers shall be placed at least six (6) feet apart, and be "square" to the path of the section.

Section 12 A minimum of forty-eight (48) section attempts shall be scheduled for Expert and Senior competition.

Section 13 A minimum of forty (40) section attempts shall be scheduled for Junior competition.

Section 14 A minimum of thirty-two (32) section attempts shall be scheduled for Novice competition.

Section 15 Any competitor who rides within the boundaries of a marked section, previous to the official start of the trial, shall be disqualified from the trial.

Section 16 The Meet Referee ONLY may change or close a section after the start of the trial.

#### ARTICLE VIII SIGN-UP

Section 1 The sign-up of riders shall start no later than 11:30 A.M.\*, and shall close at 1:00 P.M.\*

Section 2 Maximum entry fee for riders of all classes shall be \$3.00.

Maximum entry fee for teams shall be \$1.00 per team member.  
(See Article XIII, Section 3)

Section 3 At the discretion of the Meet Referee, tardy riders may be signed-up after the 1:00 P.M. closing time. These riders shall pay the regular fee and shall not be eligible for an award, nor listed on the official results sheet. No rider may be signed up after 2:00 P.M.\*

\* Local Time. Detroit and Windsor time must be on all flyers.

#### ARTICLE IX RIDERS' MEETING

Section 1 A riders' meeting shall be held at 1:15 P.M. to answer questions on the rules and the trial concerned.

#### ARTICLE X START OF COMPETITION

Section 1 Competition shall begin approximately ten (10) minutes after the close of the riders' meeting. All sections shall have the same opening time. (Suggested time 1:35 P.M.)

Section 2 A rider may start a trial at any section, if starting sections have not been assigned, thereafter all sections must be ridden in ascending numerical order.

#### ARTICLE XI SCORING PRACTICES

Section 1 The following scoring table shall be used. Point losses are not accumulative. The rider shall receive the point loss value of his worst error.

| <u>ERROR</u>      | <u>LOSS</u> |
|-------------------|-------------|
| NONE (CLEAN RIDE) | 0           |
| 1 DAB             | 1           |
| 2 DABS            | 2           |
| 3 DABS OR MORE    | 3           |
| FAILURE           | 5           |

FAILURES ARE:

- A. OUT OF BOUNDS--Leaving the intended path of the section and/or crossing your tracks.
- B. STOP--Loss of forward rotation of the front wheel.
- C. DISPLACEMENT OF MARKERS--Any disturbance of markers requiring that they be reset.
- D. DISMOUNTING--Off the saddle, both feet on same side of center of motorcycle. (involves footing)
- E. SECTION NOT ATTEMPTED.

Section 2 Scoring shall start when the front axle passes the start markers and shall end when the front axle passes the finish markers. (Front axle in: front axle out)

Section 3 A rider may elect to take a five (5) score rather than attempt a section.

Section 4 To receive a score for a section not attempted, the rider must report, with his motorcycle, to the clerk of that section or his next sequential section.

Section 5 It shall be the responsibility of the rider to keep his score card in good condition. If any of the scores on a rider's card are illegible, his card shall be void and he will not receive a score for the trial.

Section 6 Score cards damaged accidentally may be returned to the Meet Secretary for replacement. Replacement will be made if the scores on the damaged card can be accurately read.

Section 7 Entering false scores or other tampering with a score card shall cause the rider responsible to be disqualified from the trial and from further M.O.T.A. trials pending re-instatement action by the Association Committee.

Section 8 If it is necessary for a rider to leave the marked course for any reason, he must leave his scorecard with a section clerk. A rider off course\* with his card is subject to disqualification by the Meet Referee.

\* The promoting club is responsible for adequate course markings and to stress any peculiarities at the rider's meeting. If opposed arrows are used riders must pass between them. Short cutting of any kind will not be allowed; i.e., if the course parallels a road, riders on the road are guilty of short cutting. The course proper is the obvious, reasonable intended path of progression between succeeding markers leading all riders from section to section.

Section 9 If a rider is unable to finish the trial, he shall return his score card to the Meet Secretary as soon as possible.

ALL SCORECARDS MUST BE RETURNED.

Section 10 Upon completing the final section attempt, the rider shall return his score card IMMEDIATELY to the Meet Secretary.

Section 11 Ties shall be broken as follows: By designating and so marking before the start of the trial, one of the regular sections as the tie-breaking section. Rider with the lowest total for that section wins the tie. If duplicate scores have been made in the tie section, the tie will be broken by "most cleans", "most ones", etc., counting all sections used during the trial.

#### ARTICLE XIII CLOSING OF COMPETITION

Section 1 THE MEET REFEREE SHALL CLOSE COMPETITION BY THE FOLLOWING METHOD:

When the 5th rider competing over a particular course has finished (not including D.N.F.'s) competition will be extended an ample time for a competitor to complete one lap of the course. When this time is established it will be posted at two opposite places on the course. All observers will be immediately notified of that closing time. All riders in line at the closing time will be allowed to ride that section.

#### ARTICLE XIII AWARDS

Section 1 A Premier Award shall be given to the Expert or Senior rider who has lost the least number of points, regardless of class. Second place finisher in the same rider class as the Premier winner shall receive first place in that class.

Section 2 In each competition class having the required three entries, a First in Class award will be given. A Best Opposite award shall be given in the Junior Class. Additional awards shall be given as the promoting club chooses.

Section 3 Team Competition Awards--If the promoting club charges an entry fee for team competition in the trial, they shall have separate awards for each of the members of the winning team.

Section 4 To be eligible for an award, a rider must "finish". He shall have finished if he has completed at least 90% of the required number of section attempts and those missed are a sequence of final section attempts, and five (5) points have been assessed to his score for each missed attempt.

#### ARTICLE XIV M.O.T.A. SEASON COMPETITION NUMBERS

Section 1 Any person may obtain a permanent season number for use at M.O.T.A. trials. Charge for this number assignment is \$3.00 a year to non-M.O.T.A. club members. Permanent season numbers are available to all M.O.T.A. club members, in good standing, at no charge.

Section 2 M.O.T.A. jacket patches are available for \$1.50 each.

#### ARTICLE XV SEASON CHAMPIONSHIPS

##### A. RIDERS

Section 1 All Expert and Senior class riders who are M.O.T.A. club members shall be eligible for the season championship.

Section 2 All eligible riders who "finish" at a trial shall receive championship points.



Section 3 To be eligible for a season number award (numbers 1 thru 10) a rider must have worked at least two (2) M.O.T.A. trials during that year.

Section 4 Points shall be awarded equal to a rider's placing on a scale of 0-100 representing the range of scores at the trial from 100 for the best score to 0 for the mathematically estimated score of a rider finishing one place lower than the actual last finisher. Championship points shall be calculated only on M.O.T.A. club members.

Section 5 For the 1973 season only. The 1973 season championship will be determined by a riders highest accumulation of championship points in any 6 out of 8 trials designated M.O.T.A. season championship events by the eight active M.O.T.A. clubs. To be eligible a rider must work one (1) championship event. Championship schedules must be established three (3) weeks prior to the first championship trial in 1973 and established dates may be changed only by an Association Committee vote. Each M.O.T.A. club is required to host one (1) championship event. Riders must also conform to all other existing rules of eligibility.

To break a tie the next best score will be counted.

#### B. TEAMS

Section 1 Season Team Championship will be determined as follows: 1973 season only. The club having the lowest Season Team Championship score will be named Season Team Champions. The number of a teams best scores that will be totaled to determine a teams season score will be the same as the 1973 riders season championships. (Reference Article XV, Section 5)

#### ARTICLE XVI COMPUTATION OF CHAMPIONSHIP POINTS (Senior, Expert)

- A. Subtract best score of the trial from score of the last finisher.
- B. Divide this difference by one less than the total number of finishers.
- C. Add this number to the score of the last finisher. This represents the theoretical score of one more finisher. This is done in order to award championship points to all finishers.
- D. Subtract best score of the day from that of the theoretical last finisher.
- E. Divide one hundred (100) by this difference. (Carried to three decimals).
- F. To determine the individual rider's championship points, subtract his score from that of the theoretical last finisher and multiply this difference by the constant determined in step E. Championship points should be the nearest whole number.  
Example A  $83,499 = 83$ . Example B  $83,500 = 84$ .

#### ARTICLE XVII COMPUTATION OF PERFORMANCE VALUE (Junior, Novice, and Youth-Powder Puff)

Same method as championship points eliminating steps B, C, and D. A performance value rating will be computed on riders in each class. (Junior, Novice, and Youth-Powder Puff) It will be necessary to compute these figures only for those riders receiving a 70 Performance Value or greater.

ARTICLE XVIII PROMOTION METHOD

A. Seniors

Promotion points are awarded relative to Championship points received as a Senior.

| CHAMPIONSHIP POINTS | PROMOTION POINTS |
|---------------------|------------------|
| 100-98              | 5                |
| 97-94               | 4                |
| 93-88               | 3                |
| 87-80               | 2                |
| 79-70               | 1                |

B. Juniors, Novices, and Youth-Powder Puff

Promotion points are awarded relative to a Riders Performance Value.

| PERFORMANCE VALUE | PROMOTION POINTS |
|-------------------|------------------|
| 100-98            | 5                |
| 97-94             | 4                |
| 93-88             | 3                |
| 87-80             | 2                |
| 79-70             | 1                |

A Youth-Powder Puff, Novice, or Junior rider will be promoted if he/she receives a total of 8\* or more promotion points plus 1 award from any four or less of the last 10 M.O.T.A. trials. Promotion points received count only toward promoting a rider to the next class above his/her rider classification. (Youth-Powder Puff to Novice, Novice to Junior, Junior to Senior, Senior to Expert)  
 \* Seniors require 6 points.

ARTICLE XIX SAFETY RULES

Section 1 No section shall be included in the trial which has not been test ridden a minimum of 12 times and proclaimed\*, in good faith, that deterioration and/or weather changes will not render the section dangerous to life, limb and/or machine.  
 \* By either or both the Meet Referee or Safety Committee.

Section 2 Course layout may be of a long or relatively difficult nature in order to provide between section enjoyment or build rider endurance, but because riders must adhere to the markers it should not represent danger to them or their machines and should not include tank traps or bottomless mud, bog, etc., which advocates intentional machine destruction.

Section 3 The promoting club shall post signs designating the pit area, spectators paths, and the riders course. If there are dangerous areas to riders or spectators on the trials grounds they should be plainly marked with signs. Motorcycles should not be ridden faster than walking speed in dangerous areas. Any additional signs deemed necessary to insure the safety of the public should be erected in plain sight.

Section 4 All Competitors in the Youth-Powder Puff class must wear a helmet while competing.

Section 5 All minors in the Youth-Powder Puff class must have a waiver signed by their parents or guardian granting them permission to ride.

SCORE CARD

○

Comp. No. \_\_\_\_\_

Rider Class \_\_\_\_\_ Eng. Class \_\_\_\_\_

Mtcy. Make \_\_\_\_\_ Eng. Size \_\_\_\_\_

| Sec.<br>↓ | ATTEMPT NO. |   |   |   |   |   |   |   | Total |
|-----------|-------------|---|---|---|---|---|---|---|-------|
|           | 1           | 2 | 3 | 4 | 5 | 6 | 7 | 8 |       |
| ①         |             |   |   |   |   |   |   |   |       |
| ②         |             |   |   |   |   |   |   |   |       |
| ③         |             |   |   |   |   |   |   |   |       |
| ④         |             |   |   |   |   |   |   |   |       |
| ⑤         |             |   |   |   |   |   |   |   |       |
| ⑥         |             |   |   |   |   |   |   |   |       |
| ⑦         |             |   |   |   |   |   |   |   |       |
| ⑧         |             |   |   |   |   |   |   |   |       |
| ⑨         |             |   |   |   |   |   |   |   |       |
| ⑩         |             |   |   |   |   |   |   |   |       |
| ⑪         |             |   |   |   |   |   |   |   |       |
| ⑫         |             |   |   |   |   |   |   |   |       |

FINAL SCORE →

FRONT

○

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE \_\_\_\_\_

A.M.A. NO. \_\_\_\_\_ EXPIRES \_\_\_\_\_

BACK

This card serves as a device for collecting the riders score after each section as well as a work sheet and indexing card for tallying the days score by the trials officials.

The card is carried by the rider attached by a string to some outer part of the rider's clothing. This prevents the card from being dropped on the ground and becoming soiled. In foul weather a plastic bag with a small hole in the bottom is put over the card. The string is run through the bag.

## OBSERVER AND SECTION CLERK INSTRUCTIONS

Trials competition is held on a course which contains certain areas (sections) containing natural obstacles which have markers denoting the start, finish, and side boundaries. While passing through these sections, the competing rider is charged points for errors made. The rider who accumulates the least number of these points is the winner of the trial. It is the task of the observer and clerk to accurately score and record the points incurred by the riders while in the section. The success of the trial depends very greatly upon the abilities of the observer and clerk.

### SCORING

A rider who passes through the entire length of the section without putting a foot down, stopping, or going outside the boundaries has made a "clean ride" and is given a score of zero (0) meaning no points charged. Those who do not are charged according to their worst error. Do not add points for various errors, charge the points listed for his worst error only. The most he will be charged for any single attempt, therefore, will be five (5) points. For scoring system explanation please refer to the M.O.T.A. Rules and Procedures Article XI Scoring Practices.

### SCORING TERMINOLOGY

"FOOTING" is any contact between the rider's foot (or any other part of his body) and a supporting surface or object. Often a rider's foot will slip from the rest and must be watched closely to determine if it was used for support and therefore chargeable. A foot dragged for more than a short distance (as a rule more than a distance of one foot) has been used for support several times while being dragged and incurs the maximum footing penalty of three points. Be alert for footing done on the side away from you. Position yourself in the section so there are no "blind spots". It may be necessary to change position as the rider moves through the section.

"OUT OF BOUNDS"--A rider is out of bounds if he displaces a marker, passes on the wrong side of a marker, or passes between markers on the same side and must cross his tracks to return to the section, or if he has left the "intended path" of the section.

In trials where the promoting club uses the "ball and reed" markers, a rider is out of bounds if he dislodges a ball or breaks a supporting stake. Observers will make sure the balls are situated flush with the top of the reed or stake.

"STOPPING"--The rider's motorcycle has "stopped" when the front wheel ceases forward rotation. If he maintains his balance while stopped, do not charge an error. An experienced rider may be able to maintain his balance while stopped, however, he is usually in trouble and will try to get his motorcycle moving before he dabs his foot to the ground. This situation requires very close attention to determine if the footing was done while stopped.

Coasting into, through, or out of, a section is legal as long as the machine does not lose forward motion.

Electric starters are not permissible.

The riders will be instructed that they are not to enter a section until given a signal by the observer.

If a rider is stopped in the section and cannot regain forward movements immediately, you may signal him to leave the section if there is an easier path for him to

follow. It is important to keep your section clear and the riders moving through.

Displaced markers should be replaced immediately, for the sections must be maintained as close to the original set-up as possible. To help you in this, the promoting club has been asked to provide a hammer and spare stakes at each section. (Also reeds and balls if being used.) When repairing your section, keep the intended path in mind.

#### SCORE CARDS

On long sections (and on all sections if there is sufficient help available) there will be two people at the section, an observer and a clerk. The observer should station himself at the best position to watch the riders, and the section clerk should stand at a position well clear of the section exit and where he has a clear view to the observer. KEEP LINE MOVING. ESPECIALLY MAKE SURE EXIT IS CLEAR. DO NOT HAVE CLERK HELPING TO OBSERVE.

When a rider has completed the section, the observer shall signal that rider's score to the clerk who will enter the score on the rider's score card.

The rider should carry his card in an easily accessible position. The clerk or observer is not required to reach inside the rider's shirt, jacket or wherever in order to record a score.

Scores shall be transmitted by the observer to the clerk by the use of hand signals as follows. All signals shall be given with the palm of the hand toward the clerk.

Clean Ride      0 - Closed Fist.  
1 point charged - Index finger extended.  
2 points charged - Index and second finger extended. (VEE)  
3 points charged - Index finger, second finger and thumb extended.  
5 points charged - All fingers and thumb extended.

At the beginning of competition, if a rider offers a card that has no scores entered thus far on it, you may presume that he has started at your section. In this case you will make a check mark just to the left of the number of your section.

Scores are entered to the right of the proper section number in the first unused square.

You will be able to determine if a rider has skipped any section(s) by the arrangement of the scores on his card. The first score entered on a new lap must be at the section where he started. If he has skipped a section or sections which should have been ridden before yours, you should enter fives in the squares of each attempt, skipped.

Any disagreement with the rider about the score is to be reported to the referee as soon as possible.

Make occasional spot checks to determine if the motorcycle described on the rider's card is the same as the one he is using, as the rules state that a rider may not change machines during the trial. Report any infraction of this type to the referee. Also report any other unusual things about the riders or the machine. Be sure to note the number of the rider.

Riders who must leave the course for any reason will leave their score cards with

a section clerk. Retain these cards until the rider returns or until the referee requests the cards.

OBSERVERS AND CLERKS SHOULD NOT PULL BIKES OUT OF THE SECTION. Look for an escape route for the bike.

OBSERVERS AND CLERKS ARE NOT TO TOTAL SCORE CARDS.

Remain at your section until you are notified officially to close the section.

The promoting clubs are urged to attend to the comfort of the persons working the section. Still, it is advisable that you bring a small lunch and a thermos of coffee or whatever to suit the weather.

OTHER SUGGESTIONS  
FOR YOUR COMFORT

In cold weather dress more warmly than you think might be necessary.

Do not neglect warm waterproof footwear.

Purchase one of the inexpensive rain ponchos or suits sold in the sporting goods department of most discount stores. The trials run "rain or shine".

A wide brimmed sun hat will be useful in the summer.

A small, light camp stool is also very helpful.

Observing can be a pleasant and interesting activity. It gives the wives and friends of the competitors a chance to share in the sport. It is also a very significant contribution to motorcycle sport in one of its finest forms.

## TOP TEN NUMBER HOLDERS

| 1968              | 1969             | 1970             |
|-------------------|------------------|------------------|
| 1 Les McCracken   | 1 Jerry Felster  | 1 Gene Mutter    |
| 2 Bill Scott      | 2 Bud Miklossy   | 2 Bud Miklossy   |
| 3 Bud Miklossy    | 3 Bill Scott     | 3 Ben Stierle    |
| 4 Tom Clark       | 4 Les McCracken  | 4 Gary Smith     |
| 5 Jerry Felster   | 5 Tom Janette    | 5 Tony Frattoral |
| 6 Gary Smith      | 6 Tom Clark      | 6 Warren Tihart  |
| 7 Frank Cullimore | 7 Ben Stierle    | 7 Bill Scott     |
| 8 Warren Tihart   | 8 Gary Smith     | 8 Daryle Bertram |
| 9 Ray Bossman     | 9 Warren Tihart  | 9 Rich Friend    |
| 10 Clive Kelly    | 10 Ron Mayville  | 10 Tom Clark     |
| 1971              | 1972             | 1973             |
| 1 Gene Mutter     | ① Doug Gawne     | 1 Bob Hopkins    |
| 2 Doug Gawne      | 2 Dick DeBolt    | 2 Dick DeBolt    |
| 3 Daryle Bertram  | 3 Tom Kawecki    | 3 Doug Gawne     |
| 4 Robert Lyness   | 4 Bob Hopkins    | 4 Terry Cheney   |
| 5 Tony Frattoral  | 5 Bob Mrozinski  | 5 Tom Kawecki    |
| 6 Dick DeBolt     | 6 Gene Mutter    | 6 Ray Hatfield   |
| 7 Tom Kawecki     | 7 Tony Frattoral | 7 Bill Scott     |
| 8 Bill Scott      | 8 Jerry Bozik    | 8 Rodney Ott     |
| 9 Tom Clark       | 9 Daryle Bertram | 9 Mike Konners   |
| 10 Bill Bertram   | 10 Ray Hatfield  | 10 Dave Dunklee  |

CURRENT BOOKS AVAILABLE ON TRIALS RIDING

- King, Max. Motor-Cycle Trials Riding. Pelham Books, 52 Bedford Square, London W.C. 1. 1972.
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- Sanford, Bob. Riding the Dirt. Newport Beach, California: Bond/Parkhurst Publications, 1972.
- Wagner, Wilts, and Bill Brokaw. Escape by Trail Bike; Techniques to Become an Expert. 2nd ed. Denver: John Frederic Printing, 1973.
- Popular Cycling's. How to Ride Motorcycles. Coronado Book Corporation, 131 S. Barrington Place, Los Angeles, Ca. 90049. 1973.