



Inland Northwest Trials Association (INTA) By-Laws

Section 1 - Purpose

These By-Laws hereby establish the rules and regulations that INTA operates under for events and competition. Changes to these By-Laws can be made by a majority vote of the Executive Board and/or the Active INTA membership.

Section 2 - Terms

Observed Trials – Motorcycle competition where obstacles, markers, and boundaries are set up to challenge individual riders on Vintage or Modern trials motorcycles.

The goal of every competitor is to keep their feet up and score the lowest number of points, thereby winning the event. Good sportsmanship is key and will be actively encouraged and rewarded.

Vintage – Any air-cooled/drum-brake trials motorcycle.

Modern – Any water-cooled/disc-brake trials motorcycle. Electric trials motorcycles are also modern.

Competition/Points Season – The period beginning January 1st and ending at the last INTA Event each calendar year.

Event or Round – A single-day's competition using a series of sections, that a rider completes, with the goal of having the lowest score possible. (Each day is its own "Round", and a 2-day Trial has 2 separate "Rounds"). Normally an INTA trial has 3 Loops of 8 sections, but other combinations are possible, such as the Invitational which is 3 Loops of 10.

Section – An area defined with Start and End marker, and an outer boundary, containing obstacles, gates, and challenges that a competitor is observed navigating. The outer boundary can be marked with ribbon. White is the ideal, as it allows for the section to be used again from a different direction.

Loop – The course connecting sections in an event. Marked with high-visibility tape and arrows as necessary.

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Dabs – Touching the ground with any part of your body.

Rider – The person trying to negotiate the sections with the least number of dabs. Also called out loud before entering a section, to give the Observer and other riders the chance to get out of the way.

Lines – These are the divisions by difficulty found in section. For INTA lines are divided as follows, from easiest to hardest: Novice, Amateur, Intermediate, Advanced, Expert, Champ. See Section 8 of this document for difficulty descriptions.

AM/PM – Sections may be divided into groupings called AM and PM. AM Lines: Novice, Amateur, Intermediate. PM Lines: Advanced, Expert, Champ.

Classes – Divisions used for competition results. When a rider enters competition, they choose the Line they are riding, and Class they are competing in at sign-up. Classes are as follows:

AM		PM
Novice (NOV)		Advanced (ADV)
Amateur (A)	Vintage B (A)	Expert (EX)
Intermediate (INT)	Vintage A (INT)	Champ (C)

Trials Organizer – The person responsible for the Event(s), however, they should be helped in every way possible by the Executive Board and the Membership to have events be successful.

Safety – The Trials Marshall, Organizers, and Executive Board should review the American Motorcycle Association Risk Management Video annually, at a minimum. The video is available here: <https://americanmotorcyclist.com/for-organizers/risk-management-videos/>
https://www.youtube.com/watch?v=8X_EzSoNw0Q

Observer – The Final Authority in a section, recording the riders score. Be nice to the Observers. Differences of opinion on scoring should be handled at the section but can be brought to the Trials Marshall for clarification.

Sweep/Backmarker – The worker who heads out on the loop at the designated time to close the course. Riders must stay ahead of the Sweep.

Section 3 – Membership

Membership is on an annual basis. Dues shall be an amount approved at the INTA annual meeting. INTA Membership is required to be eligible for Championship and Worker Point Awards. Membership is not required to compete at individual events.

Dues are payable at the beginning of the Season and can be paid at Event sign up. Members should keep the Secretary advised of changes in address, e-mail, and phone number.

Section 4 – Event Entry

Early entry into events is highly encouraged. Entrants will sign a group liability waiver for the Trial. Minors will have their parent/guardian sign an individual waiver, or the minor will not be allowed to compete.

Entrants then pick the Line (and Class for AM entrants) that they want to compete in. Riders may change their Line with no penalty assigned if they do so before completing their 4th Section of the day. To change Line, the rider will return to the scoring table, and advise them of their intention. The rider's original card will be retained by the scoring table, and the rider will be issued a new card, to begin again on the Event.

Section 5 – Fees

Entry fees will be kept to the *minimum amount possible* to ensure events are affordable and accessible to as broad an audience as possible.

INTA is a small organization, fees will be used to support events and awards and expenses necessary for competition.

An additional land use fee may be collected at each trial, to ensure INTA is able to support our exceptionally generous landowners and provide compensation for the use of their property, without which, INTA would have nowhere to compete.

Fees can be paid via cash or check. (Exact change is always appreciated).

All fees will be listed on the Event Flyers, available at <https://www.intatrials.com>

Section 6 – Rules

INTA adopts the rules of the North American Trials Council (NATC) for section scoring (Chapter 7), Event Ties (8), Protests (9) Course Requirements (11, except section count) and Section Requirements (12 except lines are INTA based see Section 2 above).

<https://www.mototrials.com/rules.html>

INTA requires the appropriate safety equipment outlined in the NATC rules. Motorcycles must pass Technical Inspection prior to entry into an Event. See NATC 3.B.

Section 7 – INTA Championship Series (Rider and Worker)

The Executive Board decides which Events are part of the Annual Rider Championship Points Competition. The words "INTA Points Trial" will be printed on the Event Flyer.

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Points are awarded to Active Members in good standing for the Rider Championship Competition as follows:

1 st Place – 30	2 nd Place – 25	3 rd Place – 21
4 th Place – 18	5 th Place – 16	6 th Place – 15
7 th Place – 14	8 th Place – 13	9 th Place 12 etc...

Trials Marshals shall receive points at the same level as first place (30) for running an event in the Rider and Worker series. If the Marshal competes in the event, their Rider points will be those that are earned by their position in the Event as a competitor, but they receive the full 30 on the Worker sheet too. The Trials Marshal 30-point award can only be received once per year per person.

In the event of a tie score for the Rider Series, the winner is decided by the process below. First step with a discriminating result stops the process.

- 1 Rider with the greatest number of 1st Place results wins.
- 2 Series points where the riders directly competed against each other (tied members) will be added and largest total wins.
- 3 Rider who competed in the most events wins.

Recognizing that a club needs an active membership to put on events, individual efforts will be tracked and totaled throughout the year. This will be known as the INTA Worker Series. The INTA Worker Series is designed to incentivize and recognize the efforts made by all Active Members, keeping the club successful.

Championship Worker Series points will be awarded for the following:

- Observing during Cross-Checking – 3 points
- Observing an entire day vs. riding – 10 points
- Marshall Assistant – 5 points
- Scoring Table – 5 points (up to 2 people per day)
- Section Setting – 3 points (once per trial)
- Section Teardown – 1 point (once per trial)
- Work Day – 3 points each day

Section 8 – Tips for Trials Marshals

The normal event has at least 8 Sections for AM and 8 for PM but may go up to 10. Queues are prevented by adding distance on the Loop. The Loop should never be harder to travel than the lowest class that uses it. The Loop should be easy to follow and should avoid two-way traffic if at all possible.

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The target score for a Trial is not always zero or clean. Points are inevitable. A rider of a higher Line should be able to Clean the Line below their skill level. So, in a Section where a Novice might get a 1 or 2, an Intermediate who attempts the Novice Line should have no problem riding it Clean.

Sections should have 2 or 3 “challenges” for each Line, based on general guidelines for each Line. Sections should “flow” with the goal being a non-stop section that logically proceeds from Start to End, with well-marked, visible, and defined gates. “Gotchas” are never appreciated.

A good section safely challenges riders while avoiding terrain that could force riders beyond their reasonable abilities into injury. A good section will take a few points from most riders, with minimal “5s” caused by crashing, getting lost, crossing lines, or being forced out of bounds.

Gates, markers, and ribbons must be placed in locations that are easily visible to the rider from the intended direction of travel. Left and Right arrows form a Gate. If all the classes go through a Gate, consider not specifically marking it, but using ribbon instead.

There is no such thing as an “intended line”. If there’s not a Gate or Ribbon, it’s fair game. Set the sections carefully. Trials Riders are creative.

Sections should be cleared of inadvertent risks, such as branches at eye-level or obstructions to the rider’s vision as much as possible.

All sections should be examined and tested by the organizer or representative to ensure their suitability for use, but not ridden to excess. Event organizers should pay special attention to the effects of changing weather on each section and plan for modification as necessary.

START and END cards will be used, and should be easily visible, with a clear place to enter the section, and leave the section.

Sections should be numbered, and in order, to prevent riders from completing the loop out of sequence, or worse yet, missing a section entirely.

LINE	ARROW	DIFFICULTY
Novice (NOV) (open to all bikes)	Green	Beginners – ride in and out of the section with gentle turns and slopes. No steps higher than about 4”, and minimal or no obstacles in turns. Suitable for minibikes. Riders should be able to plant both feet on the ground at any point.
Amateur (A/V) (Vintage B)	Black	Follow gates with tighter turns (up to full lock). Some steps, drops, and obstacles (without skidplate contact). Hills climbs and gentle descents. Able to put both feet down if necessary. Generous areas for negotiating

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		turns. This class is for the rider that has abilities higher than Novice, but not yet ready for Intermediate.
Intermediate (INT) (Vintage A)	Orange	As Amateur, but with bigger steps/obstacles up to wheel height. May require full lock turns over obstacles, or consecutive obstacles. Liberal setup space before obstacles. Footing possible with at least one leg. No hopping expected or required.
Advanced (ADV)	Yellow	As Intermediate but with more consecutive obstacles, of larger height up to approximately 3 feet tall. Shorter approaches to obstacles, with adequate landing space after obstacles. Floaters, wheel hops start in this class. Footing always available with at least one leg.
Expert (EX)	Brown	Advanced with bigger steps, hops and drops. Bigger than Advanced, smaller than Champ. Masters of their machines and trials.
Champ (C)	Purple	The pinnacle of normal club trials. Some sections will require hopping for setup. Zaps, blips, stuffs, complicated setup highly possible. Tightest lines, and excellent bike control skills required. Setup and landing space will be enough, but just barely in some cases. Steepest shelves, highest drops. Spotters not required to ride this class, but not prohibited. Turning with hops, floaters and other tricks on ledges and slopes possible. Exceptional skills required.

Sections should be designed to be completed in under 60 seconds, even for the Champ riders. This keeps the Trial moving and prevents Riders from acquiring penalty “5s” for not completing the trial in a timely manner.

A balance of difficult should be apparent in a trial, the rule of thirds is appropriate. One-third of the sections should take 1-3 points from the rider with the lowest abilities in each line. One-third of sections should take 1-3 points from the average rider of the line. One-third should take 1-3 points from the best rider of that line. At the end of the day, if all the riders have some points, but have not injured themselves or their machines, but instead were challenged on their techniques, it was a good trial.

Section 9 – The Event Flow

The Trials Marshall will fill out the INTA Event Form for each day. This form lists the details about the trial, documents riding conditions, has a place to record the volunteer workers, and provides a script for the Riders’ Meeting.

Sign up should begin at least 1 hour before the Trial. If possible, run early sign up on Friday evening too.

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Before Sign Up, a rider must present their **motorcycle** and **helmet** to the Tech Inspector. Bicycle helmets are not allowed. The inspector will be wearing a hi-visibility vest and be near the sign-up table. Motorcycles will be checked for free and correct operation of The Tech Inspector will give a "Tech" card to the rider to turn in at sign up.

The sign-up table will have: Waivers (Adult and Minor), Class Rosters, Membership Forms, and Pens. Riders will complete the Waiver, then pay the entry fees, and the sign-up worker will write the rider's information down on the appropriate roster.

Riders will be given 3 scorecards, and will fill in their name and class, then they will give 2 of the cards back to the scoring table.

Upon completion of each loop, riders will turn in their card from each loop and be handed another card. This helps the scoring table keep track of the number of riders left on the course. At no time will riders have all their scorecards in their possession once the event begins.

15 minutes before the start of the Trial, all Riders will attend a pre-ride meeting. The Trial Marshal will explain the Loop, the starting position of each Class, and the sweep time. Riders will be encouraged to complete the trial expeditiously.

RIDERS ARE NOT ALLOWED TO RIDE THEIR MOTORCYCLES IN A SECTION BEFORE THE TRIAL BEGINS, but are allowed to walk section. However, sections are subject to change before the trial officially starts.

At the sweep time, the Trial Marshall, or a delegate, will start at Section 1, and "close" the sections. Any riders who haven't completed each section before they are closed receives a "5" for the sections they missed. Riders must stay ahead of the sweep. HOWEVER, if the Trials Marshal and Executive Board determine more time is required, the sweep can be delayed. Excessive waiting at sections is one reason for an extension. This is not guaranteed.

The normal time for a trial is between 3 – 4 hours. It is rare to have riders not complete the trial in that time.

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. However, in the event of an egregious safety concern, the Trials Marshall may change or remove a section from the competition.

Ideally, an Observed Trial has OBSERVERS. Riders are encouraged to volunteer to Observe (score) sections throughout the season.

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Sections should be arranged so that Observers can; stand in the shade, see the entire section without having to jump/climb/run around, have an easy place to mark cards, and a place to sit.

If Observers cannot be found in sufficient quantity, Cross-Checking will be instituted.

In Cross-Check, AM riders Observe PM riders, and PM riders observe AM riders. Rider names will be drawn from a hat and assigned to sections to observe. This is a great benefit to all, as the riders can all mentor and learn from each other, while keeping the trial flow going. If Cross-Check is implemented, riders that perform Observer duties gain a 3-point bonus on their Worker Championship Series scorecard.

If Cross-Check cannot be instituted, then Group Check will be the scoring of the day. In Group Check, at least 3, but no more than 5 riders in a group will “score each other”.

On days with AM and PM riding, awards will be handed out approximately 30 minutes after the last rider returns to the scoring table for the day.

All riders usually want to know how they did, compared to their peers, but it is better to leave the scoring table people to do the math, until the awards “horn” sounds.

Section 10 – Conflict Resolution

The Trial Marshall and the Executive Board will resolve conflicts at the event, as close to the time of the conflict as possible. If a decision would affect scoring/position for those individual members, they will be asked to recuse themselves from the final decision. At the end of the day, we all want fair competition, and to ride together again.

Unsportsmanlike or abusive behavior can result in a rider being asked to leave the Trial and can be barred from future INTA events by the Executive Board.

Section 11 – Post Event

All money will be totaled up and given to the Treasurer for deposit.

The Trials Marshall will complete the ‘Event’ form and ensure a copy (or scan) is delivered to the Secretary.

The Secretary will reconcile the Event form, the Class rosters, and update the Championship Points. Results will be posted on the INTA website.

The President will do a post-Event debrief with the Trials Marshall, after soliciting feedback from the Membership.

Section 12 – Worker Points Competition

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To appropriately reward the hard work members invest in the club, those 'work' points will be added up throughout the season.

This is to recognize that, volunteering to help with club functions is important. Prepping for events, working at events, all these things are valued and appreciated by everyone.

Points will be carried throughout the season, and recognized at the annual awards level.