

CVOTC RULES and SCORING

2024 Season

Updates are in **RED**

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1. RULES

- 1.1 While walking the section a rider may not alter the section.
- 1.2 A rider officially enters the section when the front axle passes the imaginary line between the Start gate markers and exits the section when the front axle passes the imaginary line between the End gate markers.
- 1.3 CLEAN - Successful completion of the section without a failure or dab.
- 1.4 Penalties given in the section shall not be cumulative except for the first three dabs.

2. DAB (1-POINT PENALTY)

- 2.1 Any intentional contact between the rider's body and a supporting surface or object that is used to maintain balance is one (1) point. Typically, this is a foot on the ground.
- 2.1.1 Intentional use of any part of a motorcycle, other than rubber of the tires, the skid plate, or the foot pegs, to maintain balance is a dab. For example, using the bar end against a tree for balance. Leaning on a tree for balance is a dab versus a tree in the way and just bouncing off it is not a dab.
- 2.2 Both feet on the ground at the same time counts as two (2) points.
- 2.3 Foot rotation while dabbing counts as one (1) point for the dab.
- 2.4 Sliding a foot is three (3) points.
- 2.5 A rider may dab while stopped, for up to five seconds, incurring 1-point for the dab.

3. FAILURES (5-POINT PENALTY)

- 3.1 Riding out of bounds. Note: If a boundary tape is on the ground, a rider is not considered out of bounds until there is ground visible between the tire and tape. It is permitted to float one wheel over an exterior Section boundary, but not both tires. Jumping the motorcycle so that it travels outside of a boundary is a Failure.
- 3.2 The front axle does not pass through the Start and End gates. Both axles must pass through all other gates for the class. Riders may not pass backwards through a gate of their own class or in either direction of another rider's class (which equates to any tire contact patch breaking the plane of the gate).
- 3.3 Direct contact between the rider or motorcycle and a ribbon or section marker which results in breaking a ribbon or displacing or knocking down a section marker. Ribbons that break or section markers that fall but not directly caused by the rider or motorcycle are not counted as a failure.
- 3.4 The motorcycle moving backwards while dabbing.

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- 3.5 Dismounting – both feet on the same side (left, right, front, back) of the motorcycle.
- 3.6 The motorcycle does a complete loop, crossing its own track with both tires except where specifically permitted by the Trialsmaster.
- 3.7 The Rider removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments to the motorcycle when footing while stationary.
- 3.8 The engine stops while the machine is without forward motion and the rider is leaning or footing or any part of the machine, with the exception of the tires, touches the ground. The motorcycle must be moving forward while footing with a dead engine to avoid a 5-point score.
- 3.9 The handlebar touches the ground and the motorcycle is more than 45-degrees from vertical.

4. SCORING NOTES

- 4.1 A rider will not carry or mark his or her own score card.
- 4.2 A rider may stop while balanced, without dabbing, on the skidpan, foot pegs, or tires, for as long as necessary, provided the event is not delayed.
- 4.3 Any protesting of scores that cannot be mutually agreed upon by observer and rider must be taken up with the Trialsmaster only. No rider may protest another rider's score.
- 4.4 A rider may choose not to ride a section and receive a five (5).
- 4.5 A rider wanting to compete in a class other than their normal class may do so, however the rider will only receive Championship points for the class they rode the majority of time at the conclusion of the season. If they rode an equal number of events, points will be awarded to the first class the rider competed.
- 4.6 Other course specific rules are given at the riders meeting.
- 4.7 A rider's final score for an event shall be the sum of all the individual scores incurred from all sections.
- 4.8 Tie scores shall be broken using the following steps one at a time to determine winner:
 - 4.8.1 Step 1 - Most cleans
 - 4.8.2 Step 2 - Most (1) scores
 - 4.8.3 Step 3 - Most (2) scores
 - 4.8.4 Step 4 - Most (3) scores
 - 4.8.5 Step 5 – Best score in a section, starting with the first ride through section one.

5. CHAMPIONSHIP POINTS

- 5.1 To earn points toward a CVOTC Yearly Class Championship Award **you a rider** must:
 - 5.1.1 be a paid member of AMA and CVOTC.
 - 5.1.2 ride with your class group.
 - 5.1.2.1 A class requires more than one rider for Season Championship Awards.
 - 5.1.3 receive credit for one work-day as reported by the Trialsmaster for that venue's event. Informal "Fun Day" events may be included in work-day credit.
 - 5.1.4 **compete in ½ of the total season events plus one, i.e. ½ the number of events + 1, rounded down to a whole number. It is required that events be completed, i.e. not DNS or DNF.**
- 5.2 CVOTC club Officers receive work-day credit for serving in role.
- 5.3 Points towards year-end standings are awarded based on an event finish:
 - 5.3.1 1st – 20
 - 5.3.2 2nd – 17

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- 5.3.3 3rd – 15
- 5.3.4 4th – 13
- 5.3.5 5th – 11
- 5.3.6 6th – 10
- 5.3.7 7th through 15th – 9, 8, 7, 6, 5, 4, 3, 2, 1.

5.4 End-of-year tie breakers will be:

- 5.4.1 The rider who beat the tied rider more in head-to-head competition.
- 5.4.2 The rider who beat more riders in the events ridden.

~~6. A rider must compete in ½ of the total season events plus one, i.e. ½ the number of events + 1, rounded down to a whole number.~~

- 6.1** A Trialsmaster and up to one additional worker for helping layout the sections will receive 20-points for their event in which they do not ride. Layout points can only be earned one time per year. **This encourages “wheels in the section” proofing while maintaining fair competition.**

7. SECTION DESIGN

7.1 Gate markers:

- 7.1.1 Expert – Black
- 7.1.2 Advanced – Red
- 7.1.3 Sportsman – Blue
- 7.1.4 Intermediate – White
- 7.1.5 Novice – Green

7.2 Full Boundary ribbon, 2 1/2” wide at a height between 4 and 12”, is strongly encouraged.

7.3 Highlight interior section splits with contrasting ribbon as required.

7.4 All gates are suggested to be 48” minimum width at handlebar height.

8. DEFINITIONS

8.1 CLEAN - Successful completion of the section without a failure or dab.

8.2 DAB - Any intentional contact between the rider’s body and a supporting surface or object that is used to maintain balance.

8.3 FAILURE - Maximum assessment of five (5) points while attempting to ride a section.

9. RIDER CLASSIFICATIONS

9.1 Expert

9.2 Advanced

9.3 Sportsman

9.4 **Twin Shock** ① Sportsman

9.5 Intermediate

9.6 **Twin Shock** ① Intermediate

9.7 Novice

① **Twin Shock is any year, hardtail or twin shock, air cooled and drum brakes**

10. RESPONSIBILITIES

- 10.1** It is the responsibility of the CVOTC President to annually solicit input for suggestions to Rules and Scoring revisions. Changes will be made based on majority vote of members in

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good standing, typically at a year-end meeting. Results will be published to the CVOTC website.

- 10.2** It is the responsibility of additional duly elected CVOTC officers to review any revisions to Rules and Scoring.

11. REFERENCES

- 11.1** AMA - <https://americanmotorcyclist.com/>
11.2 NATC - <http://www.mototrials.com/>
11.3 STRA - <http://www.stratrials.com/>