



Southern California Trials Association
Sporting Regulations

**S
C
A
L**
TRIALS
ASSOCIATION

2021/2022

SOUTHERN CALIFORNIA TRIALS ASSOCIATION OFFICIAL 2021 - 2022 RULE BOOK

Revised May 2021 by SCTA Rules Committee
Paul Oswald, Chris Cullins, Scott Head, Brad Hannon, Martin Belair,
Scott Clark, Peter Croft

Edited by Paul Oswald and Gabriela Caperon

Southern California Trials Association (SCTA)
Promoting the sport of Moto Trials in Southern California since 1967

Email: hellosocaltrials@gmail.com

Website: socaltrials.com

Facebook: SoCalTrials

Event Facebook: El Trial de España

Instagram: [@socaltrials](https://www.instagram.com/socaltrials)

The SCTA Championship Series run Fall through Spring.
Other non-Championship Series events may be scheduled at various times.

TECH AND SAFETY INSPECTION ITEMS NEEDED TO COMPETE

- Operating front and rear breakes
- Trials Pattern tire front and rear. (Novice and Enduro class excluded)
- DOT/FIM/ECE 22.05 Euro Standard approved motorcycle helmet
- Functioning kill switch, button or tether, handlebar-mounted
- Ball-end levers
- USFS-approved spark arrestor at event where required
- Number Plate (see rules) and Class Identification
- American Motorcyclist Association Membership

TRIALS ETIQUETTE

To help you enjoy your trial and to enhance the pleasant participation of other contestants and spectators, the Southern California Trials Association offers the following suggestions:

- Arrive ON TIME for the riders' meeting before each event as a sign of support for the organizing club and respect for your fellow competitors.
- On your last ride through a section, do thank the Observer (aka checker).
- Do not argue with the Observer. Direct your complaint or concern to the Course Marshal.
- Let the Observer do the scoring.
- Do not block the section.
- If you stall, exit the section in the most expeditious manner with the least damage to the section.
- When in the queue to ride a section, shut off your engine until you are next to ride that section.
- Ride the Loop in the proper direction with courtesy and caution.
- Do comply with the rules of the property owner, whether public or private. SCTA riders are guests at these venues.
- Do recognize and applaud a good ride whether friend or rival

RULES COMPLIANCE, Article 100.

Every entrant, upon acceptance of entry, shall comply with all established and supplementary rules set down by the SCTA, its representatives and officials designated by the organizing club. Failure to comply with established and supplementary rules may result in expulsion or disqualification from the event at the discretion of the Course Marshal.

RIDER ELIGIBILITY, Article 101.

1. All competitors and officials at SCTA-sanctioned events must wear a DOT/FIM/ ECE 22.05 Euro Standard approved motorcycle helmet when riding the loop or sections of an SCTA event.
2. A competitor may compete on only one motorcycle at each event.

OFFICIALS, Article 102.

1. THE COURSE MARSHAL is the final authority for all aspects of the organizing club's event. The Course Marshal shall not compete in the event. The organizing club will announce the name of the Course Marshal at the riders meeting conducted immediately prior to the start of the event.
2. OBSERVER/CHECKER. At least one observer at each section must be 15 years of age, or older.

COMPETITION CLASSES, Article 103.

There is no required minimum entry to establish a Championship Series Points-paying class. No divisions will be made regarding motorcycle engine displacement for Championship Series Points. Pro Class Purse may be established at promoting club's discretion.

1. PRO. Any competitor who has the experience and demonstrated ability to warrant Pro status.
2. EXPERT. Any competitor who has the experience and demonstrated ability to warrant Expert status.
3. ADVANCED. Any competitor who has the experience and demonstrated ability to warrant advanced status.
4. CLUBMAN. Any competitor who has the experience and demonstrated ability to warrant Clubman status.
5. INTERMEDIATE. Any competitor who has the experience and demonstrated ability to warrant Intermediate status.
6. SPORTSMAN. Any competitor who has the experience and demonstrated ability to warrant Sportsman status.
7. NOVICE. Any competitor who has the experience and demonstrated ability to warrant Novice status.
8. OPEN. Riders may enter an event as a "No Points, No Trophy" participant. The rider chooses a line or combination of lines to ride. These riders will be official finishers in the class, they will not be awarded Championship Series Points.

CLASS DIVISIONS. When participation levels warrant the SCTA may divide a class into A and B divisions. There are currently no divided classes.

ADDITIONAL CLASSES (Non Championship). Classes may be added at individual events at the organizers discretion. KIDS, ENDURO, PRESS etc. are typical.

MOTORCYCLE REQUIREMENTS AND ELIGIBILITY, Article 104.

Motorcycles of all competitors and officials at SCTA sanctioned events will comply with all legal requirements for the area in which they are competing. Handlebar-mounted levers must be ball-ended for safety reasons. A functioning killswitch must be located on the handlebars. All foot and hand controls must be in proper operating condition.

TIRES. Any type tire is eligible in the Novice and Enduro class. All other classes must use recognized trials-pattern tires front and rear.

NUMBER PLATES. Front number plates are mandatory for observer accuracy. Front number plates will have a letter indication a minimum of 2 inches high and color of the class the rider is competing in. Number plate colors are: Pro/black, Expert/red, Advanced/white, Clubman/green, Intermediate/yellow, Sportsman/orange, Novice/blue. Suggested lettering is NOV, SP, INT, CM, ADV, EX, and PRO.

THE TRIALS COURSE, Article 105.

The loop will be marked in a clear manner with pink ribbon no more than 50 yards apart. All turns, corners, or crossings shall be marked with card pointers. Each section will be constructed using the "gate" format. Sections and gates must be suitably marked in pairs of wooden stakes, wire stakes, ribbon and cards. Opposing stakes or ribbon should be a minimum four-feet apart. Each section must contain section START and section END cards. All START and END cards will be numbered signifying the section's relative numerical sequence on the loop.

Sections must not be dangerous and should be designed in such a way that all classes can successfully negotiate the section. The section does not have to be cleanable, but it must not contain impossible turns, descents, ascents or obstacles. To the maximum extent practicable, all sections will be test ridden by a non-competing member to ensure compliance.

Sections should be ridden in numerical sequence. Loop 1 starting assignments will be determined by the Course Marshal. Second and subsequent loops will start at Section One. The loop must be ridden in one direction only, unless directed otherwise.

The loop must be ridden the number of times specified at the riders meeting and completed within the time limit specified at the riders meeting. Competitors must ride their designated sections only. Practice in any section before or during the event is strictly prohibited. Inspection on foot prior to riding the sections is strongly recommended. No changes are allowed to the sections at any time without the specific consent of the Course Marshal.

SWEEP TIME. The Course Marshal will select a Sweep Time. The Sweep Time will be announced at the Riders' Meeting. At the Sweep Time, the Sweeper will leave the pits, go to Section #1, and close it. The Sweeper will then continue along the loop, closing Sections in numerical order, until all Sections are closed. It will be left up to the discretion of the Sweeper to wait for, or give extra time to, any rider for any reason; however, once a Section is closed by the Sweeper, it cannot be ridden. All riders who fail to ride any Section before it is closed will receive 10 points for each Section not ridden.

SCORING, Article 106.

SCTA "fault" and "failure" definitions parallel those of the North American Trials Council. The observer shall show a raised, balled fist and announce "Rider!" in a loud voice to authorize a competitor to start riding the section. Scoring begins when the front axle passes between the Start markers, and ends when the front axle passes between the End markers.

Any course official, including a section Observer, has the authority to close a section or part of the loop for unforeseen reasons, including, but not limited to, natural disasters or rider injury. In cases when part of the field has ridden a section on a loop before it has been closed, scores for rides on that loop in that section will be deleted.

ERROR PENALTIES

1 Fault = 1-Point

2 Faults = 2-Points

More than two faults = 3-Points

Failure = 5-Points

A. Fault Definitions:

1. Footing. Any contact providing support between any part of the rider's body or machine (exceptions: tires, footpegs, skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the boundary.
2. Foot rotation/pivot counts as 1 point. (Dab + pivot = 1)
3. Sliding a foot counts as 3 points
4. Both feet placed on the ground simultaneously counts as 2 points.

B. Failure Definitions:

1. The machine is moving backwards, with or without the rider footing.
2. Any displacement of a marker by direct contact by the machine or rider that requires that marker be reset. Touching a boundary is not a failure.
3. The rider dismounts from the machine and has both feet on the ground on the same side of or behind the machine.
4. The rider does not have one hand on the handlebar when footing while stationary (the rider may not position the bike with his free hand).
5. The rider receives outside assistance.
6. The rider or minder changes the condition of a section.
7. The rider begins a section attempt without observer acknowledgment.
8. The engine stops while footing or while any other part of the machine, except for the tires, is used for support, without forward motion. The motorcycle must be moving forward while footing with a dead engine to avoid a Failure.
9. If the handlebar is used for support and the motorcycle is beyond 45-degrees from vertical.
10. The motorcycle does a complete circle, crossing both its own tracks, with both tires.
11. The rider fails to pass through all the gates for his class.
12. The front wheel must precede the back wheel when passing through the gates.
13. The rider passes, in either direction through a gate of another class, breaking the plane of that gate.
14. When a marker 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 the tire and the tire must be on the ground on the out-of-bounds side of the tape.
15. It is permitted to float one wheel over a marker, but not both wheels, for example, jumping the bike outside a boundary is a failure.

16. The front axle must pass between the start gates and end gates. The front axle is only allowed to pass between the start gates once.
17. A rider may report to the observer and receive a 5 for that section, even though he does not attempt it.
18. Only the greatest penalty, as defined above, shall be counted for the section. However, non-riding penalties may be added.

C. Other Penalties, Supplemental Rules:

1. The penalty for missed sections is 10 points per section. Any sections not punched on the scorecard are considered to be missed sections.
2. Any section ridden more than once per loop will receive 10 points.
3. Practice in any of the sections before or during the event will result in disqualification of the rider from the trial. Sections may be inspected on foot at any time.
4. A rider waiting in line to enter a section must not leave his machine. If he does, he must go to the end of the line unless all other riders behind him in line agree to let him retain his place in line.
5. Unsportsmanlike conduct, offensive behavior, or offensive language by a rider or minder, can result in a penalty up to 25 points. The penalty can be given at the sole discretion of the Observer or Course Marshal.
6. Violation of these supplemental rules by a rider or a minder will result in a penalty ranging from five points to exclusion from the trial. If the rider refuses to present his card to the Observer for punching of the additional penalty or leaves the scene of the infraction, the Observer shall document the circumstance and report it to the Course Marshal. The Course Marshal will assess the appropriate penalty, in addition to the initial penalty.

D. Protests

1. If a rider is severely distracted, or if spectators or other riders in the section block his line, he may request a re-ride. At the discretion of the section observer, a re-ride of the section can be permitted. The re-ride will be the ride of record.
2. It is the rider's responsibility to acknowledge his score and verify his scorecard is punched correctly at each section, immediately upon completion of the attempt. Disagreement with the observer must be noted and settled. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt by the rider.
3. No person may protest another rider's score.
4. Only the rider can protest his own penalty.

5. Protests must be filed orally or in writing with the Course Marshal no later than 30 minutes after the results have been made available. The Course Marshal shall render all decisions on protests as soon as possible.

E. Tie Breaker during Events

In case of ties on points, the competitor with the most cleans, then 1s, 2s, 3s and 5s will win. Ties during a championship event will be resolved with the total number of cleans, 1s, 2s, 3s, then 5s. If still tied then the rider with the lowest score in the first section of sequentially ridden where different points were scored by the riders will win. If still tied a "ride off" may be employed to break ties at the organizing club's discretion. The Course Marshal will choose the section and line to be ridden to break the tie. A coin toss will determine which rider rides first. All tied riders must agree to participate for a ride-off to occur. The ride-off will be conducted in a sudden-death format. The first rider to score lower in a ride-off section, wins the ride-off. If a ride-off does not occur, the tied riders will equally split the Championship Series Points of the position they tied for and the position(s) behind it.

CHAMPIONSHIP SERIES POINTS, Article 107.

1. Championship Series Points are awarded to all SCTA event competitors who compete in an SCTA points-paying event and class.
2. SCTA members will receive first place Championship Series Points for working as an official no more than twice in a Championship Series.
3. Any individual competitor who does not officiate at least one event of a Championship Series shall have 60 Championship Series Points removed from his Series total. Competitors under 15 years old and those riding two or fewer events in a Championship Series are exempt from this penalty.
5. The rider with the most Championship Series Points in his class at the end of the official SCTA Championship calendar will be awarded #1 in their class.

SCTA Championship Series Points are awarded as follows:

1st Place = 30 points

2nd Place = 25 points

3rd Place = 21 points

4th Place = 18 points

5th Place = 16 points

6th-20th Places = Decreases 1-point per position

21st-29th Places = Decreases 0.1-point per position

30th-39th Decreases .01-point per position

TIE-BREAKERS (CHAMPIONSHIP): In case of a Championship Series Points tie at the end of the Series, the rider with the lowest overall score at those events where the riders competed against each other will win. If still tied, the total number of cleans, 1s, 2s, then 3s, at the first event of the series where the two riders competed against each other will be used. When the riders did not ride the same events and they are still tied, then the rider in the event with the largest entry, meaning that he or she beat more competitors, will win. In all classes, year-end SCTA Championship Series ties for 6th place and beyond in the class will be listed as finishing in the same place.

LIABILITY FOR DAMAGE, Article 108.

Any entrant is liable for any damage caused by him, his rider or passenger, or any agent, representative or servant acting on his behalf, during the day or days of any event.

RELEASE OF LIABILITY, Article 109.

It is a condition of acceptance as an entrant in any Southern California Trials Association event that the SCTA or its affiliates shall not be held responsible or liable for any damage to a motorcycle or its accessories whether by fire, accident, or any other causes, nor theft of a motorcycle or its accessories the day or days of any event. It is a condition of acceptance of entry that the SCTA and its affiliates shall not be held responsible in any way for personal injuries, loss of life or limb incurred by entrants competing in any event. The SCTA does not provide medical insurance coverage. The SCTA urges you to not compete in SCTA sanctioned events without adequate personal medical insurance coverage.

<end>