



**Midwest Trials Association
Articles and Bylaws
Rules and Procedure Manual**

2017 Steering Committee

President: Aaron Regan

Vice President: Terry Kuebler

Secretary: Mark Hadeen

Treasurer: Butch Clark

Legal Officer: Jesse Wessels

Public Relations Officer: Barry Smith

Training Officer: Steve Clark

Midwest Trials Association

Articles and Bylaws

Rules and Procedure Manual

Name: The name of the club shall be Midwest Trials Association and will be addressed MWTA. The club shall have perpetual existence. The club shall use the current Roberts Rules of Order for all its business meetings. The club, upon dissolution, shall wind up its affairs through its Steering Committee, liquidate any assets, pay all liabilities of the club, and thereafter distribute its remaining assets at the discretion of the membership.

I. Association Structure:

A. Purpose: The central purpose of the Midwest Trials Association is to provide competitive mototrials events in our area and to unify the rules of these events. The club will hold training classes on the techniques of efficient, safe and sportsmanlike riding pertaining to the sport of mototrials.

B. Membership: An annual membership fee will be set by the MWTA members according to the needs of the association for the coming year. Membership in the association is open to any person who will participate in one or more mototrial events, or shows an interest in the sport. Each member will be placed on the newsletter mailing list. Full membership entitles individuals to nominate, to be nominated, and to vote for members of the Steering Committee, and to participate in Association business. Junior members are not entitled to voting or nomination privileges. All full members (16 years or older) must pay full dues for membership.

60-year-old members with 10 years of MWTA membership automatically become life members with no dues but full privileges and voting rights.

Junior members (under 16 years old) will pay a reduced membership fee.

A \$2.00 discount will be given to each additional member in a family. Dues are to run for the calendar year starting January 1. All MWTA dues are due on or before that participant's first trials of the season. One mailer will be sent to each family.

C. Meetings of the membership: A quarterly Steering Committee meeting will be held on a day set by the committee. The Annual Business Meeting will be held on a day set by the steering committee, and will include a financial report, rule and procedure changes, election of officers and good of the order. A special meeting may be called by the Steering Committee to enact major changes or for any club business.

II. Steering Committee:

The steering committee will consist of the President, Vice-president, Secretary, Treasurer, Legal Officer, Training Officer, and Public Relations Officer. The members of the committee will hold office for terms of one year. They will be elected at the annual business meeting. Officers may succeed themselves. Steering Committee members can be removed from office by two thirds of the voting members present. Notice must be given to all members of the Steering Committee.

A. Steering Committee as a whole:

1. Sets and organizes an annual calendar of events.
2. Assists trialsmaster.
3. Sets gate fees and entry fees for events.
4. Contributes to the smooth operation of the association and promotion of mototrials. To this purpose, the committee is empowered, with a majority vote of the committee to make changes in the Association procedure that will improve the organization and further the goals of the MWTA.
5. Serves as protest committee with the trialsmaster.
6. Sets a meeting date in July to choose the Ute Cup teams and NATC representative.

B. President:

1. Serves as referee of the Steering Committee with the final vote, if deadlocked, in setting protest or rule changes.
2. Presides over Association and Steering Committee meetings.
3. Performs public relations functions.
4. Coordinates and supports all Association events.
5. Appoints special ad-hoc committees.

C. Vice-President:

1. Assumes president's duties in the absence of the president.
2. Assists other members of the committee with their duties.
3. Pays and records bills of the MWTA.
4. Assists trialsmaster.

D. Treasurer

1. Is responsible for the association's finances.
2. Prepares and presents a financial report at the annual business meeting.
3. Pays and records bills of the MWTA.

E. Secretary:

1. Delegates responsibility for and assists in rider registration at each event.
2. Maintains club members' mailing list.
3. Is responsible for recording class championship points and assigning rider numbers.
4. Records minutes at all association and Steering Committee meetings and records all proceedings and changes.

F. Legal Officer:

1. Prepares or has prepared rider release forms and other association documents.
2. Updates the association Rules and Procedure Manual as approved by the Steering Committee.
3. Enforces the rules and procedures at association meetings and events.
4. Inspects loop and sections for safe and appropriate design prior to each event. Review sections for hazards to motorcycle and/or person and ride-ability with the authority to make changes as needed.

G. Training Officer:

1. Organizes and presides over association mototrials schools.
2. Appoints a coaching staff to assist in training riders and checkers.
3. Secures training equipment and material.
4. Inventories and purchases all trials marking material.

H. Public Relations Officer:

1. Functions as the committee chair of all public relations operations.
2. Maintains the Club Newsletter Mailing List.
3. Responsible for sending club newsletter to the appropriate people.
4. Responsible for articles being written for the news media, i.e. Trials Competition, Cycle News, local newspapers and TV stations.
5. Responsible for club advertisements, i.e. posters, ads, flyers, sponsorships, and social media.

III. Trialsmaster: The steering committee will approve a trialsmaster for each event.

The Steering Committee may assign an assistant to help the trialsmaster. The trialsmaster will serve as the Clerk of Course and the referee for the event. They are responsible for removing all section and loop markers, and policing the mototrials area within two weeks after the event. Any location other than Rock Riders Quarry must be approved by the steering committee at the annual business meeting. Existing trialsmasters will have first pick of their previous event date for the following year.

IV. Association Events:

A. Definition: Mototrials are conducted over a course consisting of observed sections. The object of the contest is for the competitor to ride his or her machine over the obstacles in the section while incurring the minimum number of penalty points. The Nebraska State Championship consists of a series of eleven to thirteen events held during each calendar year. Points will be calculated from each event to place the contestants in each class for year-end placement. The lowest two scores will be thrown out for each contestant when year-end calculations are tabulated.

B. Rider Requirements:

1. No set skill level is required for the sport, as anyone who can ride a motorcycle will find a suitable class.
2. No rider except trialsmaster or legal officer may ride any marked sections before the event.
3. **Helmets are required for all riders at MWTA events.**
4. It is the rider's responsibility to see that his/her scorecard is properly marked and turned in on time. Lost scorecards will result in disqualification.

C. Machine Requirements: Inspection of the machine for safety and noise related items may be part of the entry requirements. A faulty machine must be repaired or modified before it will be allowed to compete. All motorcycles are required to be fitted with adequate mufflers or silencers that emit a sound not to exceed 88db measured at 50ft or 108db measured at 20 inches. It should be noted that the majority of factory muffled mototrials machines fall within these limits. Events are to be run without regard to engine displacement. All motorcycles must be rear wheel drive only.

D. Requirements of the course:

The course may consist of any number of sections laid out and connected with a loop. Two day events will be limited to eight sections each day. The course loop will be marked with ribbon and/or arrows to indicate the route and direction. When there is a turn in the loop, directional arrows should be utilized. Caution areas or dangerous hazards in the loop must be marked with an "X" marker. Two way traffic on any part of the loop should be avoided and is not recommended.

E. The sections must be modified for Masters, Expert, Intermediate, Amateur, and Novice:

Glossary of Terms:

- (1) **Class Marker:** Colored cards with arrows designating direction of a particular class. Throughout this document Class Marker will be designated as "**CM**".
- (2) **GATE:** Two like colored class markers pointing directly at each other with width of more than 3 foot and less than 8 foot apart.
- (3) **Section boundary:** Colored ribbon used to mark the outer and interior boundaries of the section.
- (4) **Entrance and exit:** Entrance and exit of sections may be marked with a sign or colored ribbon forming entrance or exit gate.

The sections should be made up of natural obstacles such as mud, rocks, water, logs, hillsides, and off cambers. Whenever possible, natural boundaries such as creek banks, large rocks, or trees should be used. All sections must be marked with colored ribbon. Sections will have an ENTER card, marking the section entrance and section number. The section begins with colored ribbon forming an entrance gate. The sections progress through CM (class markers) or GATES of 3 foot minimum width, marked by CM (**class markers**) or colored ribbon. Where practical, the GATE must be placed squarely to the path of the section and firmly attached to a stable object. When CM are used, (different lines for different classes) the CM must be clearly marked indicating the direction or line each class is to utilize. Colored ribbon or CM will be utilized for this purpose. The CM will be clearly marked for the intended class and will become the left or right boundary for that particular class. When the center CM is not common to all classes and a single CM is not sufficient to indicate that boundary, the use of a colored ribbon shall be used as the section boundary. No class may cross colored ribbon or section boundary whether the ribbon is marked for your particular class or not. CM should be below footpeg height or above handlebars to avoid the machine snagging the marker. It is of particular importance that entrance and exit markers be placed upright rather than lying flat on the ground. Sections are to be separately numbered and to be ridden in designated order only. No sections may be ridden more than once per lap. Practice in any of the marked sections before or during the event (except by the trialsmaster or legal officer) will result in exclusion of the rider from the trial. Riders may stop and inspect sections on foot prior to riding for score, provided their machine is parked off the course. The observed sections must not be so long or difficult that “bottlenecks” result and causes the time limit to be unfair. The sections must neither contain impossible turns, ascents, and descents nor be too hazardous. Sections should be test ridden to determine that layout, deterioration, or weather will not render the section too dangerous to rider or machine. Observed sections or parts of the loop that are found to be dangerous or cause other problems such as bottlenecks, may be closed during the event by the Clerk of Course or Legal Officer. In cases when part of the field have ridden a section before it has been closed, scores for those rides must be deleted. Continuous sections must be used sparingly, if at all, since they are an almost inevitable source of bottlenecks.

F. Time Limits: A time limit for each rider to complete the course should be set. There is no mechanism for extended time once the event has started. Any rider turning in his or her scorecard after his or her scheduled time shall be disqualified. Start times will be set by the trialsmaster or Steering Committee and listed in the Supplementary Rules and Regulations as well as being announced at the riders meeting.

G. Scoring: The checking officials at each observed section must be stationed so the entire section is plainly visible. If the character of the section is such that more than one observer is required, penalties will be called to the scorer at the end of the section. Scoring shall start when the front axle passes the entrance markers and stops when the front axle passes the exit markers (front axle in, front axle out). Punch-type or write in scorecards will be carried by the competitor. A rider shall be penalized only for the errors he or she commits which carried the greatest number of penalty points. That is, penalties in any given observed section shall not be cumulative except for the first three dabs. To obtain the final score, points lost on observation are added.

A rider must pass through all of their CM and GATES to complete that section. A CM is a directional arrow that defines your class line from the point of the arrow to the exterior section boundary ribbon. No class may pass through another class' GATE unless their class is inclusive on that GATE.

Advanced Amateur and Advanced Intermediate Classes must pass through their specified CM and GATES. Some of your CM and GATES will also be an upper class' split card with a colored dot on it. (**Advanced Amateur** will ride Amateur CM and GATES and also ride any Intermediate CM or GATES with a colored dot to successfully complete their section.) (**Advanced Intermediate** will ride all the Intermediate CM and GATES and also ride any Expert CM and GATES with a colored dot to successfully complete their section)

ERROR	PENALTY
Clean	0
Footing Once	1
Footing Twice	2
Footing more than twice	3
Failure	5

Definitions:

1. **Clean**- no error to incur penalty points.
2. **Footing**- any contact providing support between any part of the rider's body or machine (exception: tire, footpegs, or skid plate) with the ground or an obstacle (tree, rock, etc.)
3. **Rotation**- counts as one point.
4. **Sliding**- a foot counts as three points. Both feet placed on the ground simultaneously counts as two points.

Failure Definitions:

1. The machine is moving backward while footing.
2. Any displacement of CM or Section Boundaries by the machine or rider, requiring they be reset, i.e. breaking or knocking down. The rider or machine must make direct contact with the marker. Touching a boundary is not a failure.
3. Out of Bounds- Competitors may ride where they choose, where boundaries are not marked or slated, but may not cross their own tracks. The machine must cross both tracks with both wheels to be considered crossing your line. When a CM or a GATE is passed by either tire touching the ground on the out-of-bounds side of the CM or GATE marker. In the case of running over a ribbon or taped boundary, there must be ground visible between the colored ribbon and tire and the tire must be on the ground on the out-of-bounds side of the colored ribbon. It is permissible to float one tire over a boundary but not both tires, i.e. jumping the bike over a CM, GATE, or Section Boundary is a failure.
4. The rider dismounts from the machine and has both feet on the ground on the same side of the vehicle.
5. The rider does not have both hands on the handlebar when footing while stationary.
6. The rider receives outside assistance.
7. The engine stops while footing or while any other part of the machine, except for the tires or skid plate are used for support, without forward motion. (The motorcycle must be moving forward while footing with a dead engine to avoid a failure)
8. The rider fails to pass through all the CM and GATES for their class.
9. The rider passes, in either direction through a GATE of another class.

A rider may report to the observer and receive a five for that section even though they do not attempt it. If a rider misses a section or does not report to the observer, then they receive a ten for that section. A rider will not alter the section while walking it, i.e. moving rocks, or making a path will result in a failure for that ride.

Unsportsmanlike conduct or offensive behavior can result in a penalty of 25 or 100 points. The 25 point penalty can be given at the section. A written report must be filed with the Clerk of the Course for the 100 point infraction.

H. Protest: If a rider is severely distracted by spectators or other riders in the section blocking his line, they may claim a balk. At the discretion of the section observer, a re-ride of the section may be permitted. If the rider accepts the re-ride, the re-ride will begin at the point of the obstruction. Any points lost prior to the point of the obstruction will stand. It is the rider's responsibility to acknowledge his score on each section immediately upon completion of the attempt. Disagreements with the observer must be noted immediately, while the situation is fresh in everyone's mind, and settled, if possible, without inconveniencing or delaying other riders. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt. Riders may not protest another rider's score. Any rider may protest to the Clerk of Course regarding any matter relating to the event. Protest must be filed with the Clerk of Course not later than 15 minutes after the finish time. The Clerk of Course shall render all decisions on protest as soon as possible. Appeal of the protest decision may be made to the Steering Committee within 10 minutes of the Clerk of Course decision.

I. Ties: In case of a tie, the rider with the lowest number of points on observation will win. If still tied, the competitor with the most cleans, then ones, twos, or threes will win. If still tied, then the system of farthest cleans, ones, twos, or threes will be used. If still tied, then the riders will have a sudden death ride off starting at section one. In case of a tie in championship points from those events being counted, add one of the thrown out events until the tie is broken. If still tied then the rider having competed in the most events wins. If still tied the rider placing higher in the first event of the year will prevail.

Championship points will be awarded by the following system.

1 = 15	11 = .9
2 = 12	12 = .8
3 = 10	13 = .7
4 = 8	14 = .6
5 = 6	15 = .5
6 = 5	16 = .4
7 = 4	17 = .3
8 = 3	18 = .2
9 = 2	19 = .1
10 = 1	20 = .09

Event medals are awarded as follows:

2-5 riders = 1 medal

4-5 riders = 2 medals

6-9 riders = 3 medals

10-13 riders = 4 medals

14-16 riders = 5 medals

17-20 riders = 6 medals

J. Supplementary Regulations: Supplementary Regulations are special rules or requirements that will be in force for an event. The governing rules and the supplementary regulations together inform the rider of everything they need to know to compete. Rider's meetings may be used to transmit the information contained in the supplementary regulations. The number of observed sections and laps and the start time must be announced in the supplementary regulations. These rules and regulations will be set by the Steering Committee or the Clerk of Course.

K. Officials: The Clerk of Course is in charge of the course and the sections. It is their responsibility and authority to interpret the governing rules. The Legal Officer may inspect the course prior to the event. If problem areas are found, the officer has absolute power over the sections, course and time limit, to delay the start of the event, until all necessary changes have been made. The Protest Jury for each event is first the Clerk of Course and then the Steering Committee, and will act on all appeals.

M. Awards:

1. Overall awards for each class are to be awarded at the Premier two-day Event. Awards are to be designated by the Steering Committee.
2. Special Awards: Special Awards are to be given at the end of the year. They may be withheld if funds are inadequate.
 - a) Class Championships: At the conclusion of each year the MWTA class championship awards will be presented to the top percentage of riders in each class. Points will be awarded to each rider for the best rides in the class. Refer to 4- Association Events for number of rides counted. Points will be awarded for the actual finish position.
 - b) Top Rider Award: The Top Rider Award is to be a traveling award, which will go to the top rider in the Master Class only. All points for this award must be obtained in the Master Class.
 - c) Most Improved Rider: The out-going Steering Committee will determine the rider to receive this award. Any number of factors may be used to determine the most improved rider. The award cannot be given to one of that season's class champions. The Most Improved Rider Award can only be received once per member.
 - d) At the conclusion of each series, the trialsmaster for each event will receive an engraved mug.

- N.** Trialsmaster dates will be registered at the Annual Business Meeting. Trialsmasters from the previous year will have the first choice, and any open dates with more than one trialsmaster request will be decided by a drawing.

O. Supplemental Rules:

1.	Club Dues		\$25.00
2.	Entry Fees	Members	\$15.00
		Non-Members	\$20.00
		Bicycle	\$5.00
		Junior	\$5.00
		Loop Rider	\$5.00

3. MWTA will utilize checkers at the Premier two-day Event. Split cards will be color designated for classes. All MWTA club riders who ride the Premier two-day are required to check a section or perform club duties or ride exhibition only.

4. Premier two-day Events are limited to eight sections each day and will use colored CM (class markers)

5. National money will be paid to the top three club riders in each year's series. Riders must ride a minimum of five nationals to be eligible. First finishing rider: \$150.00 Second and third \$75.00. Ute Cup entries paid by MWTA.

6. All dogs must be on a leash for all MWTA events Friday through Sunday.