

CENTRAL ARIZONA TRIALS, INC.

CENTRAL ARIZONA TRIALS RULES OF COMPETITION FOR MOTORCYCLE OBSERVED TRIALS

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A – SECTION ORCHESTRATION

C.A.T. Rules of Competition 2023

Section A: ELIGIBILITY

1. Championship points shall be awarded only to members of Central Arizona Trials. If a rider joins or renews their membership after the current trials season has begun, Championship points will only be awarded from that date until the end of the current trials season.
2. Due to legal and safety implications, a DOT, Snell 95 or any FIM approved helmet must be worn whenever operating a motorcycle at a trials site.
3. Each machine must have an effective silencer, tether type kill switch and spark arrestor. Machines competing in an event must have a U.S. Forest Service (USFS) approved spark arrestor or a USFS approval sticker per A.R.S. 28-1179. Electric motorcycles do not require a spark arrestor or silencer.
4. Chains or other traction devices are not permitted.
5. As an aid to checkers, every machine must have a number plate with the rider's proper class designation. It is suggested, though not required, that riders include their state ranking number from the previous year. Plate type shall be left to the judgment of the rider and must include 2" minimum letters and numbers.
6. In Expert level, Sportsman, Clubman, Elite, Novice, and Air-Cooled Classes an event must be completed on the same machine upon which the event was started.
7. "Trials" tires only are required in all classes except Bicycle. This applies to both wheels.

Section B: COMPETITION CLASSES and RIDER CLASSIFICATION

B1: Competition-Classes

Note: Participation in age restricted classes is by eligibility and not mandatory.

Current riders between 35 and 39 years old are grandfathered into their respective 40 classes as of the 2022 season. Pro through Beginner classes are listed in order of decreasing difficulty.

EXPERT LEVEL - Competitors who have accumulated 20 transfer points competing in Sportsman Class become qualified. Expert shall be divided into three levels of competition each duplicating the U.S. National class:

PRO - Shall be a "high intensity" level of competition determining the overall "Arizona State Trials Champion" for each competition year.

EXPERT - Shall be a level of competition leading to the Arizona Expert State Championship.

EXPERT SPORTSMAN - Shall be a level of competition between Expert and Sportsman that will lead to the Arizona Expert Sportsman State Championship.

SPORTSMAN - Competitors who have accumulated 20 transfer points competing in Clubman Class. Competition in this class will lead to the Arizona Sportsman State Championship.

CLUBMAN - Competitors who have accumulated 20 transfer points competing in Elite Class. Competition in this class will lead to the Arizona Clubman State Championship.

ELITE - Shall be a level of competition between Novice and Clubman for any rider, regardless of age, who feels that they are not ready to ride Clubman Class OR any rider who has accumulated 20 transfer points in Novice Class. Competition in this class will lead to the Arizona Elite State Championship.

NOVICE - Any rider, regardless of age, who feel that they are not ready to ride Elite Class OR any rider who has accumulated 15 transfer points in Beginner Class. Competition in this class will lead to the Arizona Novice State Championship.

BEGINNER - Any rider, regardless of age, who feels they are not ready to ride Novice Class. This class is generally designed for persons with no previous riding experience. Competition in this class will lead to the Arizona Beginner State Championship.

JUNIOR - CLASS A (Advanced)- Any rider, 14 years or younger, competing on any type of motorcycle. Generally, riders in this class shall complete the Junior line as specified by the Trialsmaster. The exact nature of Junior Class competition at each event may be modified at the discretion of the Trialsmaster. In that case, all Junior Kids riders will be notified prior to the start of the event.

JUNIOR - CLASS B (Beginner)- Any rider, 14 years or younger, competing on any type of motorcycle. Generally, riders in this class shall complete the Junior line as specified by the Trialsmaster. The exact nature of Junior Class competition at each event may be modified at the discretion of the Trialsmaster. In that case, all Junior Kids riders will be notified prior to the start of the event.

JUNIOR STRIDER Any rider, 14 years or younger, competing on push bicycles. Generally, riders in this class shall complete the Junior line as specified by the Trialsmaster. The exact nature of Junior Strider Class competition at each event may be modified at the discretion of the Trialsmaster. In that case, all Junior Strider riders will be notified prior to the start of the event

JUNIOR BICYCLE - Any rider, 14 years or younger, competing on any type of pedal_bicycle. Generally, riders in this class shall complete the Junior line as specified by the Trialsmaster. The exact nature of Junior Bicycle Class competition at each event may be modified at the discretion of the Trialsmaster. In that case, all Junior Bicycle riders will be notified prior to the start of the event

SPORTSMAN 40 - Riders 40 years old or older who choose to ride Sportsman lines. Competition in this class will lead to the Arizona Sportsman 40 State Championship.

ELITE 40 - Riders 40 years old or older who choose to ride Elite lines. Competition in this class will lead to the Arizona Elite 40 State Championship.

NOVICE 40 - Riders 40 years or older who choose to ride Novice lines. Competition in this class will lead to the Arizona Novice 40 State Championship.

AIR-COOLED - Any trials specific motorcycle through model year 1990 that has an air-cooled internal combustion engine. Air cooled competitors will ride the Novice lines. Number plates will be marked "AC". Competition in this class will lead to the Arizona Air Cooled State Championship.

BICYCLE - Any bicycle rider, regardless of age, competing on any type of bicycle. Generally, riders in this class shall complete one loop, riding the Beginner line (or as specified by the Trialsmaster) twice consecutively at each section. The exact nature of Bicycle Class competition at each event may be modified at the discretion of the Trialsmaster. In that case, all Bicycle riders will be notified prior to the start of the event

MASTER CLUBMAN - Riders who may have accumulated 20 transfer points competing in Clubman or other experience and choose to ride Clubman lines rather than competing in Sportsman. Competition in this class will lead to the Arizona Master Clubman State Championship.

OPEN – Riders who choose to ride any combination of lines and loops not defined above. This will be a no points and no trophy class. No championship points will be given.

B2: Rider Classification

1. Competitors may compete in any class they wish by riding "non-trophy" and designating such on their paid entry. (Exception: Only current Sportsman class riders may compete in an Expert level class as non-trophy.) Competitors who ride as a non-trophy entry shall not receive a trophy or transfer points in the class being ridden, nor will they count as a rider towards the distribution of trophies. They will not affect the placing of the other riders in the class. All event fees are applicable to non-trophy riders.
2. Competitors who have accumulated their transfer points and do not wish to move up to the next class may ride non-trophy until their transfer points expire.
3. A rider wishing to ride a non-trophy class, plus ride his own class must have prior approval of the Trialsmaster to ride the non-trophy class. This is necessary due to checker availability.
4. A rider must complete all loops of his or her competition class before starting a non-trophy class if two classes are to be ridden in one day.
5. If a rider enters a higher-level class on a non-trophy basis and finishes above a competing member of that class in two events, the rider will automatically be transferred to the higher class based upon "demonstrated ability".
6. Competitors may move up one class by petitioning the C.A.T. Trials Committee Chairman in writing with recommendation by two active C.A.T. members competing in the class, which he/she intends to enter.
7. The C.A.T. Trials Committee may, by majority vote, upgrade a competitor who is grossly under classed. The competitor involved must be consulted before, and be present during, such a vote.
8. If a C.A.T. competitor has earned no transfer points (or trophies in the case of Expert Class), in the previous competition year, he/she may petition the Trials Committee Chairman to be moved down one class. Such a petition shall be in writing and must be accompanied by recommendations from two active members of the class, which he/she intends to enter. The decision will then be made by majority vote of the Trials Committee. Exception: Once any rider has transferred from the "Beginner" class, he/she cannot be reclassified as a Beginner. However, under extraordinary circumstances, the Trials Committee Chairman may make an exception to this rule.
9. A single entrant constitutes a class. Transfer and championship points will be awarded as explained in the Trophies, Transfer Points and Rankings section.
10. A Rider, Novice Class and above, may change classes only once in a season, and the new class must use a different line. This rule does not apply to the Air-Cooled class. However, under extraordinary circumstances, the Trials Committee Chairman may make an exception to this rule.

Section C: TROPHIES, TRANSFER POINTS AND CLASS RANKING

C1: Trophies:

1. Trophies shall be awarded in each class on the basis of the number of riders in that class with the exception that non-trophy riders do not figure into the count. Trophy distribution is as follows:

1 to 3 competitors	=	1 trophy
4 to 6 competitors	=	2 trophies
7 to 11 competitors	=	3 trophies
12 to 18 competitors	=	4 trophies
19 to 26 competitors	=	5 trophies
27 to 35 competitors	=	6 trophies

Thereafter, one trophy given for each 10 competitors.
2. Trophies awarded for performance other than in regular classes, such as team, hot dog, etc., shall be proposed by the Trialsmaster and coordinated with the Trophy Chairman.
3. At the end of each trials season, the C.A.T. Trials Committee shall select the "Most Improved Rider" and present this rider with the appropriate traveling trophy, which he/she may keep for the following season.
4. At the end of each trials season, the C.A.T. Trials Committee shall select the "Most Outstanding Youth" C.A.T. trials rider under 16 years of age and present this rider with the appropriate traveling trophy which he/she may keep for the following season.
5. At the end of each trials season, the C.A.T. Trials Committee shall select the "Checker of the Year" and present this person with a plaque, inscribed with the checker's name, the year of the season, and the words "Arizona State Observed Trials Checker of the Year" as a permanent award.
6. At the end of each trials season, the C.A.T. Trials Committee Chairman will determine the overall winner of the Pro class. If the Pro class does not qualify, the winner of the Expert class will be used or the Trials Committee may decide the criteria. The winner shall receive the following:
 1. The Arizona State Observed Trials Champion Perpetual Cup, inscribed with the rider's name, to remain in the rider's possession for the next season.
 2. A plaque, inscribed with the rider's name, the year of the season, and the words "Arizona State Observed Trials Champion" as a permanent award.
 3. A Trials oriented prize such as a helmet or tire.
7. At the end of each trials season, the C.A.T. Trials Committee Chairman will determine the overall winner of each of the other classes. Each winner will receive a plaque inscribed with the rider's name, the year of the season, and the words "Arizona State Observed Trials _____ Class Champion" respectively, as a permanent award, regardless of the rider's current class at the end of the season.

C2: Transfer Points:

Riders shall be awarded on the basis of the number of trophies presented in a class as follows:

1. A rider placing first in his class shall receive a number of transfer points equal to the number of trophies awarded in that class.
2. A rider placing second in his class shall receive a number of transfer points equal to the number of trophies awarded in that class minus one.
3. A rider placing third in his class shall receive a number of transfer points equal to the number of trophies awarded in that class minus two, and so on.

Example: If there are 21 riders entered in a class, there will be 5 trophies awarded and transfer point distribution will be as follows:

- 1st Place = 5 points
- 2nd Place = 4 points
- 3rd Place = 3 points
- 4th Place = 2 points
- 5th Place = 1 point
- 6th Place and below = 0 points

1. Riders competing in the Novice 40, Elite 40, Sportsman 40, Novice 55, Air-Cooled, Expert Sportsman, Expert and Pro classes will not receive transfer points. Riders in Sportsman will receive transfer points to qualify for Expert level class participation.
2. Transfer points over two "trials seasons" old will be dropped from the transfer points standings.
3. A rider that starts the season's events in a class will not be forced to point out of that class that season. They will move to a higher class the next season.
4. Competitors who have accumulated their transfer points and do not wish to move up to the next class may ride non-trophy until their transfer points expire.

C3: Class Ranking:

All eligible riders competing at Arizona State Championship events shall be awarded "Championship Points" leading to overall class rankings for the season. Championship points and class rankings shall be determined by the following rules:

1. All Arizona State Observed Trials events shall be considered championship events unless approved as non-championship events by the Trials Committee. Any approved non-championship events will not add to any rider's championship or transfer points total.
2. Championship points will be awarded based upon each rider's finishing position among riders eligible for championship (as defined in Sec. A.1) on each state championship event. Points shall be awarded as follows:

POSITION	POINTS
1	30
2	25
3	21
4	18
5	16
6-20	Decreases 1 point per position
21-29	Decreases 0.1 point per position
30-39	Decreases 0,01 point per position

3. All year-end rankings shall be determined from the best finishes in the championship events held each season – as follows: 6 events-5 best finishes 7 events-5 best finishes 8 events-6 best finishes 9 events-7 best finishes 10 events-8 best finishes; 11 events-8 best finishes; 12 events-9 best finishes; 13 events-10 best finishes.
4. At the end of each trial season, the Trials Committee Chairman shall rank all competitors in each class as to their final placing in the class. No other competitor may use that assigned ranking position number during the following trial season.
5. In the case of a tie in the amount of points for the Number One ranking in a class, the Number One plate and State Championship shall go to the rider with the most wins. In the event that there is still a tie, the rider with the most seconds, then thirds, then fourths, etc., shall be determined the winner. If a tie still exists, then all additional championship events will be added to the best finishes for each rider. The rider with the most championship points for these events shall be declared the winner. If the riders are still tied, then the overall points differential in the events they competed in together are used. The rider with the least amount of total points for these events shall be declared the winner.

6. Each rider will keep his/her class ranking number for the complete season and will have the privilege of displaying that number on the front of the bike. However, when the rider transfers to the next higher class, the rider will then assume the "last place" number then existing in the new class.
7. Non-trophy ridden events will not count towards any class ranking. If a rider who repeatedly rides non-trophy has no points towards a ranking, then that rider shall receive the last place number in the rider's "normal" class for the coming season.
8. The Trials Committee Chairman will provide a state ranking at the end of the competition season for every class.
9. In order to make a class championship eligible, at least one (1) rider needs to compete in 50% of the championship events plus 1 event. (i.e., If there are 6 events per year, 1 rider must ride 3 events + 1 event = 4 events to make the class championship eligible) 7 events=5 rides; 8 events=5 rides; 9 events=6 rides; 10 events=6 rides; 11 events=7 rides; 12 events=7 rides; 13 events=8 rides
10. For any rider, 15 years old or older to be championship eligible he/she must accrue checker credits equal to at least 50% of the events they ride during a season. At a buddy check trial, all competitors are considered as checkers.
11. Up to 2 morning and 2 afternoon Trialsmasters, as designated on the event flyer, per event will be awarded 30 championship points and 3 checker credits each, for a maximum of 1 event per season. Any additional workers or helpers will not be awarded championship points or checker credits.
12. No checker credits will be given for standby Checkers.

Section D: THE TRIALS COURSE

1. Sections boundaries must be marked clearly with white ribbon as continuous as practical. Section arrow markers shall be black for Pro, red for Expert, white for Sportsman, green for Clubman, purple for Elite, blue for Novice and yellow for Beginner gates.
2. It is permissible to divert routings of the various classes within a section. All such changes in routing shall be done in a concise and legible manner by signs at least as large as the conventional "pie plate".
3. Generally, the Expert Sportsman class will ride the harder Sportsman lines or moderate Expert lines in their entirety. The section start gate will then be marked "ES=S" or "ES=E". Expert Sportsman gates may be used and the section start gate will be marked "ES=ES".
4. Under extremely unusual circumstances and as a last resort, the Trialsmaster may change the above color codes and marking methods as long as all competitors and checkers are made aware of the change prior to the event.
5. Entry and Exit Gates:
 - a) Entry gates must be marked with TWO section start cards (minimum 6" x 6") marked "Section Begins" or "Start". Blue will be used for AM and Gold for PM sections. The entrance gate must display the section number for which the section is intended. The start gates for the Expert Sportsman and Elite classes will be marked as indicated in D.3 & D.4 above.
 - b) Exit gates must be marked with TWO red section end cards (minimum 6" x 6") marked "Section Ends", "All End", "Finish", or "Exit".
 - c) All entry and exit gates MUST BE AT LEAST FOUR FEET WIDE!
6. Artificial Boundaries:
 - a) Artificial boundary gates or ribbon may be used to define the section laterally. Any such gate or boundary must conform to the color-coding describe in section D.1.
 - b) Each artificial boundary gate must be clearly visible to a person standing in the previous gate.

- c) No artificial boundary gate may be less than three and one-half feet (3' 6") wide.
 - d) A rider cannot go backward through a boundary gate.
 - e) A rider cannot go through any other class's boundary gates.
7. To ensure that sections are not unduly dangerous, the Safety Committee or Steward may inspect all sections prior to the event. If a section is determined to be unduly dangerous, the Trialsmaster must change or remove the section. The Safety Committee's or Steward's ruling shall be final.
 8. Each section must be ridden through (though not necessarily cleaned) at least once before the trial by either the Trialsmaster or another non-competitor to ensure:
 - a) That the section can be ridden by the intended class.
 - b) That the section is not unduly dangerous or confusing.
 - c) To determine any wearing effect that competition will have on the terrain.
 9. The Trialsmaster may not compete in the trial. Trialsmaster assistants may compete only in sections which they have never ridden. A Trialsmaster assistant may help create any class section as long as he/she does not ride the section.
 10. At the option of the Trialsmaster and as is routinely done, a section may be used for more than one class. However, the routings for the various classes must be clearly marked with class arrow markers so as to be easily understood by all competitors. In lieu of Pro gates the Trialsmaster may designate a combination of sections and loops, possibly including riding sections backward, to increase the intensity to Pro level.
 11. A competitor may only ride the section and routing for his class during a trial.
 12. A competitor may walk in a section at any time so long as he does not interfere with the observer or a rider competing in that section.
 13. Prior to the start of an event, a competitor or visitor may not practice ride or walk in any marked section. To do so will result in disqualification.
 14. No one shall change a section intentionally except the Trialsmaster. After the start of an event, no one, including the Trialsmaster, shall change a section. If a section becomes unduly dangerous during the event, the Trialsmaster will remove the section and strike all scores given for that section.
 15. During competition, sections must be ridden in numerical order, though not necessarily beginning at Section 1. Unless specifically instructed by the Trialsmaster, C.A.T. competitors may start the event at any section they choose.
 16. Any section not meeting the requirements detailed in Section D shall not be scored.
 17. Protest of Sections:
 - a) Protests concerning the legality of a section must be submitted in writing by the competitor at the close of the trial. Protests should be submitted to the Trialsmaster, a club officer, or the person at the sign-in desk. The validity of the protest will then be judged by a panel consisting of the Trialsmaster and two officers of C.A.T. within one hour of the closing time of the trial.
 - b) If a section is under protest, no finishing places of the class under protest may be decided until the validity of the protest is determined.
 - c) If the section is judged to be non-conforming to these regulations, all competitors in the protester's class shall be scored all cleans in that section.
 - d) Due to time limitations, it is advised that any competitor who feels a section does not conform to these rules should file the protest and locate two club officers as soon as possible since section markings are usually removed at closing time.
 18. Loop Markings:
 - a) Morning and Afternoon section loops shall be marked with different color surveyor ribbon and possibly arrow cards. Colors will be announced at the rider's meeting. These will often be clothes pinned to trees or bushes along the loop trail.
 19. Section Orchestration: See Appendix A

Section E. SCORING

1. Observed Trials Scoring - In observed trials, the competitor is being graded by an observer or "checker" who has no competitive interest in the competitor or in the section that he/she is checking. The "checker" may be a competitor in a different class than he is observing as long as the "checker's" event occurs in a different block of time. Example: Elite or Novice rider checking a Sportsman or Expert class, or vice versa.
2. C.A.T. operates on the "AM/PM" format. AM riders check for the PM riders and vice versa. The event flyer will designate which classes ride at what time.
3. Buddy System Scoring - As a last resort, should some unforeseen reason exclude the "AM/PM" checker system of scoring, the "buddy system" must be used. This system allows each competitor to become a checker, and score the other competitors in his/her group. When possible, this system should be organized to use groups of a minimum of three riders so as to be as fair as possible to all riders. When it is necessary to use the "buddy system", the Trialsmaster shall draw the riding groups, and assign a group leader. The group leader should record all scores, except his/her own, and will settle all scoring disputes, subject to protest. Riders must stay in their assigned groups for the duration of the event.

Note: For practical purposes a rider may punch his own scorecard with another rider as a witness.

4. Scoring shall begin when the front wheel spindle (axle) of the machine passes through the vertical plane defined by the "section start" gate markers.
5. Scoring shall end when the front wheel spindle (axle) of the machine passes through the vertical plane defined by the "section end" gate markers.
6. Points (or marks or dabs) shall be imposed on the competitor's score in each section for the following infractions:
 - a) Zero points - For no infractions. Called a "clean" or "zero".
 - b) One point:
 - (1) For any contact providing support between any part of the rider's body or machine (exception: tires, foot pegs, or skid plate) with the terrain (the "terrain" is considered ground, rocks, trees or any other obstacle). This contact is typically called a "dab" or "footing".
 - (2) If a competitor lofts the front wheel of his machine outside any boundary but clearly brings it down to the ground inside the boundary while dabbing once, he shall be scored only one (1) penalty point.
 - (3) A competitor's foot may "pivot" at the same spot on the ground and still be scored as one point.
 - (4) Footing can occur either inside or outside boundaries.
 - c) Two points:
 - (1) For two dabs in a section as described in 7.b above.
 - (2) Both feet placed on the ground simultaneously counts as two points.
 - d) Three points - for three OR MORE dabs in a section as described in 7.b and 7.c above. Note: If a competitor's foot slides along the ground during a dab, it is scored as three points.
 - e) Five points - for any of the following:
 - (1) The machine is moving backwards with or without the rider dabbing (as defined in 7.b and 7.c).
 - (2) The Rider dismounts from the machine and has both feet on the ground on the same side of, or behind the machine.
 - (3) Any displacement of markers with the machine or rider requiring that they be reset, i.e. breaking or knocking down. Touching a boundary or gate is not a five.
 - (4) Either wheel touches the ground or obstacle outside a boundary marker. If the marker is fastened to a tree branch, bush or grass, the boundary is where the trunk meets the ground. Note: Trialsmaster should avoid marking boundaries with ribbon on any grass, bush, branch or rock, which is unstable. In the case of running over a ribboned boundary, there must be ground visible between the ribbon and the wheel and the wheel must be on the ground on the out-of-bounds side of the ribbon. It is permitted to float one wheel over a marker, but not both wheels, i.e., jumping the machine over a boundary is a five.
 - (5) Receiving outside assistance while attempting a section.
 - (6) Intentionally altering a section.

- (7) Crossing both of one's own wheel tracks with both wheels except where specifically required or permitted by the Trialsmaster.
 - (8) Not waiting for a signal from the checker before entering a section.
 - (9) The rider removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments when dabbing (as defined in 7.b) while stationary.
 - (10) The engine stops while dabbing (as defined in 7.b) or while any 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 five.
 - (11) If the handlebar of the machine is used for support and the motorcycle is beyond 45 degrees from vertical.
 - (12) The rider fails to pass through all the split gates for the rider's class. Riders may ride where they choose where boundaries are not marked by either split gates or ribbon.
 - (13) The front wheel does not precede the back wheel when passing through gates.
 - (14) The rider passes, in either direction through a gate of another class or backward through their own gate. That is breaking the plane of a gate.
 - (15) The rider enters the section without the tether kill switch appropriately attached to his body.
- f) Ten points will be assessed for each section that is not punched on a rider's score card when the card is turned in at the scorer's table.
7. Marking Score Card: With the exception of E.7.f above, no more than five points shall be imposed for infractions in any single attempt of a section.
- a) Upon completion of that section, the competitor will present his score card to the observer for scoring. When the card is marked or punched, the competitor should check the card to ensure that the proper section and score has been marked, as this is the only time at which a protest can be noted. If the wrong score has been marked, the observer must punch all but the correct score. The observer, however, may not change the initial score for the ride; this can only be done under protest.
 - b) The competitor shall not argue with the checker over scoring.
 - c) No competitor shall influence a checker's scoring of another competitor.
 - d) Violation of rules 8.b or 8.c may result in review by the Trialsmaster and/or The Trials Committee who may impose penalties.
8. Balk: If a rider's line is blocked or altered by a person or animal in the section or by an object knocked into the section while he is riding that section, the rider may claim a balk. If the balk is accepted by the checker, the rider receives no score for that attempt but is required to attempt the section again immediately.
9. The time limit of the trials event must be announced at the riders' meeting. Once the event has started, the time limit cannot be changed. After the time limit, the rider may arrive late, but penalty points will be added for arrival at the scoring table after scheduled time at the rate of one point per minute. Any rider turning in his scorecard later than 30 minutes after his/her scheduled time shall be disqualified. Official time must be kept by a digital clock, so that a rider's finish time includes all of the finishing minute, i.e., if a finishing time is 4:31 p.m., that minute holds until the digital clock records 4:32. The riders' finishing times shall be marked on their scorecards by an official at the scoring table. To obtain the final score, points lost on time and points lost on observation are added.
10. As an alternate, the Trialsmaster may use a sweep rider to close the sections as soon as appropriate. The sweep rider will close each section in numerical order, but starting wherever the Trialsmaster chooses. If there are riders at a section still waiting to ride, the sweep rider will follow the last one and close each section after him/her. In this case, the penalty time will continue until the sweep rider reaches the scoring table.
11. Any participant not completing the event in the announced time will be scored a "DNF", regardless of the number of sections ridden.
12. At the end of the trial, the rider who has received the fewest marks and has been scored in all sections shall be deemed the winner of his/her class.
13. In the event of a tie, finishing places will be decided on the following basis:

- a) Most cleans, most ones, most twos, most 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.
 - b) If tied including time penalty, the rider with the lowest observed score will win.
 - c) Then a "ride off" as determined by the Trialsmaster. Typically, a coin toss decides who rides first and three sections are ridden. If still tied the sections may be ridden backwards or modified until a winner is determined.
14. Any disputes over scoring in a section shall be decided by protest. The correct procedure for protesting is:
- a) In the section where the discrepancy occurs, the competitor must advise the checker that they are going to protest the score.
 - b) When the competitor turns in the score card, he/she must also submit a written protest to the Trialsmaster or person accepting scorecards. The written protest does not have to be anything formal, but must include the section number, lap number, the score given by the checker and the score the competitor believes to be correct.
 - c) The Trialsmaster shall settle any and all protests before finishing positions are decided.

Section F- GENERAL INFORMATION

1. These rules shall remain in effect for one year from the date of acceptance unless amended by The Trials Committee. At the end of that year they shall be reviewed by the C.A.T. Trials Committee and re-adopted or amended as necessary. Note: If a club member would like a rule changed or a new rule adopted, he/she should submit the proposed rule in writing to a club officer or Trials Committee member before the review. The Trials Committee must vote on all written proposed rules within 60 days of submission.

2. Release of Liability

It is a condition of acceptance of entry that Central Arizona Trials, Inc. shall not be held responsible for any damage to any motorcycle or it's accessories, whether by fire, accident or any other causes, nor the theft of any motorcycle or it's accessories during the event.

Further, it is a condition of acceptance of entry that Central Arizona Trials, Inc., property owners, government agencies or any associated parties shall not be held responsible for personal injuries, loss of life or loss of limb incurred by entrants in any C.A.T. event or spectators or visitors attending said event.

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

Section G- SUPPLEMENT

1. In order to maintain an efficient observation system, when a competitor enters a C.A.T. event, the competitor has automatically agreed to check a section as necessary. Exceptions: Visiting riders from out-of-state are exempt from this rule, also riders under 15 years old.
2. If there are insufficient volunteers to act as checkers at any C.A.T. event, the Trialsmaster will "draft" the required number of persons from those entered in the event.
3. If an entrant is drafted to check and refuses to do so, then any championship points or transfer points will not be awarded for that event. In addition, any trophies or awards will be forfeited. Exceptions or legitimate excuses will be decided by the Trialsmaster only.
4. If an entrant can supply a capable substitute to work in a trial, either by volunteering before the event or providing a substitute upon being drafted at the event, his/her obligation shall be considered fulfilled for that event.
5. If a rider attempts to sign-in for the event after the announced cut-off time, he/she will be charged an additional fee per the event flyer for reopening the sign-in table.

6. To be eligible for rider only prizes (red tickets) at the Annual Awards Banquet, you must be championship eligible under Section A.1, and have received championship points for half the previous season's events, plus one.

End of C.A.T. rules for 2023

Appendix

A- SECTION ORCHESTRATION

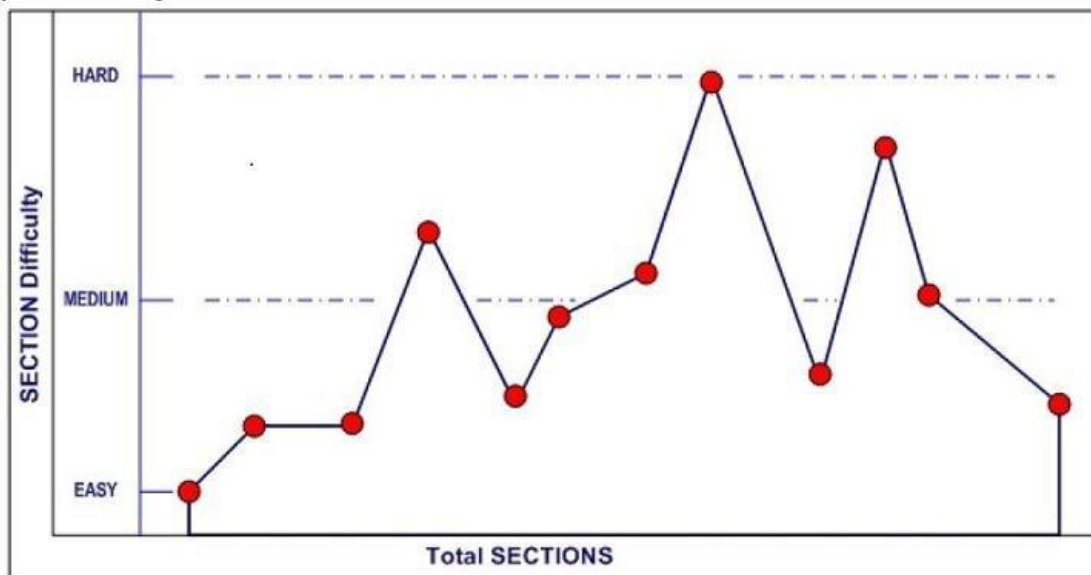
Originally by Len Weed and as used by the NATC.

BASICS: Organizers may not intend to set overly harsh trials but it happens. As a potential section-setter for a trial, do you want the average rider to face a succession of clanging stops and pushing threes? Or should we have a day that includes the opportunity to record a few cleans, ones or twos?

PLANNING: Assuming you feel a full range of scores preferable, the best way to accomplish that goal is to plan for it. Orchestrate your section layout. To orchestrate section selection, picture the notes on a sheet of music. A song with nothing but the same high notes, repeated again and again, isn't as satisfying as one with a full range of notes. Neither is a trial with nothing but fives and threes. Mix easy, medium and hard sections just like a composer uses a full scale of notes.

SET UP FOR SUCCESS: *Write down what you need "8-10 sections" that vary in difficulty. Begin easy and build. Make the first two or three sections potentially cleanable for most riders. This will curb the early section standing around. As you select each section site-mark each one with a pie plate that has the section difficulty, section number and day (Sat or Sun if a 2 day event) written on it. That way, as each section is being set up you have a reminder of the section difficulty right there.

* This is key to getting the orchestration right.



KEY POINTS TO REMEMBER: In addition to section orchestration, the following suggestions are offered to make events more enjoyable for most riders.

- Don't use any back-to-back sections. This creates bottlenecks.
- Don't set each section as difficult as the terrain permits.

End of Appendix

