

**RULE BOOK**  
**Inland Northwest Trials Association**  
**Official Document of Rules and Regulations**

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**1.0 The INTA Organization**

- 1.1 The Inland Northwest Trials Association shall be a non-profit organization and shall be known as the INTA. The INTA provides an annually championship series.
- 1.2 Elected officers shall be President, Executive Vice President, Finance Vice President & Secretary. These officers make up the Executive Board. The officers shall be elected by a simple majority vote at the INTA annual meeting to be held at the end of each competition year. New officers will take office prior to adjournment of the annual meeting.
- 1.3 The Secretary shall be in charge of keeping records on championship points each rider receives from sanctioned events.
- 1.4 Representatives shall be chosen to be the local contact for trials information.
- 1.5 A Sporting Steward may be selected by the Executive Committee to review the sections prior to each competition for difficulty and safety if it is requested by the Trials Marshal or recommended to the Executive Committee. The Sporting Steward's objective is to improve the quality and safety of INTA trials by maintaining high standards and consistency in setting the appropriate level of difficulty and properly marking sections for each class. The goal is that competitors can reliably expect that all INTA events will be challenging, fun, safe, and consistently marked.
- 1.6 The Sporting Steward will inspect the sections, if possible, a day in advance of the competition. The Steward is \*NOT\* to make the sections more difficult, he only is to ease-up sections when necessary.
- 1.7 Inadequate sections must be corrected per the Steward's request. The Sporting Steward has the authority to delay the start of the trial until any required changes are made.
- 1.8 The Secretary shall revise the rulebook to reflect changes voted on at the business meeting within one month after the meeting. The revised rulebook will be submitted to the Executive Committee for review and approval. Once approved, the rulebook will become official.

**2.0 Membership Dues**

- 2.1 Membership dues shall be on an annual basis and shall be of an amount as approved at the annual meeting.
- 2.2 Dues are payable at the beginning of the competition year. Payment of dues on the day of an INTA trial shall entitle the member to receive any championship points earned at the trial.
- 2.3 Dues for INTA are as follows:  
\$20 for Single Rider Membership; receive flyers, entry fee discount and championship points.  
\$30 for Family Membership; same as above but for the whole family. Includes spouses and dependant children.

**3.0 Rider Classification**

- 3.1 General - There shall be seven rider classifications based on ability level and they shall be named YOUTH, NOVICE, INTERMEDIATE, ADVANCED, EXPERT-SUPPORT, EXPERT, and CHAMP youth will only be run at selected events and do not qualify for championship points). The actual competitive classes in a trial may at times differ in name from the rider classification.
- 3.2 Riders may reclassify themselves whenever they feel the need due to change in ability, injury, age, or equipment.
- 3.3 An interview with the promoter or a member of the Executive Board shall help a rider determine which class to ride if unsure.
- 3.4 A Rider wanting to compete in a class other than their normal class may do so by indicating to the event organizer that they are riding for "Exhibition only". This allows the rider to test their performance in another class. An exhibition rider will not be eligible for series points but may be eligible for the awards of the day.
- 3.5 Rider classifications will be established by the rider using the following ability level guidelines:
  - 3.5.1 **YOUTH:** Any rider 14 and under who is not ready to ride the novice line. If there is any question concerning rider eligibility, the Sporting Steward(s) will make the determination.  
Note: any youth rider who cannot competently handle their motorcycle shall be

accompanied by an adult. Youth events will only be held at events where the trials marshal has made separate sections for the youth class.

- 3.5.2 **NOVICE:** The novice classification is for the beginning trials rider. These are riders that understand the sport and are developing basic trials skills. Section challenges should allow for generous approach and recovery space. First time competitors should feel comfortable attempting all sections.
- 3.5.3 **INTERMEDIATE:** The Intermediate classification is for the experienced trials rider who has shown ability well above the Novice level, but is not yet ready to handle extreme terrain challenges such as those typically seen in the support class at the North American Trials Council (NATC) national championship events.
- 3.5.4 **ADVANCED:** The advanced classification is for riders who know and can use advanced riding techniques. Advanced riders should be able to handle competition and challenges approaching that typically seen in the support class at the NATC national championships.
- 3.5.5 **EXPERT-SUPPORT:** The Expert-Support classification is for those riders who desire to compete in more technically challenging sections while minimizing exposure to unnecessary risk. Challenges should not require spotters to make competitors feel comfortable attempting any section. Expert-Support riders should be able to handle competition and challenges approaching that typically seen in the Expert Sportsman class at the NATC national championships.
- 3.5.6 **EXPERT:** The Expert classification is for those riders who desire to compete in more technically challenging sections while minimizing exposure to unnecessary risk. Challenges should not require spotters to make competitors feel comfortable attempting any section. Expert riders should be able to handle competition and challenges approaching that typically seen in the Expert class at the NATC national championships.
- 3.5.7 **CHAMP:** The Champ classification is for those riders who desire to compete in most technically challenging sections. Challenges may require spotters to make competitors feel comfortable attempting section. Champ riders should be able to handle competition and challenges approaching that typically seen in the Champ/Pro class at the NATC national championships.

#### 4.0 Competition Classes

- 4.1 INTA championship events (points awarding) shall normally consist of the seven classes described in section 3.
- 4.2 Non-championship INTA trials shall have sections with difficulty levels suitable for all classes. In special cases the event organizer may combine classes or use classes that differ from standard classes if the sections are suitable for both classes.
- 4.3 Competition classes that will have year-end rankings and awards will be determined at the year-end meeting.
- 4.4 A minimum of two entries shall be required to constitute a competition class & rider standing.
- 4.5 Only INTA members are eligible for championship points, year-end awards and door prizes.

#### 5.0 Equipment

- 5.1 All motorcycles must be effectively muffled so that the noise level is not irritating to the other riders, workers, or spectators.
- 5.2 The intermediate, advanced, expert-support, expert and champ/pro classes may only use tires that are of a trial tread pattern that meet International Motorcycle Federation specifications and which are available to the general public.
- 5.3 A rider may start and finish on different bikes.
- 5.4 **IMPORTANT!** Anyone operating a motorcycle at any INTA event is required to wear a DOT or Snell 85 or later, or any FIM approved helmet or they may be removed from the property. It is the sole responsibility of the rider to select a helmet and apparel, which will provide appropriate protection. The rider must rely upon his own judgment in the selection of any helmet and apparel for durability and safety.
- 5.5 A number plate is suggested stating class and name, but not required.

#### 6.0 Event Sanctions

- 6.1 The INTA Executive Board shall have responsibility for awarding INTA sanctions to those individuals or clubs requesting to put on an INTA trial. Receiving a sanction presents an organizer with the responsibility of providing a trial that is laid out and operated in a professional manner and in accordance with INTA rules.
- 6.2 Any required event sanction fees or other special event fees will be of a type and quantity determined at the annual meeting.
- 6.3 The trial organizer (promoter) is responsible for supplying a suitable event flyer to the Webmaster and for ensuring that any mailed flyers are provided and mailed in a timely manner.
- 6.4 The trial organizer shall provide the Secretary with a complete list of the results of each trial showing the finishing position of each rider and their final score. The scores shall be complete in every class with all ties broken and any discrepancies settled. The list shall include the Trials Marshal and all section observers and event workers. There may be a maximum of two Trials Marshals for each event.
- 6.5 In the event of a need to cancel or reschedule a trial, the trial organizer must notify the INTA president as soon as possible so the appropriate action can be taken.
- 6.6 The INTA Executive Board may disqualify any trial not run in general accordance with these rules.
- 6.7 Results shall be official 15 minutes following the trophy presentation and any corrections during that time are allowed by the Trials Marshal or protest committee.

#### 7.0 Course and Sections

- 7.1 The course shall consist of sections in numerical order laid out on a loop. Turns must be marked with arrows. Caution or danger spots on the course must be adequately marked.
- 7.2 The design and layout of the sections shall be such that they do not present unrealistic or overly hazardous conditions to riders in the respective class. Trails connecting the sections must not present challenges above the skill level of the lowest class riders.
- 7.3 Section design for "flowing" no-stop sections is strongly encouraged. Challenges requiring "stop & hop" techniques should be avoided if possible.
- 7.4 All sections should be ridden several times by the organizer or his representative to ensure their suitability for use. Event organizers should pay special attention to the effects of changing weather on each section and plan for possible route changes. The Sporting Steward serves the Executive Board as the INTA representative who may judge the suitability of the sections and has the authority to delay the start of the trial until any required changes are made.
- 7.5 Each section shall be adequately marked throughout to show the required path and boundaries for each class. The sections shall progress through gates of one meter minimum width marked with red on right and blue on left. Riders are limited only by the splits and gates that pertain to their class. All other ground within the section is "free territory".
- 7.6 Once the event has begun, the sections must be ridden as is and as they develop, changes to sections cannot be made after having been ridden by a single competitor, unless all riders in the class agree and the rider that has ridden is given the option of a re-ride: the changes to the section must not change the line for any other classes.
- 7.7 Each section shall be numbered and have clearly marked start gates and end gates 3 feet minimum width.
- 7.8 Each section shall be ridden in numerical order. No section shall be ridden twice in a row.
- 7.9 Each trial shall consist of a minimum of 24 attempts.
- 7.10 Special case 'Group Check' system must follow these guidelines; Groups will be determined by the Trials Marshal, No rider may punch his own card, punching your own card will result in disqualification. Supplementary rules may be in effect at Special Case Group check Trials, the Trials Marshal shall communicate these rules at the riders meeting prior to the trial.

**8.0 Scoring**

- 8.1 Penalties given in the section shall not be cumulative except for the first three dabs. Riders are only permitted to walk the section prior to the trial. No practicing in a section allowed. While walking the section a rider may not alter the section. A rider officially enters the section to be scored when the front axle of their bike passes an imaginary line between the "Start Gate" markers. A rider is out of the section when the front axle of their bike passes an imaginary line between the "End Gate" markers.
- 8.2 THE OBSERVER IS THE FINAL AUTHORITY IN EACH SECTION.
- 8.3 **Penalty points are as follows:**
- 8.3.1 **Clean** - Successful completion of the section without a failure or Dab. No points.
- 8.3.2 **Dab:**
- Any intentional contact between the rider's body and a supporting surface or object that is being used to maintain balance is one point.
  - Both feet on the ground at the same time counts as two points.
  - Foot rotation is one point.
  - Sliding a foot is three points.
  - Intentional use of any part of the motorcycle other than the rubber of the tires, the skid-plate or foot pegs to maintain balance is also a Dab.
- 8.3.3 **Failure** - five points
- Riding out of bounds
  - Breaking a ribbon. Touching boundaries or markers is permitted.
  - Knocking down or breaking a marker.
  - 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 the tape.
  - Moving backwards relative to the direction the motorcycle is pointing to gain advantage.
  - Dismounting - both feet on the same side of the motorcycle.
  - Passing through the entrance or exit gates with the front axle more than once per gate in each section.
  - Riders may not cross their own tracks (i.e. riding in a circle) except where specifically permitted by the Trials Marshal.
  - Failure to ride a section. The rider must have the scorecard marked for sections not ridden.
- 8.3.4 **Missing a section - ten points.**
- If a rider fails to have a score marked for a section, ten points are awarded. (Note: If a rider has missed more than 10% of the sections in an event, (i.e. - failed to have more than 90% of the sections punched for the day) that rider will be considered a 'DNF' for that day.
- 8.4 **SCORING NOTES**
- 8.4.1 A bike with a dead engine that coasts out of the section, without dismounting, or is restarted while balanced without dabbing is permitted. If the rider dabs or dismounts a bike with a dead engine the rider is given a failure for the section.
- 8.4.2 A rider may balance, without dabbing on the skid plate, foot pegs, or tires for as long as necessary provided the event is not delayed.
- 8.4.3 A rider may move his bike in any direction in the section except backward (a slight move backward that does not give the rider an advantage is permitted). If the rider dabs during this movement, one point is given for each dab up to three.
- 8.4.4 A rider may stop while footing and the penalty will be the number of dabs made by the rider, up to three. The stop may not be long enough to "delay the trial" and the duration is at the discretion of the observer. If the observer decides that the trial is being delayed, the rider is to be advised as such. If the rider does not then begin movement, a failure is awarded.
- 8.4.5 Any protesting of scores that cannot be mutually agreed upon by observer and rider must be taken up with the Trials Marshal only. If there is a dispute over the score or line, the

- rider shall receive the greatest of the disputed score until such dispute is settled by the Trials Marshal. No rider may protest another rider's score.
- 8.4.6 A rider may choose not to ride a section and receive a five but must have their scorecard marked.
- 8.4.7 Failure to have a section marked on a scorecard will result in a penalty of 10 points for that section.
- 8.4.8 Other course specific rules are given at the riders meeting.
- 8.4.9 Unsportsmanlike conduct will not be tolerated; any abusive language or conduct directed toward an observer, spectator or Trials Marshal could result in a 25 to 100 point penalty and not excluding disqualification. The 25 point penalty can be assessed by the observer, however if the observer feels the 100 point or disqualification penalty is necessary it must be in writing and submitted to the Trials Marshal.
- 8.4.10 A rider's final score for an event shall be the sum total of all the individual scores incurred from all sections.
- 8.4.11 Tie scores shall be broken using the following steps one at a time:
- Step 1 - Most cleans wins
  - Step 2 - Most (1) scores wins
  - Step 3 - Most (2) scores wins
  - Step 4 - Most (3) scores wins
  - Step 5 - Best score in a section wins, starting with the first ride through section one.

**9.0 Entry Fee**

- 9.1 The entry fee requirements for an INTA sanctioned trial shall be as approved at the annual meeting.
- 9.2 The entry fee is at the option of the promoter up to a maximum of \$20. A family member 18 and under will pay \$10 and Youth trial entry will be \$5.
- 9.3 A gate fee may be charged by the promoter if noted in the event flyer.
- 9.4 If the event is an AMA sanctioned event an AMA membership card must be presented at sign up. (typically INTA events are not AMA sanctioned)

**10.0 Starting Time and Time Limits**

- 10.1 For club championship events a starting time no later than 10:30 am (on Sunday) is recommended.
- 10.2 All championship events shall have a time limit for completion. The promoter shall determine the time limit and announce it at the riders meeting. The announced time limit shall not be changed during the trial. The time limit shall not be a tool for disqualifying participants, but rather for making the event run on a timely basis.
- 10.3 Only paid competitors are allowed in the sections during an event.

**11.0 Event Safety**

- 11.1 The requirements for safety inspection shall be determined at the annual meeting or at any time during the year by the Executive Board, or as requested by the Trials Marshal.
- 11.2 Sporting Stewards shall be appointed by the executive board as required. Sporting stewards are charged with inspecting the sections, preferably one day before the event. Stewards have absolute power over the sections, course, and time limit. If the decisions of the steward are not followed the stewards are empowered to delay the start of the event until a resolution is made.
- 11.3 A protest committee shall consist of the event Trials Marshal plus any members of the executive board who are present, in the event that the Sporting Stewards safety concerns are not followed.

## 12.0 INTA Championship

12.1 The championship shall be on a yearly basis. The total number of INTA trials to be held shall be determined by the Executive Board within the limits of no less than 7 and no more than 12 trials.

12.2 At each INTA championship trial, championship points shall be awarded to each rider, member or not. Riders must have current membership at the end of the year in order to receive year end placing and awards.

### Points are awarded as follows:

1st Place - 30	5th Place - 16	9th Place - 12
2nd Place - 25	6th Place - 15	10th Place - 11
3rd Place - 21	7th Place - 14	11th Place - 10
4th Place - 18	8th Place - 13	...and so on to place 20.

12.3 Each rider's championship score for the year shall be based on the points earned in all events, less one. Each rider's best scores in this number of events shall be used in computing the total championship score for the year.

12.4 Tie scores for championship placing shall be broken using the following steps one at a time;

- Step 1 - Greatest number of total wins will win.
- Step 2 - Championship points earned in events where the riders competed against each other will be added and the largest number will win.
- Step 3 - Total score on observation at those events where the riders competed against each other will be compared with the lowest total being the winner.
- Step 4 - If still tied, the total number of cleans, ones, twos, etc. from events where riders competed against each other will win.
- Step 5 - If the tied riders never competed against each other, the rider who lost the least number of points for the year gets the better position in the overall standings.
- Step 6 - If all else fails have a ride off!