

**2005 AMA/NATC SUPPLEMENTAL RIDING RULES FOR
NATIONAL CHAMPIONSHIP OBSERVED TRIALS EVENTS
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1. RIDER REQUIREMENTS:

A. Rider Qualifications:

1. Riders must be of advanced or expert caliber.
2. If a rider has not competed in a previous series, the entry secretary may request a resume of the rider's experience and can refuse entry if they think the rider is not qualified.
3. The "wheels-in" set-up crew is forbidden from riding their event.
4. Any individual that rides a Section intended for use in a National competition is not allowed to participate in that competition.

B. Entry Forms:

1. Entry forms must be post-marked no later than 30 days prior to each event.
2. Riders must present a current AMA membership card at each event.
3. Any rider entering the day of the event who has not pre-entered will pay a \$100.00 entry fee.
4. Riders not pre-entered will pay a \$50.00 entry fee.
5. In the event that an entered rider cannot compete, the National Entry Secretary may be contacted for refund procedures.

C. Classes:

1. Series championships are open to all riders who meet the requirements of the classes as listed below.
2. Ranking of riders in all Support classes are determined by counting their best rides in the series in the following manner: 4/6, 4/7, 5/8, 5/9, 6/10, 6/11, 7/12, 7/13...For example, 6/11 - The rider's best 6 scores in an 11 event series.
3. ***The Pro class will be ranked by throwing out two events from the total number in the series.***
4. The Pro class is the most prestigious class in which to compete, provides the official ranking of riders in the AMA, and forms the basis for the AMA to issue international competition licenses.
5. The Expert class is a transition class between the Pro class and the support classes.
6. The Expert Sportsman class is designed to be an additional transition class. Support class sections are considered too easy for these riders. Without creating any new lines, these riders will compete on the hardest of the support sections and the easiest of the Expert sections ***as determined by the Trials Master and Sporting Steward.***
7. The Sportsman class is designed to provide a transition for riders between local and national competition.
8. The High School class is a support class that is open to any rider 10-17 years of age on January 1st of the current year.
9. The Women's class is open to any female rider.

10. The Senior (SR) classes are support classes open to any rider who meets the minimum age requirement for that class on the day of the event. However, a senior class rider who began the series in a particular age class, and becomes age eligible for the next class, may remain in the same class, or move up to their appropriate age class if they choose. All classes shall be offered at all national meets. Those classes are: SR 30-34, SR 35-39, SR 40-44, SR 45-49, SR 50-54, SR 55-59, SR 60-64, SR 65-69, SR 70+.
11. A rider may change classes only once in a season, and the new class must use a different line. (See "different line" exception for Senior classes under 1.C.10.)
12. The **International Trials School (ITS)** youth classes will ride special sections in age groups as follows: **7 & under ride line 4, 8 & 9 line 3, 10 & 11 line 2, 12 & 13 line 1.** There will be no series rankings. The supplemental regulations for the **ITS** youth series are available from: **Bill Markham at 909-860-1857, www.itstrials.com or e-mail at info@itstrials.com.**

D. Garments:

1. It is the responsibility of the rider to provide and wear a suitable riding garment properly lettered with last name printed on the back as described below. Any suitable material or configuration consistent with motorcycle competition is permitted. **Long sleeve jerseys are recommended, 3" minimum short sleeves are ok.** All configurations are subject to scrutiny by the official starter and technical inspector.

E. Lettering:

1. Any permanent type material is acceptable, e.g. vinyl iron-on; direct silk screen, sew-on cloth, leather, embroidery, etc. Lettering must be legible.
2. Color must provide proper contrast to jersey/shirt.
3. The rider's last name must be placed on the back. The top of the letters must be approximately two inches below the collar in back.
4. Letters must be **one** inch minimum height; width of letter proportional to height; thickness of lines making up letters **1/4** inch minimum.

F. Helmet:

1. DOT, Snell 95 or any FIM approved helmet is required to be worn whenever operating a motorcycle at a trials site.

G. Minders:

1. A yellow numbered bib will be issued at sign-up to each registered minder. The bib must be returned by the rider/minder when turning in the riders' 3rd loop scorecard on the final day of an event. Failure to return the minder bib at this time will result in a DNF for the rider. The rider will be fined \$50.00 if the minder's bib is returned intentionally defaced. The bib will be retired.
2. Only one minder will be allowed for each rider.
3. A \$25.00 pre entry-fee will be required for each minder.
4. Minder must be a current AMA member.
5. Minder's motorcycle must pass tech inspection.
6. Minder must sign all required release forms and wear approved riding apparel at all times.
7. Minder must accompany their designated rider. Otherwise minder will not be allowed in the sections or on the course.

8. Anyone acting in the role of NATC Sporting Steward, who is also involved with a championship rider or team, i.e. minder, manager, or sponsor is not permitted to pre-ride the sections, thereby preventing them from giving their rider an unfair advantage.
9. Approved motorcycle-type helmets (as listed in item 1.F.1.) are required to be worn by the minders while they are in the section assisting the rider and when riding their own motorcycle.
10. Only minders can assist other minders.
11. Minder must have a yellow number plate on their motorcycle with their rider's name and the word "minder" in black lettering.
12. Minder is not permitted to move any objects within the sections, and cannot provide a foot berm, foot kicker, or any other direct means of helping within a section, and cannot reinforce an obstacle within the section. (See 6.C.11.)
13. Minder is not permitted to influence observers or protest a call. (See 6.C.11.)

H. Manufacturer's Bibs:

1. Two green bibs will be issued to each manufacturer to allow their personnel access to the course. A green bib does not give the wearer access into the sections for any reason.
2. Anyone issued a Manufactures Green bib for access to the course must be an AMA or FIM member and sign all appropriate forms at sign-up. See the Scoring Steward if sign-up is closed.

I. Scorecards:

1. It is the rider's responsibility to see that his scorecard is properly marked and turned in on time. Lost scorecards may result in disqualification.
2. Any sections not filled in (punched) on the scorecard are considered missed sections and receive 10 points for each section not punched.

2. MACHINE REQUIREMENTS

A. Number Plates:

1. Machines must be equipped with a plainly visible, professional quality, number plate
2. The plate must be fixed to the front of the machine and contain the rider's name and home state in 1/2 inch letters minimum. The plate colors and class designation/color in 2 inch letters are as follows: Pro Black, Pro/white; Expert Red, EX/white; Expert Sportsman Blue, ES/white; Support_classes White plate with black letters as follows: Sportsman SP; High School HS; Women WO; Senior SR 45 (example for Senior 45-49 class).
3. Only the previous year's national class ranking may be displayed for riders competing in the same class in which ranking was earned (minimum two inches high).

B. Technical Inspection:

1. Inspection of the machine will be part of the entry requirements.
2. The technical inspection will confirm that the following are present for each participant and his equipment before being allowed to start:
 - a. Adequately operating front and rear brakes.
 - b. No broken parts, i.e., ball end levers must be intact.

- c. Handlebar-mounted motor killing device.
 - d. DOT approved motorcycle-type helmet (see item 1.F.1.), and required riding apparel.
 - e. All motorcycles are required to be fitted with adequate mufflers that emit a sound not to exceed 88 Db (A) measured at 50 feet or 99 Db (A) at 20 inches.
 - f. Approved spark arrestors are recommended and may be required in some locations.
3. For the Pro class the technical inspector will record the VIN number of each motorcycle. If a new motorcycle is to be used on a second day the new motorcycle must go through technical inspection to have the VIN number recorded. Random checks for proper VIN number will occur on course. Failure to comply will result in disqualification of the rider.

C. Miscellaneous:

- 1. Events are run without regard to engine displacement.
- 2. All motorcycles must be rear wheel drive only and use trials universal type tire, the cross section of which is not to exceed 4.00 inches, and which is commercially available to the public and fits FIM specifications.
- 3. The same machine must be ridden throughout the event. (See 2.B.3.)
- 4. Participants are solely responsible for the conditions of their machines and personal riding equipment.
- 5. The American Motorcyclist Association, North American Trials Council, nor the event organizer does not inspect or verify the condition of vehicles, clothing, or other riding gear and accessories used in AMA sanctioned amateur competition.

3. COURSE REQUIREMENTS

- A.** The course shall consist of **12** sections for **all classes to be** laid out in a loop to be ridden 3 times. **There will be no remote stand-alone Pro only sections. There may be an immediately adjacent Pro only section. Example: Section 13A for support classes, section 13B for the Pro class.**
- B.** The course shall be marked with "day-glow" pink tape and red arrows. Each arrow should be marked with the number of the next section on the loop.
- C.** When there is a turn, arrows must be used.
- D.** An "X" must mark caution or technical parts of the course.
- E.** Two-way traffic on single lane paths is not permitted.
- F.** The course must provide a Minder loop by-passing each section. This loop should be cleared and marked to the end of the section.
- G.** A rider off course or going backwards on the course may be disqualified at the discretion of the Referee.
- H.** Riders wishing to leave the course may do so by leaving their scorecard with a section official. The official shall note the time of leaving and returning on the back of the card. This protects the rider if he is later challenged to prove he was not cutting the course.
- I.** The course is closed before the start of the event, and no rider is permitted to inspect the sections before the event.
- J.** **Post speed limit signs, "5 MPH IN LOW GEAR", in the pit area and other areas as required.**

4. SECTION REQUIREMENTS

- A. The sections should be made up of natural obstacles such as mud, rocks, water, logs, climbs and descents, etc. Wherever possible, natural boundaries such as creek banks should be used, but when the section deviates from natural boundaries, then tape must be used. The section begins with "START" cards forming a gate. The sections progress through gates of one-meter minimum width marked with **NATC supplied** ribbon to define the section boundaries. Where practical, the gates should be placed square to the path of the section and firmly attached to a stable object. A gate consisting of "END" cards marks the end of the section. The external boundaries must be fully ribboned.
- B. When split sections are used (different lines for different classes) the splits must be clearly marked indicating the direction each class is to use. When the center split is a common boundary and a single marker is not sufficient to indicate that boundary, the use of ribbon must be used to extend all splits. All split section markers will be considered official section markers.
- C. Ribbons should be firmly placed 4" to 12" above the ground wherever possible. It is particularly important that start and end markers be placed upright rather than lying flat on the ground.
- D. The sections are closed prior to the event, i.e., once national sections are marked, no contestant is permitted to inspect the sections. At the discretion of the Referee, the course may be closed as well, but in that case, signs indicating the course closure must be adequately displayed in the pit area. Riders may stop and inspect sections on foot prior to riding for score, providing their machine is parked off the course. Sections are to be separately numbered and to be ridden in designated order only. (Moved from 6.C.)
- E. The sections must not be so long or difficult that bottlenecks result and cause the time limit to be unfair. The sections must neither contain impossible turns, ascents, descents, nor be too difficult. Ideally, no section should require more than 50 seconds to ride. No section shall be used which has not been test ridden a minimum of five times by either the Referee or his designee to determine that layout, deterioration or weather will not render the section too difficult to rider or machine.
- F. Continuous sections are no longer allowed, as they are an inevitable source of bottlenecks. A long observed section may be sub-divided into two (2) or more sub-sections. Each sub-section must be marked and numbered as a separate section. If it is the intent of the organizers for the sub-sections to be ridden non-stop, the transition gate between sub-sections must be marked by START and END cards both on the right and left. Neutral zones between sub-sections must be at least four meters in length and clearly marked as a neutral zone. A rider having completed a sub-section can stop in the neutral zone; however, the rider must not loiter, back into the previous section for an advantageous start or leave his machine, or the penalty of five points will be given for the next section and count for his ride in that section. Observers should keep at least one rider in the neutral zone at all times to avoid bottlenecks.
- G. The Support classes will ride the same loop as the National Pro class, with the same time limit. **National event organizers will include three lines (Pro, Expert, & Support) in all sections.** The split lines in a section allow the Support classes to ride a less demanding line than the Pro class. **Use as few split markers as possible.** Each class must ride the line indicated by the section split markers.

5. STARTING ORDER:

- A. Riders leave for their first section on one-minute intervals in a random order chosen by a drawing.
- B. The Support Classes will start the event followed by Expert Sportsmen, Experts, and lastly, Pro riders.
- C. The first late entry shall start with the first rider in the same class; the second late entry shall start with the second rider in the same class.
- D. If the entries exceed 120 a split start is advised to lessen the severity of bottlenecks. (See 6.C.7. for rider penalty).

- E. In all sections, **two** start lines will be **formed, one for the Pro class and one for all other classes**. Separate entrance gates can be used where practical. Section attempts will alternate between the **Pro class and all other classes**.

6. SCORING:

The checking officials at each observed section must be stationed so the entire section is plainly visible. When more than one observer is required, penalties will be called to the observer at the end of the section. To ensure consistency of scoring, observers shall not be changed during the event. The observer shall either verbally acknowledge or use clear hand signals to authorize a rider to start riding the section. Scoring shall start when the front axle passes **between** the start markers and stop when the front axle passes **between** the end markers. The Observer will use a stopwatch and whistle to administer the rider's 1 1/2 minute time limit to ride the section. The Observer will (1.) blow the whistle and start the clock when the front axle passes through the start gate. (2.) Blow the whistle long and loud at 1 minute. (3.) Blow the whistle a final time at 1 1/2 minutes if the rider has not exited the section. (4.) If the rider exceeds 1 1/2 minutes, stop the clock only when the rider exits the section, and announce the time so the rider knows how much they exceeded their time limit. **Any course official, including a section Head Observer, has the authority to close a section or part of the loop for unforeseen reasons such as natural disasters or rider injury.** In cases when part of the field has ridden a section before it has been closed, scores for those rides must be deleted.

Scoring will be based on the FIM trials scoring system as follows:

<u>Errors</u>	<u>Penalty</u>
1 fault:	1 point
2 faults:	2 points
More than 2 faults:	3 points
Failure:	5 points
Missing a section (no punch):	10 points

A. Fault Definitions:

1. Footing - any contact providing support between any part of the rider's body or machine (exception; tires, foot pegs or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the boundary. For tires outside the boundary refer to 6.B.13
2. Foot rotation counts as one point.
3. Sliding a foot counts as three points
4. Both feet placed on the ground simultaneously counts as two points.

B. Failure Definitions:

1. The machine is moving backwards with or without the rider footing.
2. Any displacement of markers with the machine or rider, requiring that they be reset, i.e. breaking or knocking down. Touching a boundary is not a failure. The rider or machine must make direct contact with the marker.
3. The rider dismounts from the machine and has both feet on the ground on the same side of or behind the machine.
4. The rider does not have both hands on the handlebar when footing while stationary.
5. The rider does not complete a section within the 1 1/2 minutes (90 seconds) allowed. (See 6. Scoring, 1st paragraph)
6. The rider receives outside assistance.

7. The rider or minder changes the condition of a section. (See 6.C.11.)
8. The rider begins a section attempt without the observer's acknowledgment. (See 6. Scoring 1st paragraph)
9. The engine stops while footing or while any other part of the machine, except for the tires, is used for support, **without forward motion.**
10. The handlebar of the motorcycle touches the ground.
11. The motorcycle does a complete loop, crossing **both** its own tracks, with both wheels.
12. Not riding the line designated by split gates for rider's class. Competitors may ride where they choose where boundaries for their class, are not marked by either split gates or tape.
13. When a marker is passed by either tire on the out-of-bounds side of the marker with the tire on the ground. In the case of running over a taped boundary, there must be ground visible between the tape and the wheel and the wheel must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over a marker, but not both wheels, i.e., jumping the bike over a boundary is a failure. **The front axle must pass between the start gates and end gates. The front axle is only allowed to pass between the start gates once.**
14. Only the greatest penalty, as defined above, shall be counted for the section. However, the following points may be added:

C. Other Penalties:

1. A rider may report to the observer and receive a five for that section, even though he does not attempt it.
2. Any sections not filled in (punched) on the scorecard are considered missed sections and receive 10 points for each section not punched.
3. If blank or unmarked spaces on the scorecards exceed 10% of designated rides, the rider will be considered a non-finisher.
4. A rider waiting in line to enter a section must not leave their machine. If they do, they must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct. (See 6.C.8.)
5. Any section ridden more than once per loop will receive 10 points, in addition to their first attempt score. (See 6.C.8.)
6. Practice in any of the sections before or during the event will result in disqualification of the rider from the trial.
7. When a split start is employed, the rider must start and end each loop on their designated section, or be considered a non-finisher.
8. Unsportsmanlike conduct, offensive behavior or language, by a rider or minder, will result in a penalty of 5 to 25 (or 100) points. The 5 to 25 point penalty can be given at the sole discretion of any observer or course official. The 5 to 25 point penalty can be punched on the rider's scorecard in the five boxes provided. A written report must be filed with the Referee for the 100-point infraction.
9. Exceeding the posted speed limit is a 5-point penalty before, during and after the event (See 6.C.8.)

10. Riders arriving late at the start will be penalized a time penalty of 1/2 point per minute until they pick up their loop card.
11. **YELLOW CARD RULE:** Any rider or their minder who refuses to obey the instructions of an observer, or who behaves in an unsportsmanlike manner shall be shown the Yellow Card. (See 1.G.12., 1. G. 13., 6. B. 7. and 6.C.8.) The penalty for being shown the Yellow Card is 5 points for the first offense, 5 points for the second offense and exclusion for the third offense occurring during an event. Penalty points are in addition to the points accumulated during the rider's section attempt.
12. Pro class riders will be assessed a time penalty of 1/2 point per minute for not completing their first loop within one-half the total time for the trial, plus 30 minutes. The time penalty period will be limited to 30 minutes (15 points maximum). Exceeding the time penalty period will result in exclusion from the trial. Example: (1) 6 hours 30 minutes for the trial, equals 3 hours 45 minutes for the first loop without penalty. (2) 7 hours for the trial equals 4 hours for the first loop without penalty. Time will be recorded at the final Section of the loop.
13. ***Violation of these supplemental riding rules by the rider or minder will result in a penalty ranging from 5 points to exclusion from the trial. The appropriate penalty will be assessed by the Protest Jury. (See 6.C.8. & 6.C.11.)***

D. Protests:

1. If a rider is severely distracted or spectators or other riders in the section block his/**her** line, he/**she** may claim a balk. At the discretion of the section observer, a re-ride of the section may be permitted, but the re-ride will be the one to be counted.
2. It is the rider's responsibility to acknowledge their score and verify their scorecard is punched correctly at each section immediately upon completion of the attempt. Disagreement with the observer must be noted and settled, if possible, without inconveniencing or delaying other riders, while the situation is fresh in everyone's mind. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt.
3. No person may protest another riders' score.
4. A Protest Jury, consisting of the Referee, an NATC Sporting Steward and a third member designated by the Referee, shall act on all written protests ***and rules infractions.***
5. These Protests must be in writing.
6. Only the rider can protest a penalty.
7. Protests must be filed with the Referee as soon as practical but not later than 30 minutes after the results have been posted. The Referee shall render all decisions on protests as soon as possible but no decision shall be made before all the pertinent observers have been interviewed. If it is not possible for the Referee to decide the protest immediately, the Referee may permit the rider and motorcycle to compete under protest, but any trophy the rider may win will be withheld pending the decision on the protest. Once made, a protest cannot be withdrawn without the permission of the Referee. All legitimate expenses to which the Referee may be put, as the result of a protest must be paid by the protesting party. The Referee may demand in advance from the protesting party a deposit sufficient to cover any such expense.
8. Appeal of the protest decision must be made in writing to the AMA headquarters within 72 hours after such decision has been made. Event results will become official only after the organizer has had time to check results for incorrect calculations.

E. Ties:

1. In case of ties, including time penalty, the rider with the lowest number of points on observation will win. If still tied, the competitor with the most cleans, and 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, the rider with the fastest overall time will win.
2. In case of a tie on National Championship points at the end of the series, i.e., Championship points earned from the required events, then the Championship points accumulated in the additional events will be used as tie breaker points. If still tied, the rider with the lowest overall score on observation at those events where the riders competed against each other will win. If still tied, the total number of cleans, ones, etc. at the first event of the series where the two riders competed against each other will be used. When the riders did not ride the same events and they are still tied, then the rider in the event with the largest entry, meaning that he or she beat more competitors, will win. In all classes, year end National Championship ties for eleventh (11) place and beyond in the class will be listed as finishing in the same place with the following position not listed, e.g.: rider A and B both finish the year with 5 Pro points tying them for sixteenth (16) place, both will be listed as finishing in sixteenth (16) place and the next rider will finish eighteenth (18) in the class.

F. Points System:

1. Championship points shall be awarded according to the following system:

<u>POSITION</u>	<u>POINTS</u>	<u>POSITION</u>	<u>POINTS</u>
1	30	6-20	decreases one point per position
2	25	21-29	decreases 0.1 point per position
3	21	30-39	decreases 0.01 point per position
4	18		
5	16		

7. TIME LIMIT

- A. A time limit for each rider to complete the course must be set. The start and finish section will be time checks. There is no mechanism for extended time once the event is started. After the time limit, the rider may arrive late, but penalty points will be added for arrival at the finish check after scheduled time at the rate of 0.5 points per minute. Any rider turning in his scorecard later than 30 minutes after his/her scheduled time shall be disqualified. (See 6.C.12 for first loop time limit).
- B. Time limits may be calculated with the following formula: Allow five minutes for each section on the first lap and three minutes for each section on each additional lap, then add the time required to ride the loop times the number of laps and add 60 minutes. For example: **12** sections, 3 loops, and 60 minutes to ride the loop once: $12 \times 5 + 12 \times 3 + 12 \times 3 + 60 + 60 + 60 + 60 = 372$ minutes (Round to **6** hours). If the number of riders exceeds 120, add an additional 60 minutes. ***This formula has not proven to be too reliable; therefore, the minimum recommended time limit is 6 ½ hours plus a ½ hour penalty period.***
- C. Official time must be kept by a digital clock, so that a rider's finish time includes all of the finishing minute, e.g., if a finishing time is 4:31 p.m., that minute holds until the digital clock records 4:32. The final time control, clearly marked and well visible shall be located just after the final section. The riders' finishing times shall be marked on their scorecards by an official at the final time control. To obtain the final score, points lost on time and points lost on observation are added.

8. AWARDS

- A. At the end of each series, special awards will be given to the champions in each class. Riders completing the required number of events per rule section 1.C.2. in the same class will be awarded a year-end award. Each award will be engraved with the rider's class, finishing position, event location and date. Finisher's awards, other than those provided by the NATC, are optional and are the responsibility of each hosting club.

9. SUPPLEMENTARY REGULATIONS:

- A. Supplementary regulations are special rules or requirements that will be in force for a trial. The AMA/NATC Supplemental Riding Rules and the supplementary regulations, together, inform the rider of everything needed to know to compete. Riders meetings may be used to transmit the information contained in the supplementary regulations. The number of observed sections and loops and the start time must be announced in the supplementary regulations.

10. OFFICIALS:

- A. **Referee / Trials Master**
There is not a separate individual who functions solely as the Referee. The Trials Master usually performs the Referee's job. Occasionally the Trials Organizer serves as the Referee. One of these individuals will be responsible for assuming the duties of the Referee as described in these rules. The Referee is in charge of the course and the sections. It is his responsibility and authority to interpret the AMA/NATC Supplemental Riding Rules and to develop the supplementary regulations. The authority for running individual national events rests entirely with the Referee for that event, as defined in the AMA rules. The Referee may designate any individual to act as his representative for a specific job, such as serving on a Protest Jury.
- B. **Trials Organizer**
The Trials Organizer is responsible for the overall co-ordination of putting on a National event. Some functions include delegating various jobs such as Trials Master, sign-up-crew, observers, parking-lot-layout, promotion and trophies. (See National Trials Organizer's Checklist for detailed description of all duties required of a Trials Organizer, before, during and after a National event.)
- C. **NATC Rep**
The North American Trials Council Representative is the person designated by the local Trials club to represent them at the NATC's annual meeting. At this meeting rules are reviewed and adjusted, schedules set, and Nationals awarded for the following year. It is the NATC Rep's responsibility to interpret the NATC's intent and act as a liaison between the local club and the NATC.
- D. **Sporting Steward**
The NATC Sporting Stewards have three jobs, (1) to insure that the sections and loop are appropriate, (2) to assist the organizers in fine tuning the event to make it successful and enjoyable, and (3) to insure uniform overall quality throughout the series. The Stewards must inspect the course prior to the event. If problem areas are found, the Stewards have absolute power over the sections, how they are marked, course and time limit, and are permitted to delay the start of the event until all necessary changes are made. (See NATC Sporting Steward Guidelines for specific job duties)
- E. **Scoring Steward**
The NATC Scoring Steward oversees and advises the local club's sign-up and scoring crew on procedural and operational matters as outlined in the "NATC Scoring Information" worksheet. The Steward is responsible for tabulating the rider's scores and producing official results.
- F. **NATC Chief Operating Officer (COO)**
The COO operates as an on-site observer at all National events to identify problem areas and agenda items for the next Council meeting.
- G. Members of the North American Trials Council, per se, have no authority at national events, although they may act as advisors or be designated to serve specific functions, as the Referee deems appropriate.