

NMA RULES



ENDURO, OFF-ROAD, TRIAL SERIES, & ARROWING GUIDELINES

These rules are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the NMA neither warrants safety if the rules are followed nor compliance with an enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must fully assume all risk of competition.

All riders and other personnel must assess for themselves; the course, facilities, existing conditions, and other matters relating to safety. The NMA cannot and does not undertake to supervise any competition. All riders and personnel must rely on their own judgment and assume all risks of participating in competition in any manner.

TABLE OF CONTENTS

PART 1 RULES COMMON TO ALL COMPETITION SERIES

1A	GENERAL RULES AND RIDER CONDUCT	3
1B	RIDER CLASSIFICATION	4
1C	EQUIPMENT	7
1D	PROTESTS	8
1E	CLUB DUTIES AND MISCELLANEOUS RULES	9
1F	SEASON POINTS	11

PART 2 ENDURO SERIES

2A	RESERVED	15
2B	ENDURO SCRAMBLE / SPRINT ENDURO	15
2C	TIMEKEEPER ENDURO	19
2D	INTERNATIONAL SIX DAYS ENDURO	23

PART 3 OFF-ROAD SERIES

3A	EVENTS PER LOCATION AND PER CLUB	29
3B	RESERVED	29
3C	HARE SCRAMBLES	29

PART 4 ARROWING GUIDELINES

4A	INTRODUCTION	31
4B	GENERAL	31
4C	MARKING TURNS	31

PART 5 TRIAL SERIES 33

UPDATE LOG TO RULES 39

PART 1

RULES COMMON TO THE ENDURO AND OFF-ROAD SERIES

1A GENERAL RULES AND RIDER CONDUCT, ALSO APPLIES TO THE TRIAL SERIES

1A(1) Any conflicts or questions of interpretation of these rules shall be resolved by the NMA Competition Committee. Their decision is final, and may be reported to the NMA Board.

1A(2) Membership in the Northwest Motorcycle Association is required in order to purchase an NMA Competition License¹. The License is required to be scored and considered for season points and awards in any series. Neither is required for simple participation in events in any series.

1A(3) Every club, promoter, rider, and all other persons in any way connected with an NMA event shall be bound by these rules.

1A(4) Riders are responsible for the actions of their pit crew.

1A(5) No rider shall at any time ride in a manner that endangers the safety of other riders, officials, or the public, and when in violation of this rule shall be subject to immediate disqualification and suspension by the referee of the club promoting the event or an NMA Competition Committee member.

1A(6) Verbal and physical abuse between riders and/or crew members will not be tolerated. While a certain amount of rubbing is expected in racing, intentionally ramming, T-boning or any other takeout move is unacceptable. Such conduct may result in an immediate disqualification from the event. If a rider is involved in such behavior on a second occasion, all points earned to date may be lost. If there is yet a third occurrence, the rider may be removed from the remaining racing season. Any penalties shall be at the discretion of the promoting club and/or Competition Committee.

1A(7) Riders must remain on the marked course (no more than 20 feet from a course marker/ribbon) or in designated pits. When there are two course markers or ribbon markers, one marker on the left and one marker directly to the right, the rider must stay between the markers. A rider may not short cut a turn on the inside of a turn, to the left or right, even if the rider is less than 20 feet from a course marker. A rider accidentally (i.e., missing a turn or arrow, crashing, etc.) leaving the course can only continue in the event by returning to the point where he left the course. A rider may not leave the course with their bike to shortcut to the pits, even if a return to that point is intended. Running out of fuel on the course requires refueling (if permitted) to occur where the machine ran out of fuel, unless pushed farther along the course by the rider alone (see PART 3 for restriction on refueling and maintenance in the Enduro Series). In general, **intentionally leaving the course with the bike for any reason will subject the rider to immediate disqualification** by a race marshal or Competition Committee member.

1A(8) No contestant shall ride backwards along the course. Violators will be subject to immediate disqualification. May not apply to all Trial events, at the discretion of the Trial Marshal and described at the Riders Meeting.

1A(9) No rider will be allowed to compete when under the influence of any intoxicant or drug that could impair performance or give an unfair advantage.

¹ NMA no longer issues a Competition License card. Riders know they are registered in the appropriate series and class when they see their name on the Score Sheet on the NMA website.

1A(10) Contestants will be responsible for all information presented at the riders' meeting. That information is considered a part of the event rules and instructions. NMA encourages but does not require clubs to offer a printed copy of the riders' meeting instructions.

1A(11) Riders must comply with all local and state laws, ordinances, regulations and speed limits. Any rider who is observed violating a safety regulation, specifically entering or crossing a traveled public way without stopping, may be disqualified on the spot by a qualified, identified official of the promoting organization or an NMA Competition Committee member. Further, citation for a moving violation received from a law enforcement officer will bring immediate disqualification to the rider involved.

1A(12) Any rider who defaces, changes, or destroys markers, or causes the same to be done, shall be disqualified from the event.

1A(13) When a rider is refueling their bike the engine shall be shut off. **NO REFUELING SHALL OCCUR WHILE THE ENGINE IS RUNNING.** There will be no smoking, open flames, campfires, propane heaters or any other ignition source within 50 feet of the gasoline pit area or within 50 feet of any rider that is refueling their bike whether it is in a pit area or not. The rider will be responsible to tell any and all of their helpers, friends or guests not to smoke within 50 feet of where fuel containers are placed or where fueling is occurring. If there is any violation of this rule the rider may be disqualified by an official of the promoting organization or an NMA Competition Committee member.

1A(14) Any organizer wanting to add races to the NMA schedule must have approval by the NMA Competition Committee.

1B RIDER CLASSIFICATION, ENDURO AND OFF-ROAD SERIES ONLY, EXCEPT AS NOTED

1B(1) Classes run at the event shall be as shown below. Additional classes are at the discretion of the sponsoring club but will not earn series points (nor will the organizer pay Competition Rider Fees for those non-NMA classes). **For the Off Road Series only**, all Competition Series License Holders shall be required to have the correct class-designating letter displayed on all three number plates. Classes noted with an asterisk (*) are recommended but voluntary. The class letter designators need not be pre-printed, however they must be a minimum of 2" high and of any color that is in contrast to the number plate background, such that the class letter designator is clearly visible. If there is a violation of this rule, the rider may forfeit their event position and be awarded last place points or 10 points, whichever is less.

Table 1B. Off-Road and Enduro classes, long and short course, with associated Off-Road letter designation to be displayed on all three number plates; classes listed in start priority order

(a) Off-Road Series			
Long course		Short course	
Class	Letter	Class	Letter
AA	AA	Sportsman	S*
Open A	A	Super Senior A (50+)	R*
250 A	Z	Senior B (40+)	F
Vet A (30+)	U	Super Senior B (50+)	Y*
Senior A (40+)	V	Open C	C
Open B	B	Vet C (30+)	N
250 B	K	Senior C (40+)	T
Women Expert	W	250 C	L
Vet B (30+)	E	Masters	Q*
		Women C	W
		15 & Under	J*

*Voluntary

(b) Enduro Series	
Long course	Short course
Class	Class
AA	Sportsman
Open A	Super Senior (50+)
250 A	Senior B (40+)
Vet A (30+)	C
Senior A (40+)	Vet C (30+)
Open B	Senior C (40+)
Vet B (30+)	Masters
	Women
	15 & Under

If age is a factor in the class you will ride in, you must be of that age on the day of every event scored for your season total. The 15 & Under Class is open ***only to riders age 15 or under.***

1B(2) AA Class competitors are selected by the NMA Competition Committee, based on the **top seven riders in the Enduro series** and the **top ten riders in the Off-Road Series** (subject to the Committee's discretion). Those riders must ride AA the following year in the series they qualified for. Any **re-qualifying for future years must be done by the same standards on an annual basis.** So if a AA rider fails to qualify for AA in a given year, then in the following season they may return to the class from which they were promoted without Competition Committee approval. Also any rider (under 30 years of age) will ride the AA class who *qualifies* via the AMA for entry to the FIM-ISDE, or *qualifies* for AMA or WORCS AA or Pro class. Any rider who qualifies or is selected for AA must petition the Competition Committee for permission to ride an alternate class. Women who competed in the FIM-ISDE are exempt from being required to ride AA class. Riders not required to ride the NMA AA class may do so at their own discretion. Any rider 15 or under that qualifies for the AA class is not

required to ride this class. The class is open to bikes of any size, 2-stroke or 4-stroke. This class rides the long course.

1B(3) 250-A and 250-B classes are open to riders of any age, bikes displacing up to 250 cc 2-stroke or 4-stroke. These classes ride the long course.

1B(4) Open-A and Open-B classes are open to riders of any age and any engine displacement, 2-stroke or 4-stroke. These classes ride the long course.

1B(5) Vet A, B and C classes are open to riders who are 30 years of age and older, any engine displacement, 2-stroke or 4-stroke. Vet C rides the short course, Vet A and B rides the long course.

1B(6) Senior A, B and C classes are open to riders who are 40 years of age and older, any engine displacement, 2- or 4-stroke. Senior A will ride the long course, whereas Senior B and C ride the short course.

1B(7) Super Senior A and B classes are open to riders who are 50 years of age and older, any engine displacement, 2-stroke or 4-stroke. These classes ride the short course.

1B(8) Masters class is open to riders who are 60 years of age and older, any engine displacement, 2-stroke or 4-stroke. This class rides the short course.

1B(9) C-class is limited to riders who are new to competition, any age, 2-stroke or 4-stroke. The 250-C class is for bike displacements up to 250 cc 2 stroke or 4 stroke, and the Open-C class is for any bike displacement. These classes ride the short course and are combined into a single C class for the Enduro series.

1B(10) Sportsman class is open to all riders. This class is for Expert riders who do not wish to ride the long course. This class rides the short course. This class does not qualify for Short Course Series overall consideration.

1B(11) Women Expert and Women C classes are open only to women, any age, any displacement, 2- or 4-stroke. Like the AMA counterpart, NMA Women Expert is a single class that includes both A and B riders. Women Expert Class rides the long course, and Women C Class rides the short course. The women's classes are combined for the Enduro Series.

1B(12) The 15 and Under class is open *only to riders age 15 or under*, any displacement, 2- or 4-stroke. This class rides the short course. Rider(s) must be 15 or Under throughout the racing season.

1B(13) The Competition Committee may move (“bump”) riders out of B, or C classes (and into the A, or B classes respectively) at the end of the season based in part on the accumulation of promotion points. Promotion-point threshold to be moved out of a class will be determined by the number of races held. If there are 5 or fewer events held, 15 promotion points will be required to move riders out of a class at year end. If there are more than 5 events held, each additional event held increases the number of promotion points needed to be moved out of a class by 3 promotion points. Promotion points will be accumulated as follows: **event first in class, 5 promotion points; event second in class, 4 promotion points; event third in class, 3 promotion points; event first overall, 10 promotion points.**

Racers who dominate the 15 and Under Class with a compelling point spread may be bumped to Open C Class, at the discretion of the Competition Committee. Especially competent and experienced youth racers on large-displacement machines are expected to ride in a long course or Sportsman class.

A winner of a short course series overall (Enduro Series only) will be bumped to a long course class, unless they choose to run Sportsman. A winner of a long course series overall may never qualify for a subsequent short course overall. The Competition Committee has final ruling on riders promoted to AA or bumped out of B and C Classes. Any rider bumped out of B or C classes at any time in the past, must ride in the higher class until they successfully petition the Competition Committee's decision (except AA).

All bumps are at the discretion of the Competition Committee and may be applied to any rider in any class. Promotion points are just one measure that the Committee uses to prevent "sandbagging" (racing in a class below your ability) and make racing as fair and as fun as possible for the most riders possible. Although the classes are different in the Trial Series, the Competition Committee exercises the same authority to bump riders who perform consistently above their class in NMA-sanctioned events. Any rider in any series who objects to being bumped to a higher class may petition the Competition Committee for re-consideration.

Number of Races Held									
5	6	7	8	9	10	11	12	13	14...
Promotion Points Required									
15	18	21	24	27	30	33	36	39	42...

1B(14) On a voluntary basis NMA Competition License Holders can register the number displayed on their bike for informational purposes. The NMA Points Keeper will provide a list including Competition License Holder names and associated bike numbers. This list may be used for identification purposes of Competition License Holders. In the event there are multiple riders with the same number, it is up to the riders to determine what numbers they choose to display and register.

1B(15) Once a rider has selected and registered a class for the season, to receive series points, the **rider must ride the same class for the entire season**. If a rider changes classes without approval from the Competition Committee, the rider shall not be scored for races run in the new class. **This rule applies to the Trial Series.**

1C EQUIPMENT, ENDURO AND OFF-ROAD SERIES ONLY, EXCEPT AS NOTED

1C(1) All internal combustion motorcycles must have a securely fitted muffler that limits exhaust noise to a maximum of 102 dB(A) for air-cooled bikes, and 98 dB(A) for water-cooled bikes, when measured from 3 positions: 1) at a distance of 20 inches at an angle of 45 degrees from the exhaust outlet at the engine speeds in the Motorcycle Industry Council Book., 2) with the meter at 90 degrees to the 45 degree angle (meter thus pointing away and behind the bike), and 3) with the meter at the same height as the exhaust outlet (details per SAE J1399).

Part of the event fees clubs must pay to the NMA in support of season awards is a \$100.00 sound test fee. Any Club that performs a valid sound test for all the riders in their event will have that fee waived.

The penalty for a rider who fails to meet the sound test requirements will be disqualification. Two retests will be allowed before a rider is considered disqualified (see 1E(2)).

An NMA Competition Committee member or an official designee may be present at any NMA event for the purpose of sound testing. **This official may perform sound testing in a random or a targeted manner, up to and including pulling a bike off the start grid, off the course, or at the finish, to be tested, with the same outcome (DQ) possible. Sound rules and fees apply to the Trial Series.**

1C(2) For events that occur on public land (State or Federal) all internal combustion motorcycles must have a securely fitted U.S. Forestry approved spark arrestor in addition to or incorporated into a securely fitted muffler or silencer. An appropriate manufacturer's stamping is the basic verification method, and may be coupled with the traditional "stick test", wherein a stiff wire or stick is inserted into the exhaust. Encountering the obstruction of the spark arrestor mechanism within the silencer body is expected.

An NMA Competition Committee member or an official designee may be present at any NMA event for the purpose of spark arrestor verification. **This official may perform spark arrestor verification in a random or a targeted manner, up to and including pulling a bike off the start grid, off the course, or at the finish, to be tested, with the same outcome (DQ) possible. The spark arrestor rule applies to the Trial Series.**

Some events run on public roads or public lands may require street-legal motorcycles or state Off-Road Vehicle tabs. Law enforcement personnel may be on site at the race venue to inspect bikes. Riders are encouraged to bring appropriate paperwork when racing on State or Federal lands.

1C(3) Studded tire(s) are prohibited. Paddle tires are prohibited. **This rule applies to the Trial Series.**

1C(4) A rider shall use only the one motorcycle on which they started the event. The same rider must ride the same bike over the entire course and event. Substitute or alternate riders or bikes may not be used.

1C(5) Each rider is solely responsible for ensuring that their motorcycle is in safe operating condition. No Technical or Safety Inspection is offered or required of/by the promoting club or the NMA. **This rule applies to the Trial Series.**

1C(6) A front wheel smaller than 17" is not permitted.

1D PROTESTS, ENDURO, OFF-ROAD, AND TRIAL SERIES

1D(1) Individual results will be posted for 30 minutes to permit protests of errors in scoring. The riders must be advised at the time of posting. Any protest against scoring must be submitted within 30 minutes of posting. No scoring protests will be allowed, heard, or processed after the 30-minute protest period, and results may not be altered at a later date, except by the NMA Competition Committee.

The sponsoring club must post results no more than 4 hours after the event course has closed or the last rider due in has holed out. If the sponsoring club has not posted results within this timeframe, riders will be allowed to protest scores within 5 working days after the event results are posted on the NMA website. This protest period does not include protests for any other reason.

1D(2) Any protest must be submitted in writing to a representative of the sponsoring club and must be accompanied by a protest fee of \$10.00 per competitor protesting for each matter that is protested. This fee will be refunded if the protest is decided in favor of the protesting party. If it is decided against the protesting party, the protest fee will be forwarded with the event results to the NMA Points Keeper. In both cases, the protest and the written decision will accompany the event results.

1D(3) Protests relating to the event itself or protests against other riders must be filed immediately upon the protesting rider's return to the start/finish area. Where these protests affect other riders, they should be posted with preliminary results.

1D(4) No protest will be heard that questions an error in the marking of a scorecard at a checkpoint. It is the responsibility of the rider to confirm that his scorecard has been marked correctly, while he is at the checkpoint. Any discrepancy must be corrected before the rider leaves the checkpoint.

1D(5) Protests involving the course will be verified by a committee of three, which must include the protesting party. Any section protested for mileage shall be measured from the closest posted mileage marker. The average of three bikes will be used to determine the mileage in question. Those three bikes ideally will be the protester's bike, the layout mileage bike, and one other. In an enduro, if the section is off by more than the accepted standard variation (see Enduro Rules), the check will be used as an Observation Check only.

1D(6) Protests may be filed only by a rider or riders entered in the event. All protests should be filed as early as possible with the club responsible for the event, and must be filed before the end of the 30 minute results posting period. Whenever possible the Club should make the appropriate decision and announce it promptly so riders know the results before they leave. If a rider does not exercise their right to protest the posted results within the allotted 30 minutes to the sponsoring club, that rider loses their option to bring said protest before the Competition Committee.

1D(7) Appeals of protest decisions may be made to the Chairman of the Competition Committee, who may contact or convene the involved parties so a final decision can be rendered by the NMA Competition Committee. If a rider does not exercise their right to protest the posted results within the allotted 30-minute time to the sponsoring club, that rider loses the option to bring the protest before the Competition Committee.

1D(8) Protesting final season results: **After posting of final scores and notification by email, riders will have 7 days to contest the results** with the Competition Committee. After that time, the scores for the season become final, regardless of errors that might have occurred, whether on the part of the NMA Points Keeper, the Competition Committee, or the organizer of a given event. Notification will go to the email address on file with NMA. It is the responsibility of riders to assure they get the email newsletter sent throughout the season.

1E CLUB DUTIES AND MISCELLANEOUS RULES, ENDURO, OFF-ROAD, AND TRIAL SERIES

1E(1) The course must be clearly and properly marked by the sponsoring club. Included as an appendix to these rules are the recommended arrowing guidelines. A member of the sponsoring club must proceed over the course not more than three hours ahead of the first rider to see that all markers are posted. See PART 5 for marking Trial courses.

1E(2) Each promoting club, for each NMA series event, will forward to the NMA a per rider fee of \$3.00, plus a \$100 sound test fee (the latter will be waived if a valid sound test is performed on all competitors). A valid sound test may include human screening to isolate bikes that may be near or over the limits to be subjected to formal, meter-based sound testing (see rule 1C(1)). The fees are due to the NMA within 30 calendar days of the actual event. If special circumstances warrant an extension of the 30 day limit, that request must be made to the Competition Chairman within the original 30 day limit. If fees are not received, or a request for an extension received, within the 30 days, the club's next event may lose its point status, and the club may lose its priority hold on the subject event's date.

1E(3) Scheduled Events (on the NMA Calendar) must be publicized via "flyers" distributed to all current Competition License holders at least 20 calendar days before the event date. Distribution will be done by the Competition Committee via electronic newsletter (email and social media). Flyers received from the organizer must include all entry information, sound test requirements, class/start times, gate, camping and other fees, and event location. Failure to adhere to this rule may result in the event losing its points status for the current season.

1E(4) If an NMA season points event is desired but not listed in the calendar book/website, be it a new event, location, or the rescheduling of an existing event, NMA Competition Committee approval must be obtained with enough lead time to deliver an event flyer to all current competition license holders at least 30 days before the event date. Failure to adhere to this rule can result in the event not achieving or losing its points status for the current season.

1E(5) All events requiring street legal motorcycles, Off-Road Vehicle tabs, or spark arrestors must be so annotated in the calendar and on the flyer.

1E(6) The NMA reserves the right to refuse to grant points for any event based on these rules, and/or on maintaining these series as fair, just, family oriented events.

1E(7) A season points event may not be held on Easter, Mother's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Eve or Day, and New Years Eve or Day.

1E(8) It shall be the responsibility of the sponsoring club to obtain permission from the owners of private property, or the land manager in the case of public land, where the course utilizes such property. It is the responsibility of the sponsoring club to obtain appropriate insurance for their event, the NMA does not provide any insurance or accept any liability for any event in an NMA series.

1E(9) The sponsoring club must send out a minimum of two sweep riders after the last participant. The sweep riders must ride the entire course to make sure that all participants have cleared the course. If the course is split at any point into two or more routes, i.e., long, short, kids, a minimum of two sweep riders are required to clear each route.

1E(10) The sponsoring club will deliver race results to the NMA Points Keeper no later than 14 calendar days after the event. If extenuating circumstances cause a delay, the club must request an extension from the Competition Chairman within the 14 days. If results are not delivered or an extension granted within 14 days after the event, that club may lose their right to have that event in the NMA schedule for the following year. The club's next event may lose its points status and the club's priority date ownership for the event may be forfeited.

1E(11) If during an event club officials determine that a disqualifying situation has occurred, the rider should be informed as soon as possible, so that the rider can make a decision to proceed or withdraw.

1E(12) For Off-Road events, there will be an official race clock at the finish checkpoint. This may be a standard clock or a countdown timer, as long as it has large, easily read numbers (digital), or is a large faced analog clock. It shall be made clear at the rider's meeting which type of clock will be used and how. If it is a countdown timer, the timer should be started when the first wave of each race is started. If a standard clock is to be used, due to variances in actual race/first wave start times, the course closing time value shall be clearly stated during the final instructions to each race's field just before starting the first wave. (Off-Road Series only)

1E(13) When the course closes, the checkered flag shall be at or before the finish checkpoint, and the checkpoint shall be single file. The intent of this rule is to avoid the potential danger of a multilane finish checkpoint that is closely followed by the checkered flag (Off-Road Series only).

1F SEASON POINTS, ENDURO, OFF-ROAD AND TRIAL SERIES, EXCEPT AS NOTED

1F(1) Season points are awarded as though only NMA Competition License holders competed, non-license holders are not counted (except for resolution of ties, 1F(11)). Any rider wishing to accumulate season points, including worker points, and compete for season awards must hold a current NMA Competition License. The Competition License must be purchased on the day of the first event the rider participates in for points. The "License" is no longer a physical card. Instead, racers will find their name on the score sheets at the NMA website. It is the riders' responsibility to assure that they are registered in the correct class.

Current membership in the NMA is required before a Competition License will be issued. NMA membership may be purchased at the same time as the Competition License. Any license holder found to be without a current NMA membership may be denied season points for any event entered prior to obtaining such membership.

1F(2) Points will be awarded on the basis of finish position in each individual class, as follows:

CLASS			CLASS	
FINISH	POINTS		FINISH	POINTS
1	30		11	10
2	25		12	9
3	21		13	8
4	18		14	7
5	16		15	6
6	15		16	5
7	14		17	4
8	13		18	3
9	12		19	2
10	11		20	1

All class finishers beyond 19th place will receive 1 point, as indicated above. To be considered a finisher and receive points in the Off-Road Series a rider must complete 50% of the laps that the class leader did, and take the checkered flag (cross the finish line after the course closes). The Masters and Women C classes are exempted from the 50% rule; completion of one lap and taking the checkered flag results in a finish being awarded. For events with only one (very long) loop, completion of 50% of that loop (as defined by the promoting club) meets the requirement for the Masters and Women C classes.

1F(3) Season overall championships: For the purpose of determining the Enduro season's (1) overall AA/A class rider, (2) overall B class rider, and (3) overall Short Course class rider, and for that purpose only, a separate set of points will be tallied. The overall A rider will be determined by tallying the AA, 250-A, Open-A, Senior A and Vet A classes only. The overall B rider will be selected by tallying the 250-B, Open-B, and Vet B classes only. The overall short course rider will be selected by tallying the C, Vet C, Senior B, Women, Super Senior, Masters, and 15 & Under classes. In all cases, only competition license holders will be considered. A, B, & short course classes will be computed separately. In the Off-Road Series there is a single overall championship that includes only long course riders (A, and B classes combined). Points will be awarded in accordance with the schedule in section 1F(2).

1F(4) Event Throwaways: There is 1 throwaway per block of 5 actual events, with no throwaways if there are 3 or fewer events. For 4-5 actual events, there is 1 throwaway. For 6-10 actual events, there are 2, for 11-15, three, and so forth.

1F(5) Minimum Events to Qualify for season awards: The minimum number of events required to qualify for a season award is equal to 50% of the actual events run (not those originally scheduled) plus one, if the number of actual events run is even (6-8-10 etc). If the actual number of events run is odd, the minimum number of events required to qualify is 50% plus one half. For example, 8 actual events would require 5 races rode to qualify (4+1). 9 actual events would also require 5 event to qualify (4.5 + .5). Entering and starting an event counts as a completion even if the rider DNF's, however the rider receives zero points. A DQ, DNS, or worked event does not count toward the completion of a minimum number requirement.

If there are fewer than 5 events in the Enduro Series, the Series may be combined with the Off-Road Series, at the discretion of the Competition Committee.

1F(6) Year End Scored Events shall be calculated by subtracting allowed throwaways from actual events run for the series. If a rider does not ride an event run, a score of "0" shall be given for that race. Events cancelled will not be considered in the Year End Scored Events.

1F(7) Work Points: To encourage more season points events, and to provide the knowledgeable support necessary, riders will be awarded season event points for working a maximum of one event in each series. A Competition License must be purchased on or before the event worked in order to receive worker points. Non-affiliated riders may work other clubs' events. It is that rider's obligation to contact the event chairperson early and commit to work the event. It falls to each club to determine how many workers, if any, they desire for an event, and for those needed, the club must accept applicants in the order received and without bias. If a committed worker then fails to work, or if they ride that event, it will be counted as a DQ, and no substitute event may be worked for points. To count as work points, a minimum of 6 hours must be spent on the day of the event assisting with the duties of the event. Only work on the actual day of the event is required or allowed. Work Points are an average of year-end, scored events after throwaways.

1F(8) The work point calculations (averages) will utilize any resultant partial points (decimal points). This average will be added to your season total.

1F(9) Worked events do not count toward the minimum number of events required to qualify for the series and to be eligible for season awards. Only a single worked event is allowed per series in a given season.

1F(10) Season Awards will be presented at the Annual NMA Awards Banquet, except for sub-series awards that may be awarded on site at the last event (e.g., the Eastside Off-Road Championship).

1F(11) Ties will be broken by granting the higher place to the rider with the most first place finishes in class, or second place finishes in class, or so on until the tie is broken. This will include throwaways if necessary. A worked event shall not count as a finish for purposes of this rule. If the tie remains, finish order among all riders (including non-NMA riders may be considered. If a tie still remains, then a coin toss may be used to resolve it (see PART 5 for resolution of ties in the Trials Series).

1F(12) Riders that change classes after the season has begun will forfeit their accumulated points and be awarded last place points, or 10 points, whichever is less, in the new class for each finish. For the purposes of determining the overall award, the rider may retain overall course points if the rider will continue to ride the same course. However, if a rider is riding a different course, then last place points, or 10 points, whichever is less, will be awarded. In either case, the Competition Committee must be informed, or no points will be awarded in the new class or in the overall.

1F(13) To deter sandbagging, riders demonstrating a dominance in a lesser class (e.g., C or B, Novice or Intermediate, etc.), as determined by the Competition Committee, may be required to move to the next higher class after the season has already begun. That rider will forfeit accumulated points and transfer to the new class with the lesser of last place or 10 points for each event rode.

1F(14) Mid-season class changes for any reason require the approval of the Competition Chairman. This applies to class changes based on age, displacement, or bumping oneself to a higher class. Mid-season class changes forfeit all points in the previous class according to 1F(12). Once a rider has selected and registered a class for the season, to receive series points, the rider must ride the same class for the entire season. If a rider changes classes without approval from the Competition Committee, the rider shall not be scored for races run in the new class.

1F(15) Calculate Year End Total Points:

1) Determine Minimum Events Needed to Qualify for series (Table 1F). A DNF will count as an event rode. A DQ, DNS, or worked event will not count as an event rode (see 1F(5)).

2) Determine the Number of Year End Scored Events (Table 1F). This will be Actual Events minus Throwaways.

3) Determine which events will be used as Throwaways. A rider's lowest scores are thrown away. A DQ, DNF, or DNS receive zero points Events not rode receive zero points.

4) Calculate Work Points. Work points are the average of Year-End Scored Events after Throwaways, divided by the number of Year End Scored Events minus one race.

After Steps 1 thru 4 have been calculated, add the resulting scores to determine Year-End Adjusted Total Points.

Example: In an 11 race series where all 11 scheduled races were actually run.

Races:	1	2	3	4	5	6	7	8	9	10	11
Rider Scores:	30	25	14	DNF	25	DQ		W	25	18	21

Minimum Events Needed to Qualify for Series: In this case, 6 races (50% of Actual Events held $5.5 + .5 = 6$ races). Races that did not count for qualification are 6, 7, and 8. In race 6, the rider was Disqualified, race 7 the rider did not participate, and race 8 the rider worked the event.

Year-End Scored Events: The Number of Year End Scored Events will be 8, including the worked event. There are 3 Throwaways in an 11 race series. $11 - 3 = 8$ Year-End Scored Events

Events to be used as Throwaways: The Rider will remove 3 of the riders lowest scores. In this case throwaway scores would be Race 4, 6, and 7 (zero points each)

Calculate Work Points:

Scores after Throwaways

Races:	1	2	3	5	8	9	10	11
Rider Scores:	30	25	14	25	W	25	18	21

Total of Score's: $30 + 25 + 14 + 25 + 0 + 25 + 18 + 21 = 158$ Points (where the zero score is from the Work Event)

Work Points: "158" divided by "7" (Year End Scored Events - 1) = **22.6 Points**

Year-End Adjusted Total Score:

$30 + 25 + 14 + 25 + 22.6 + 25 + 18 + 21 = 180.6$ Points (where 22.6 points are Work Points)

Table 1F. Number of events for calculation of Year-End Total Points given different numbers of Actual Events run

ACTUAL EVENTS HELD	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
MINIMUM EVENTS TO QUALIFY			3	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10	11
THROWAWAYS					1	2	2	2	2	2	3	3	3	3	3	4	4	4	4	4
YEAR END SCORED EVENTS			3	4	4	4	5	6	7	8	8	9	10	11	12	12	13	14	15	16
DIVIDE BY NUMBER FOR WORK POINT AVERAGE				3	3	3	4	5	6	7	7	8	9	10	11	11	12	13	14	15

1F(16) Sportsman Points: Under special circumstances, and only by approval of the Competition Chair, Sportsman Points may be awarded to a racer who significantly compromised their finish position because they provided assistance to another racer, a marshal, or spectator who is injured or at risk of injury. Sportsman points are calculated like Work points.

PART 2
ENDURO SERIES

2A RESERVED

2B ENDURO SCRAMBLE / SPRINT ENDURO

2B(1) The concept of an Enduro Scramble or Sprint Enduro is to measure the ability of the rider to maintain his machine during the period of time involved in the event, and to evaluate his riding capabilities from controlled starts, competitors are required to complete a series of timed laps. The venue for an Enduro Scramble / Sprint Enduro shall be a closed course. Time keeping equipment is not necessary, but a wristwatch may be helpful.

2B(1.1) Layout of the course

2B(1.2) The persons who actually lay out the course may be allowed to participate in the event. No one may participate in the event that has practiced on any of the special tests unless a sighting lap is offered to all participants.

2B(1.3) Sponsoring clubs are required to provide a Long Course as well as a Short Course. Ideally, the Long Course should be 40 to 100 miles long with a duration of less than 6 hours, and the Short Course should be 30 to 60 miles long with a duration of less than 4 hours. Laps should be at least 5 miles long but not longer than 25 miles.

2B(1.4) Sponsoring clubs shall post at signup and/or riders meeting and/or Staging Zone:

- 1) Start rows / riders for both Long Course and Short Course.
- 2) The number of laps required for Long Course and Short Course
- 3) Total mileage for Long Course and Short Course.
- 4) Course closure time for Long Course and Short Course.

2B(1.5) Sponsoring club shall provide a Staging Zone before the last loop. If possible this should be done before the start of the event. The Staging Zone shall contain:

- 1) A ribboned off area with an entrance and an exit, where the exit is at the start of a loop.
- 2) The Staging Zone should be at least 5 feet wide and 100 feet long.
- 3) The course closure time and course closure clock must be placed within sight of the entrance to the Staging Zone.

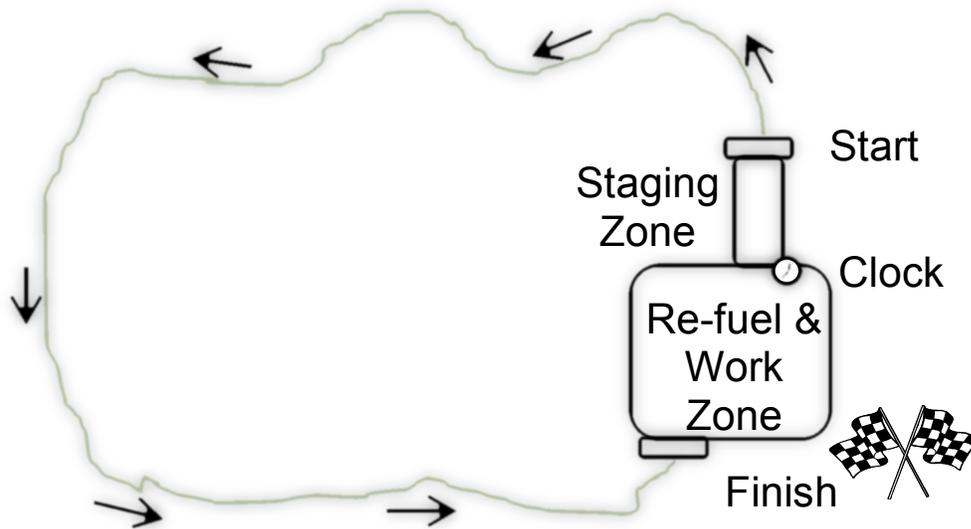


Figure 2B. General layout for the Enduro Scramble or Sprint Enduro course. Bikes must remain within the Re-fuel & Work Zone, Staging Zone, or on the course throughout the event. Once committed to the Staging Zone neither bike nor rider may leave until the start. Start to Finish times are totaled for the final score.

2B(1.6) The actual distance between official Gas Available points shall not exceed 40 ground miles.

2B(1.7) Sponsoring club may choose to limit or prohibit outside assistance in the Re-fuel & Work Zone. This shall be noted at the Riders Meeting and posted in the areas where assistance is limited.

2B(2) Program

2B(2.1) Starting positions will be determined by a drawing among pre-entries held a maximum of two weeks prior to the event. At the discretion of the sponsoring club, the first drawing may include only NMA Competition license holders, and out-of-state riders. All additional drawings will include both Competition License holders, and non-license holders.

Also:

- 1) The top 10 riders from the previous season will be placed on separate minutes, unless entries are stapled together. When a second top ten rider is drawn to a specific minute, they will be placed on the next minute.
- 2) Long course begins first.
- 3) AA/Pro riders start on minute 5 or later, with 1 AA/Pro rider per minute.
- 4) AA/Pro riders may start on same minute if entries are stapled together or riders choose to ride together.

2B(2.2) The interval between rows shall be 15 seconds, 20 seconds or 30 seconds with live engine start. When using 15- or 20-second intervals, only 1 rider can start per row. A 30 second interval shall have 1 or 2 riders per row. When using a 1 minute interval, there shall be no more than 4 riders per row with a dead engine start.

2B(2.3) The motorcycle shall cover the course by the power of the motor or the muscular energy of the rider. Towing, as well as organized road repair and service (except at scheduled control rest periods), is prohibited and violation shall result in disqualification. Riders may assist each other on any part of the course.

2B(2.4) Enduro score cards should be used for scoring each rider during the event. If electronic scoring is used, a paper backup shall be provided for each Start / Finish checking station and Observation check(s)

2B(2.5) Adding fuel, oil, or doing maintenance is only allowed at the following locations:

- 1) The work area before the start.
- 2) At a designated gas stop.

2B(3) Checking stations

2B(3.1) All checking stations shall be known controls. Observation checks may be used by sponsoring club to ensure riders have followed the marked course. Observation checks are not timed checks and may be in secret locations. There shall be an Observation check at any course split for Long Course and Short Course. This is to ensure riders stay on the appropriate course.

2B(3.2) The distance between timed checks should not be less than five miles nor more than twenty five miles.

2B(3.3) All checking stations shall be opened thirty minutes before the due time of the first rider, and shall remain open at least until a course sweep rider(s) has returned to the checking station.

2B(3.4) Clocks and watches used at timed checking stations must be set with the Start/Finish clock on the morning of the event. At the conclusion of the event, these clocks and watches must be rechecked against the master clock. Any check clock that has varied 10 seconds or more will be cause to throw out that check. Event Master Time must be National Institute of Standards and Technology (<http://www.time.gov/>).

2B(4) Scoring

2B(4.1) All riders should start at their posted scheduled time. The sponsoring club shall post at signup, the riders meeting or the Staging Zone, the starting rows and riders for both Long Course and Short Course. A rider cannot start before his scheduled time. This would result in a disqualification. If a rider starts later than his scheduled time, the time the rider was late to the start shall be included in the time for the start lap. If a rider is late to the start by more than 60 minutes and 59 seconds, a DNS shall be given.

2B(4.2) Once a rider has completed a lap, the rider has the option to take a break, refuel his machine or perform maintenance before beginning another lap. Refueling and maintenance shall be performed in designated areas. It is the riders responsibility to manage his free time between laps.

2B(4.3) Once a rider has completed the required laps, the rider must not continue riding the course.

2B(4.4) Each rider must enter the Staging Zone before the course closure time. If a rider does not enter the Staging Zone on his last lap before Course Closure, the rider shall receive a DNF.

2B(4.5) The Staging Zone:

- 1) The first rider in the Staging Zone should be the first rider out of the Staging Zone. Riders should repeat this first in first out order as riders enter and exit the Staging Zone.
- 2) A rider may allow another rider to proceed in front of him in the Staging Zone if he chooses.

- 3) Once a rider has entered the Staging Zone, he has passed the Course Closure Clock and shall proceed to the start line when the start check crew requests his start.
- 4) Once a rider has entered the Staging Zone, he cannot leave the Staging Zone.
- 5) A rider may not receive outside assistance in the Staging Zone.
- 6) A rider may not refuel or perform maintenance in the Staging Zone.
- 7) A rider shall not block the entrance to the Staging Zone.

2B(4.6) A rider must complete his last required lap as follows: The last lap shall be less time than the sum of his prior lap time plus 60 minutes and 59 seconds.

2B(4.7) A rider's final score equals the sum of all elapsed time received at each required lap by hours, minutes and seconds.

2B(4.8) In the case of an event that, because of adverse terrain conditions, has no finishers, the rider or riders that reach the farthest check point within his/her time limit will be scored. If, because of unforeseen circumstances, a run is ended prior to the finish, then the last timed checking station used prior to the intended end of the run will be considered the end of the run, and scoring will be completed at that check.

2B(4.9) In the event of a tie in the results at an event, the rider who recorded the fastest time on the last lap will be the winner. If the tie should continue, the recorded times of the previous lap will be used and so on until the tie is broken. In the event that the tie cannot be broke by lap test times a coin toss shall be used to determine the winner.

2B(5.1) Results must be posted at least one-half hour before they become official. After the results are official, they may not be altered at a later date, except by the NMA Competition Committee.

2B(5.2) A rider may be disqualified for any of the following:

- (1) Smoking in work area or impound area
- (2) Accepting outside assistance inside the Start Zone
- (3) Refueling or performing maintenance inside the Start Zone
- (4) Going backwards along the course
- (5) Behaving contrary to the sporting code
- (6) Fueling outside of official areas or carrying fuel outside of the fuel tank.
- (7) Using extraneous motive power
- (8) Driving outside the course
- (9) Not handing in the time card at the end of the run
- (10) Altering the time card
- (11) Missing a timed check or an observation check
- (12) Practicing on the course when a sight lap is not offered
- (13) Greater engine displacement than allowed in the class
- (14) Willfully damaging private property
- (15) Altering the markings of the course
- (16) Tearing down arrows
- (17) Not observing the marked course

2B(6) Scoring examples

Rider Number	110	210	310	410
EVENT START:	09:10	09:10	09:10	09:10
Actual Start Time	09:10	09:12	09:10	10:11
Time arrived at Finish Lap 1	10:01:25	10:01:55	10:02:33	DQ
Points Received	51.25	51.55	52.33	
Start time LAP 2	10:15:00	10:16:00	10:32:00	
Time arrived Finish LAP 2	11:20:10	11:25:33	11:32:00	
Points Received	65.1	69.33	60	
Start time LAP 3	11:50:00	11:56:00	11:52:00	
Time arrived Finish LAP 3	01:05:33	01:03:35	01:53:00	
Points Received	75.33	68.35	DNF	
Finish position	2nd	1st	DNF	DQ
Total points	192.08	190.03		

2C TIMEKEEPER ENDURO

2C(1) Layout of the course

2C(1.1) A Timekeeper Enduro is a meet where speed is not the determining factor and where a time schedule has to be maintained. It is conducted over little-used roads, trails, footpaths, and all other types of terrain that can be negotiated by the motorcycle or the muscular energy of the rider.

2C(1.2) Sponsoring clubs are encouraged to provide a short course as well as a long course. Ideally, the long course would be 60 to 100 miles long, and the short course would be 40 to 60 miles long. This mileage does not include mileage accumulated at a reset.

2C(1.3) No Enduro shall be more than 24 hours of continuous riding. In any 24-hour event, there must be at least two scheduled rest stops of not less than 30 minutes each.

2C(1.4) The persons who actually lay out the course, mark it, or who in any way may gain an unfair advantage in knowing the terrain challenge or check placement by their involvement in the organization of the event are prohibited from participation. No rider may ride on a course after the course has been marked under penalty of disqualification, except a rider competing in an event running the same course.

2C(1.5) The speedometer check shall be posted at mile 2.9.

2C(1.6) The entire course will be measured with the same bike as used for the 2.9 mile marker. If a front wheel drive speedometer is not used, this should be announced at the riders' meeting.

2C(1.7) The actual distance between Gas Stops or official Gas Available points shall not exceed 40 ground miles. This mileage does not include mileage accumulated at a reset.

2C(1.8) When setting the average speed for the section that has the gas stop, it should be slow enough to permit time for refueling or a reset should be used.

2C(1.9) If a reset is used at a gas stop, it must be placed at least 1/10th mile after the gas stop.

2C(1.10) "Reverse" resets (subtracted mileage to make a rider late) will not be allowed.

2C(1.11) Clocks and watches used at timed checks must be set with the Start/Finish clock on the morning of the event. At the conclusion of the event, these clocks and watches must be rechecked against the master clock. Any check clock that is found to be inaccurate by more than 5 seconds, or if any timing device fails, such checking station shall be considered an observation check only. Event Master Time must be National Bureau of Standards Time (available from Time of Day Announcement).

2C(1.12) The accepted standard variation for enduro mileage will be no more than 30% of the distance between possibles and is not to exceed 0.1 mile. For protest purposes this is to be measured from the last official mileage.

2C(1.13) If an error in mileage, time, or placement of a checkpoint occurs, this check cannot be adjusted and is to be used as an observation check only.

2C(1.14) Definitions

Emergency check - The same as a secret check, except that minutes and seconds are recorded, and used for breaking ties.

Free Time –A point on the course where the mileage remains fixed while time is allowed to run. This is essentially a speed average of zero mph for a given number of minutes.

Gas available - A gas station, or a location where a rider's own fuel is provided and your pit crew can be present.

Gas stop - A place so designated on the route sheet by mileage and the words "gas stop".

Key Time – the scheduled starting time and scheduled time of arrival at each check for a rider on row 00.

Known Control - A checkpoint whose location is known to all participants.

Observation check - An unknown checkpoint where no penalty for time shall be recorded.

Official Mileage – A point on the course where the mileage is displayed in a prominent manner.

Possible – A point on the course where an exact tenth of a mile occurs simultaneously with an exact (to the 00 second) minute. These are the only places where secret checks are allowed.

Reset – A point along the course where the posted mileage is advanced to some greater number. Resets need not be on a possible. Reverse resets to make a rider late are not allowed. Resets to 0.0 miles (also known as "Jumps" or "Leaps") are allowed, but they must occur on a possible and they must occur instantaneously with no change in key time.

Secret check - An unknown timed checkpoint.

Start Control – A timed checkpoint designating a starting or a release point. This is a known checkpoint that must be listed on the route sheet. A timed check immediately preceding a start control may be located without regard to the 3 mile check separation rule, but the timed check immediately following a start control must meet the 3 mile check separation rule.

Timed check - Any secret check, emergency check, known check or start control.

2C(2) Program

2C(2.1) Starting positions will be determined by a drawing among pre-entries held a maximum of two weeks prior to the event. At the discretion of the sponsoring club, the first drawing may include only NMA Enduro license holders, and out-of-state riders. All additional drawings will include both Enduro license holders and non-license holders. The top 10 riders from the previous season will be placed on separate minutes, unless entries are stapled together. When a second top ten rider is drawn to a specific minute, they will be placed on the next minute.

2C(2.2) A Route sheet shall be furnished to all riders not less than one hour before the start. It shall give the key time for the start and the key time for all Known Controls, as well as the exact mileage and schedule in miles per hour between such Controls. It must give the exact cumulative mileage from the start at major turns and direction of the turn. It shall also indicate by mileage an "official gas stop" as well as "gasoline available" points. It will give the exact mileage and key time for the point where the MPH average is changed, if so used during the course of the run. It will also list all resets.

2C(2.3) The point where the MPH average is changed must be on a "possible". Speeds will be set in whole miles per hour only. Speed changes and resets shall be posted on the course in a prominent manner.

2C(2.4) A dead engine start is required. A maximum of three riders may start per minute.

2C(2.5) The motorcycle shall cover the course by the power of the motor or the muscular energy of the rider. Towing, as well as organized road repair and service (except at scheduled control rest periods), is prohibited and violation shall result in disqualification. Riders may assist each other on any part of the course, except that a rider who ceases to be a contestant may not assist any other rider. Riders may receive physical or verbal assistance only from riders entered in the event or members of the sponsoring club. At gas checks, assistance from the rider's pit crew is permitted.

2C(3) Checkpoints

2C(3.1) Timed checkpoints must be set on "possibles," locations where an exact tenth of a mile falls on an exact minute (2C(1.4)).

2C(3.2) The first timed check will be beyond 2.9 miles from the start. All subsequent timed checks will be a minimum of 3 miles apart. Checking stations shall not be more than 40 miles apart. Timed secret or emergency checks shall not be less than two miles before or three miles beyond a gas stop. A minimum of three timed checks is required. For purposes of this rule, mileage resets (added mileage to give time) will be considered 'ground mileage' (official) and this mileage may be used in placing subsequent timed checks.

2C(3.3) Timed emergency and secret checks shall be combined, and in such case, only emergency markers will be displayed. Scores will be computed as though the checking stations were operated separately. Emergency checks may not be combined with known controls.

2C(3.4) Observed checks may be established on any part of the course irrespective of possibles.

2C(3.5) Checking stations will use the following flags, which shall measure a minimum of 18" x 18" and shall mark the exact point of timing.

Known Control	Yellow Flag
Observation Check	White Flag
Secret Check	Red/White diagonal flag
Emergency Check	Green/White diagonal flag
Start Control.....	Yellow/White diagonal flag

2C(3.6) A rider will be timed the instant the front wheel arrives opposite the marker or when the rider stops forward motion in attempting to delay arrival when in sight of or identifiable from a timed check. Checkers are not permitted to leave a checking station for the purpose of identifying riders. Putting a

foot down shall not indicate the point of timing but time will be taken if the rider zig-zags or paddles to stall for time.

2C(3.7) At each checkpoint, but in a position not visible until the rider has passed through the check, will be prominently displayed:

- Check number
- Key Time at the check
- Accumulated mileage from the start
- Speed for the following section

2C(3.8) All checking stations shall be opened thirty minutes before the due time of the first rider, and shall be open until 60 minutes and 59 seconds after the last rider shall have been due to arrive and depart. If more than 50% of the riders still in contention at the preceding checking station had reached a checking station that has been questioned, then the questioned checking station will be declared official. In the case of an Enduro that, because of adverse terrain conditions, has no finishers, the rider or riders that reach the farthest checkpoint within his time limit will be scored. If, because of unforeseen circumstances, a run is ended prior to the finish, then the last timed checking station used prior to the intended end of the run will be considered the end of the run, and scoring will be completed at that check.

2C(3.9) The finish point may be a KNOWN CONTROL, and if the scheduled GAS STOP is also a check point, it must be a KNOWN CONTROL. Final scoring may be a secret check prior to the finish point (starting point). The sponsoring club may or may not elect to have an observed check at the finish point if this option is used. However, these conditions must be spelled out on the route sheet so that all riders are informed.

2C(4) Scoring

2C(4.1) Each rider shall start with a score of zero, and each rider shall be scored on a points lost system. A rider's score will be equal to the total number of regular points lost at all timed checks. The best possible score is zero.

2C(4.2) Any rider whose time of arrival at a timed check is recorded as being within the 59 seconds after the even minute shall be recorded as arriving on the even minute.

2C(4.3) A rider shall be penalized two points for the first minute early, five points for each additional minute early, and one point for each minute late upon arrival at a secret or emergency check.

2C(4.4) If the start control is used as a timed check, a rider shall be penalized 1 point for every minute late in passing through the yellow/white flags at the start. A rider departing from the start before his scheduled time of departure shall be penalized 2 points for every minute ahead of scheduled time.

2C(4.5) If the sponsoring club elects to use a known control as a timed check, a rider shall lose one point for every minute late in arriving at that check. He shall lose no points for arriving early at a known control, unless he is early by more than 15 minutes, in which case he shall be disqualified.

2C(4.6) No penalty shall be recorded at an observation check. At any timed checking station, if a rider is more than 15 minutes ahead of his schedule at that point, or late in excess of 60 minutes 59 seconds at such point, or has cut the course, the rider shall be disqualified at that point. Disqualification for being early occurs at 15 minutes and 1 second early. Disqualification for being late occurs at 61:00 minutes.

2C(4.7) Tie scores shall be broken at one or more Emergency checks. Time is recorded at emergency checks in minutes and seconds, and a combined total emergency points lost is used to break tie scores. When a tie continues, the Emergency check closest to the end of the meet is used to break the tie. If the tie still exists, each preceding emergency check is compared until the tie is broken. If this fails to break the tie, or if the run ended prematurely before any emergency checks were reached, then the tie scores are compared to the last legal timed check, going from latest to earliest checks, and the first rider to score better at any check is declared the winner of the tie. If a tie still exists, duplicate points will be awarded. If duplicate points are awarded because of ties, points awarded to riders placing beneath the tied riders are based on the number of riders in that class. For example, two riders receive second place points because of a tie; the next placing rider receives fourth place points. Emergency points are calculated from the 30 second mark of the riders due minute. A zero score will be achieved by arriving at the 30 second mark of the rider's minute. A rider shall be penalized one emergency point for each second early or late at an emergency check.

2C(4.8) Scoring examples

RIDER'S DUE MINUTE	ACTUAL TIME ARRIVED	REGULAR POINTS LOST	EMERGENCY POINTS LOST
10:31	10:31:28	0	2
10:31	10:31:35	0	5
10:31	10:32:45	1	75
10:31	10:30:05	2	85
10:31	10:35:12	4	222

2C(4.9) In the event that fewer bikes finish an event than the percent of trophies advertised, trophies will be awarded on a "most checks, least penalty points" basis.

2D INTERNATIONAL SIX DAYS ENDURO (ISDE)

The concept of an ISDE (also called a Reliability Trial) is to measure the ability of the rider to maintain his machine during the period of time involved in the event, and to evaluate his riding capabilities through the special tests.

2D(1) Layout of the course

2D(1.1) The persons who actually lay out the course may be allowed to participate in the event. No one may participate in the event that has practiced on any of the special tests.

2D(1.2) Sponsoring clubs are required to provide a short course as well as a long course. Ideally, the long course would be 60 to 100 miles long, and the short course would be 40 to 60 miles long.

2D(1.3) The actual distance between Gas Stops or official Gas Available points shall not exceed 40 ground miles.

2D(1.4) Speeds need not be in whole miles per hour.

2D(2) Program

2D(2.1) A Route card shall be posted not less than one hour before the start. It shall give the key time for the start, as well as the key time and mileage for all known controls, or the interval distance and time between checks.

2D(2.2) Bikes may be impounded by the organizers. No bike may be impounded until after it has passed inspection. All bikes must be impounded by the impound deadline, which is 1 hour before the scheduled departure of the first rider. The impound area will be a restricted and secure area that is off limits to all riders, except when taking the bike into or out of the impound area. In particular, this means that a rider may do no maintenance to his bike in the impound area. Bikes may not be started in the impound area.

2D(2.3) When the machines are first impounded, the sponsoring club may elect to check and mark bike parts. The same marked parts must be used during the entire meet and will be checked at the final control. Parts marking will consist of marking both hubs, frame on the right-hand side of the steering head, crankcase, number plate, and muffler. If a muffler must be changed, an official of the meet will re-mark the muffler after performing a new sound test.

2D(2.4) Adjacent to the impound area shall be a roped-off area designated as the work area. Ten minutes before a rider's scheduled time of departure, he may claim his machine at the impound area and take it into the work area. In the work area, he may do any last minute maintenance. Outside help to the rider is limited to removal of caps and replenishment of air and fluids (radiator, oil, fuel, and bleeding brakes), handing of tools, cleaning goggles, and providing food and drink. Bikes may not be started in the work area.

2D(2.5) Once the rider has completed all last minute maintenance in the work area, he may take his bike from the work area to the starting area. He may not start his bike until his scheduled time of departure. He may not do any maintenance in the starting area. When his time of departure nears, he will push his bike to the starting line. Riders must arrive at the starting line on time and must start their machine and advance 66 feet under power during the 60 seconds of their starting minute. Penalties will be assessed as follows.

2D(2.6) Riders who arrive at the starting line prior to, or during, their originally scheduled time to start will be considered to have arrived at the start on time. When their time of departure occurs, according to the starter, the rider has 60 seconds to start his bike and advance 66 feet under power to the 66 foot line. Failure to do so will result in a 20 point penalty. If the engine does not start within his minute, he must push his bike beyond the 66 foot line (and out of the way of other riders) and may then start whenever he can. In this case the rider will keep his original rider number, and must make up for any time lost trying to get the bike started, because his due time at the next checkpoint is based on his time of arrival at the start.

2D(2.7) Riders who arrive at the starting line after the 60 second period containing their originally scheduled starting minute will be assessed a 60 point penalty per minute. At the start, the one minute arrival allowance will not apply. The minute in which the rider arrives at the start line will be considered the time of arrival at the start, designated as the "Adjusted Start Time". Furthermore, the due time of arrival at the next check must be adjusted, based on this time of arrival at the start, in accordance with the interval timing rules (the same as any other checkpoint). The rider then has until the end of that minute to start his bike and advance 66 feet under power. Failure to do so will result in a 20 point penalty. If the engine does not start by the end of this new starting minute, he must push his bike beyond the 66 foot line (and out of the way of other riders) and may then start whenever he can.

In this case the rider will maintain the "Adjusted Start Time" as described above, and must make up for any time lost trying to get the bike started, because his due time at a given checkpoint is always based on his time of arrival at the previous checkpoint.

2D(2.8) Starting positions will be determined by a drawing among pre-entries held a maximum of two weeks prior to the event. At the discretion of the sponsoring club, the first drawing may include only NMA Competition license holders, and out-of-state riders. All additional drawings will include both Competition License holders, and non-license holders. The top 10 riders from the previous season will be placed on separate minutes, unless entries are stapled together. When a second top ten rider is drawn to a specific minute, he will be placed on the next minute.

2D(2.9) The motorcycle shall cover the course by the power of the motor or the muscular energy of the rider. Towing, as well as organized road repair and service (except at scheduled control rest periods), is prohibited and violation shall result in disqualification. Riders may assist each other on any part of the course.

2D(2.10) Adding fuel, oil, or doing maintenance is only allowed at the following locations:

- 1) The work area before the start.
- 2) Between the white and yellow flags at a check
- 3) At a designated gas stop.

2D(3) Checking stations

2D(3.1) All checking stations shall be known controls.

2D(3.2) The distance between timed checks should not be less than six miles nor more than twenty five miles. There shall be a start check and a finish check for each loop where venues permit multiple loops of same or similar route. Observation checks may be placed on the course in secret locations to verify a rider has completed the course. Observation checks are not timed checking stations.

2D(3.3) All checking stations shall be opened thirty minutes before the due time of the first rider, and shall remain open at least until 60 minutes and 59 seconds after the last rider shall have been due to arrive and depart.

2D(3.4) The layout of a checking station is important. Two 18" x 18" white flags, placed on both sides of the trail, will be placed approximately 60 feet before the time line. The time line will be designated by two 18" x 18" yellow flags. Beyond the time line by 66 feet, and in a position clearly visible to all riders before they cross the time line, will be flipcards showing the official time at the scoring table. The official time may be displayed in terms of rider number of actual minute due, or actual time of day; whichever system is used must be announced at the rider's meeting. Only one system or the other may be used. A rider should not pass the yellow flags (time line) with his machine until his appropriate time appears on the flip cards. Once a rider passes the yellow flags with his bike, he may not go back and must proceed ahead and have his time card marked at the control table. A 60 point penalty will be assessed for stopping between the time line and flipcards/control table.

2D(3.5) The purpose of the white flags is to alert a rider to the fact that he is very near a check, and to slow down. Once past the white flags but before crossing the yellow time line, he may stop and examine the flip cards to see if he is on time. If he is early, he may rest, do machine maintenance, or fuel up, as long as he stays between the white and yellow flags. If he is on time or late, he should proceed past the yellow time line to have his scorecard marked; if maintenance or fuel is required, he may do it before leaving the checking area.

2D(3.6) Clocks and watches used at timed checks must be set with the Start/Finish clock on the morning of the event. At the conclusion of the event, these clocks and watches must be rechecked against the master clock. Any check clock that has varied 10 seconds or more will be cause to throw out that check. Event Master Time must be National Bureau of Standards Time (available from Time of Day announcement).

2D(4) Special tests

2D(4.1) A special test is designed to measure a rider's speed, and could be the most critical measurement in an event. There are two kinds of special tests: (1) a regular special test and (2) an acceleration special test. Practice in any special test is forbidden.

2D(4.2) A regular special test may be held on a motocross track, a grass track, or other section of the course. The basic outline for a regular special test is that it should neither be too difficult nor too dangerous. The beginning of a regular special test is referred to as the "check-in". It will be marked by two 18" x 18" blue flags. When a rider comes to the check-in, he will stop to allow his time to be recorded. It will be recorded to the next even 10 seconds. The rider will wait for the timekeeper to signal the arrival of that time, and may then begin. He will ride as fast as he safely can until he comes to the end of the special test, which is referred to as the "check-out". The check-out will also be marked by two 18" x 18" blue flags. The rider's time of passing through the check-out markers will be recorded to the nearest second. The sponsoring club should spell out at the riders meeting whether check-in and check-out times will be recorded on scorecards or on backup sheets. The rider's score for the regular special test will be based on the total number of seconds spent between the check-in and check-out.

2D(4.3) An acceleration special test is based on the time in seconds it takes the rider to accelerate, from a dead stop, over a distance of approximately 660 feet. His score will be recorded in seconds and tenths of seconds.

2D(4.4) A minimum of two special tests is required.

2D(5) Scoring

2D(5.1) Each section between time checks constitutes a time test in itself. Riders who do not respect the time permitted, including any arrival allowance if applicable, between one time check and the next, will be penalized 60 points per minute early or late arrival according to the check clock.

2D(5.2) Any rider crossing the time-line at a check within 59 seconds after the even minute shall be recorded as arriving on the even minute.

2D(5.3) A rider is permitted to cross the time line at any time check, other than the starting check, up to one full minute before or after his adjusted scheduled time of arrival, without penalty. This allowance is designed to cover time differences and is called "the arrival allowance". The actual time of crossing the time line at a time check, which will be recorded on each rider's score card, will be considered the starting time for the next section.

2D(5.4) Riders who arrive at a time check more than one minute before or after their adjusted scheduled time of arrival are penalized 60 points per minute in excess of the arrival allowance according to the actual time of arrival shown on their score card.

2D(5.5) A rider's final score equals the sum of all points lost as listed below:

Failing to meet the impound deadline	50
Working on bike in starting area before the start signal is given	60
Arriving at the start later than original time of departure (per minute)	60
Failing to start and advance 66 feet within 60 seconds	20
Early or late crossing of the time line at a checkpoint (per minute beyond the arrival allowance)	60
Stopping between the yellow flags and the control table at a time check	60
Regular special test (per second)	1
Acceleration special test (per second)	5

2D(5.7) No penalty shall be recorded at an observation check.

2D(5.8) If more than 50% of the riders still in contention at the proceeding checking station had reached a checking station that has been questioned, then the questioned checking station will be declared official. In the case of an event that, because of adverse terrain conditions, has no finishers, the rider or riders that reach the farthest check point within his/her time limit will be scored. If, because of unforeseen circumstances, a run is ended prior to the finish, then the last timed checking station used prior to the intended end of the run will be considered the end of the run, and scoring will be completed at that check.

2D(5.9) In the event that fewer bikes finish an event than the percent of trophies advertised, trophies will be awarded on a "most checks, least penalty points" basis.

2D(5.10) Results must be posted at least one-half hour before they become official. After the results are official, they may not be altered at a later date, except by the NMA Competition Committee.

2D(5.11) A rider will be disqualified for any of the following:

- (1) Smoking in work area or impound area
- (2) Smoking between white & yellow flags at a check**
- (3) Going backwards along the course
- (4) Behaving contrary to the sporting code**
- (5) Fueling outside of official areas, or carrying fuel outside of the fuel tank.
- (6) Using extraneous motive power
- (7) Accepting outside assistance
- (8) Driving outside the course
- (9) Receiving a moving traffic citation
- (10) Not handing in the time card at the end of the run
- (11) Altering the time card
- (12) Being late by more than 60 minutes and 59 seconds to a timed check (based on original scheduled start time)
- (13) Missing a timed check or an observation check
- (14) Practicing on the course or on a special test
- (15) Greater engine capacity than allowed in the class
- (16) Willfully damaging private property**
- (17) Altering the markings of the course **

- (18) Tearing down arrows **
- (19) Missing any marked parts.
- (20) Starting the engine in the impound area, work area, or starting area before the starting signal is given.
- (21) Being accompanied by another rider.
- (22) Not observing the marked course
- (23) Not observing traffic regulations
- (24) Missing a time check or route check

** Indicates this rule is not found in AMA

2D(6) Scoring examples

FROM START TO CHECK #1 Rider Number	110	210	310
Starting Time	7:10	7:10	7:10
Prescribed Running Time start to CK #1	50	50	50
Scheduled time of arrival at check #1	8:00	8:00	8:00
Actual time of arrival at check #1	8:00	8:01	8:03
Minutes early or late at check #1	0	1	3
Arrival allowance	N/A	1	1
Minutes early or late in excess of arrival allowance	0	0	2
Points lost at check #1	0	0	120

2D(7) Event awards

2D(7.1) Gold Medals may be awarded to riders whose total number of points do not exceed 10% of the number of points achieved by the first (winning) rider of that class.

2D(7.2) Silver Medals may be awarded to rider whose total number of points do not exceed 40 % of the number of points received by the first rider of that class.

2D(7.3) Bronze Medals may be awarded to all other riders who finish within their hour late allowance.

2D(7.4) The actual breakdown of gold, silver, and bronze is at the discretion of the sponsoring club.

PART 3

OFF-ROAD SERIES

The NMA Off-Road Series is composed of motorcycle events in any of the following categories: Hare Scrambles, Grand Prix, Desert, and Hare and Hound.

3A EVENTS PER LOCATION AND PER CLUB

In the Off-Road Series, there shall be no more than two events per venue (location, track, facility, etc.) per season. A single organizing shall host no more than 3 events per NMA series, except with approval from the Competition Committee.

3B RESERVED

3C HARE SCRAMBLES

3C(1) Layout of the course

3C(1.1) A Hare Scrambles is a meet conducted over a closed course consisting of trails, footpaths, hills or any other type of terrain that can be negotiated by a motorcycle. The course should be between two-and-one-half miles and forty miles in length. The winner shall ride the most laps in a given time and finish ahead of competitors on the same lap.

3C(1.2) Sponsoring clubs are required to provide a short course as well as a long course, based on the race's elapsed time or lap count. There may be additional sections utilized for the long course.

3C(1.3) If a race's length is determined by elapsed time, the short course must be at least 1.25 hours long, and no longer than 2 hours, as measured from the time the first wave starts to the time the course is closed at the scoring checkpoint. The long course must be at least 2 hours, and no longer than 3 hours.

3C(1.4) If a race's length is determined by lap count, this information must be clearly presented at the riders meeting. The lap count to be used should be based on attempting to achieve the short and long course elapsed times from 3C(1.3)

3C(1.5) Gas checks are not required. A pit area must be designated. If the pit row lane is "hot", part of the race course, that information must be clearly presented at the riders meeting. If a separate pit row lane is provided, speed is to be limited by the promoting club. That speed and the penalty for exceeding it must be clearly presented at the riders meeting.

3C(2) Program

3C(2.1) Persons who have knowledge of the check locations that is not made available to all riders before the event begins are prohibited from participation. Practice on the course shall be allowed only during the times specified by the sponsoring club. NMA Rules do not prohibit long course racers from also racing short course (e.g., in Sportsman Class) though no points are awarded except in the registered class for the season. This is not considered unfair pre-riding because all racers have the same opportunity.

3C(2.2) Starts may be live or dead engine at the promoter's option. Starts are to be done in waves, with a minimum of one if the facility supports this. If there is more than one start wave, the class priority is given below. Classes may be combined as entry numbers and the facility allow, as long as the priority

structure is maintained (a lower priority class must not start in a wave ahead of any higher priority class). For class starting priority in Off-Road events, see Table 1B.

3C(2.3) If the event has multiple start lines (waves), it is the rider's sole responsibility to make sure they are in the correct start line. If a rider starts on a higher priority line (before they should have) they are subject to a one-lap penalty.

3C(3) Scoring

3C(3.1) Clubs are encouraged to use plastic, nylon, or vinyl punch cards for scoring. Bar code or RFID systems are also accepted, though barcodes are discouraged in muddy conditions. Electronic systems should have some alternative backup scoring.

3C(3.2) The scoring checkpoint should be placed as close as possible to the end of a complete course loop in reference to the starting grid, it may be necessary to pass the riders through the scoring checkpoint without stopping to be scored as part of the first loop. If so, this information must be clearly presented at the riders meeting. Unless otherwise instructed by the referee, all riders must come to a complete stop to be scored at the scoring station. This should be stressed at the riders' meeting. It is always the responsibility of the rider to ensure that he is properly scored at each check point.

3C(3.3) If necessary, due to the length or layout of the course, one or more observation checks should be established to eliminate the possibility of course cutting.

3C(3.4) Whether the short and long courses are determined by elapsed time or lap count, there shall be a clearly delineated finish line. There shall be a safe run-out past this finish line, and a clearly marked route from the finish line/run-out area to the scoring line. The scoring line must not impede the safe run-out area. The promoting club will have an official at the finish line to identify finish order in close racing situations. The sponsoring club must take steps to ensure riders approaching the finish line "hot", whether racing for position or solo, will not be at risk of racing into any line of riders waiting to pass through the scoring checkpoint.. A "moving" finish line, as driven by a growing final scoring checkpoint line, is not permitted. This rule is intended to create a safe layout for competitors racing to the finish line.

3C(3.5) A rider must finish the event to be eligible for points and awards. In order to be considered a finisher, a rider must complete at least 50% of the laps of the winner of his/her class and they must take the checkered flag, except Masters and Women C.

3C(3.6) Once the checkered flag is given, riders still out on the course will be given a reasonable amount of time to finish their final lap. The amount of time will vary depending on the length and layout of the course.

PART 4

ARROWING GUIDELINES, COMMON TO THE ENDURO AND OFF-ROAD SERIES

4A INTRODUCTION

The following arrowing guidelines are intended only as a reference to be used in marking and identifying a course. They are provided as part of an effort to have events arrowed in a uniform manner and to provide reasonable guidelines as to the extent of marking a course. Because these are only intended as a guide, it is not mandatory that the following procedures be followed, and for that reason no protest will be heard based on a complaint of non-conformance with the following arrowing guidelines. Besides course identification, the promoting club should consider the safety aspects of excellent course marking.

4B GENERAL

It is desirable that 2 markers should be placed at turns, and major turns should be identified by mileage to conform to the route card in Enduros. It is also desirable that not less than one marker should be placed every 1/2 mile along the course. Where a dangerous condition exists, danger markers should be posted far enough in advance of the hazard to allow the fastest riders sufficient warning to stop. The promoting club should attempt to use only one color arrow for a course, or may choose to use different colors to designate short and long course splits.

4C MARKING TURNS

4C(1) A single "Get Ready to Turn Arrow" pointing down at a 45 degree angle should be placed in the direction of the turn approximately 100 feet before all turns. This arrow alerts the rider that a turn is approaching and enables him to get ready for the turn.

4C(2) Two arrows should be posted at the exact location of the turn. They should point horizontally to the left or right. These are the actual "Turn Arrows." If this turn is one with the mileage designated on the route sheet, the mileage should be posted either directly on one of these arrows in black magic markers, or should be posted on a separate card directly above or below the turn arrows

4C(3) The "First Confidence Arrow" should be posted immediately after each turn (approximately 50 feet) to assure the rider he is on the course. This arrow should be visible to a rider in the intersection. The absence of this "first confidence arrow" is an immediate tip that you may be off course.

4C(4) The "Second Confidence Arrow" should be posted just out of sight of a rider in the intersection. This marker will help foil vandals who remove turn markers.

4C(5) Placement of "Wrong Way Markers" is critical. A wrong way marker should be visible to a rider in the intersection. But, if placed too near an intersection they are easily missed because the rider's attention is devoted to avoiding collisions at trail and road intersections. They must be placed where a rider's attention is again on the course and watching for "confidence arrows" or other subsequent markers. Wrong way markers should be placed at all wrong directions at all intersections. These are intended to prevent riders from completely leaving the course and getting lost.

4C(6) "Danger Markers" should be posted 50 feet before the danger, or further when speeds are higher. A second danger marker should be posted at the danger, and one arrow should be posted where the

danger has passed. Ribbon may also be used to direct a rider away from a specific danger. The types of danger markings used must be clearly announced at the riders meeting.

4C(7.1) "General Progress Arrows" should be stapled straight up and down if the trail goes straight. They should be slanted slightly if the trail bends to the left or right. When the course follows one trail or a road for a long distance, it is important that General Progress Arrows be placed not more than 1/2 mile apart. These arrows serve as confidence arrows.

4C(7.2) Three arrows should be used if the trail makes a "U turn."

4C(8) An arrow should be visible at each branch in a trail, all trail intersections, and from all road intersections. Every time the trail goes past a branching trail or crosses a road, an arrow should be visible to a rider stopped at the fork in the trail.

4C(9) Where appropriate, mileage at all turns should be listed on the route sheet (Jart Chart). This greatly assists the rider to stay on the course, even when arrows are down or tampered with.

4C(10) Blank

4C(11) Blank.

4C(12) Blank

4C(13) Markers should be placed where the rider's attention is focused. For example, in a bend to the left, the arrow should be placed on the right (the outside of the bend). Arrows should be placed slightly above eye level, preferably just out of reach to a person sitting on a tall bike.

PART 5

TRIAL SERIES

Adapted from Pacific Northwest Trial Association (PNTA) rules as implemented by Puget Sound Trialers. Scoring based on Fédération Internationale de Motocyclisme (FIM) rules. See PART 1 for general rules that apply to all NMA-sanctioned competition series.

1. Definition: An Observed Trial is conducted over a course consisting of a series of observed sections that contain natural obstacles such as rocks, logs, water, mud, etc. The object is to ride a motorcycle, within the given overall time limit, through each of the sections while losing as few points as possible.

2. Membership: Anyone may compete in an NMA-sanctioned event, however, current NMA membership and Competition License are required to compete in the Trial Series for season points (see 1A(2)).

3. Classes: Riders are responsible for entry in a class appropriate to their skill level and must compete in the same class throughout the season to obtain points in the NMA Trial Series (see 1B(15)). The Trial Marshal (or Clerk of the Course), along with the officers of the hosting club, PNTA, and NMA, reserve the right to re-class a rider, if the rider has entered a class inappropriate to the rider's skill level. The Trial Marshal will discuss the entry with the rider prior to re-classing an entry. If an NMA rider changes class mid-season, even with the permission of the Competition Committee, they will lose all points in the previous class and receive 10 points or last place, whichever is less, for all events rode (see 1F(12)).

Expert: This class is open to any rider of Advanced or Expert skill level. The Expert class will ride a combination of approximately 30% Championship sections and 70% Advanced sections. There will be no new lines for this class. The Expert class will ride either the Championship or Advanced lines. This will be designated by a card at the start gate indicating either: E = C or E = A. Note that Championship Class is not sanctioned by NMA and may or may not be offered by the organizer.

Expert Support: This class rides a combination of Expert and Advanced lines, as indicated by section splits.

Advanced: The Advanced class is open to all riders of advanced skill level. Advanced section splits will be designated with "A".

Senior Intermediate: The Senior Intermediate class is open to riders of Intermediate or higher skill level, regardless of age. The Senior Intermediate class will ride the same line as the Intermediate class with some Senior Intermediate only splits.

Intermediate: The Intermediate class is for riders who have a good start on their skill development. They are more proficient than Novices, but not ready to tackle the more difficult terrain challenges of the Advanced class. The rider understands the sport and is developing the basic trials skills.

Novice: The Novice class is open to all riders who are in the earliest stage of development.

Little Wheels: The Little Wheels class is open to riders 13 and under (on the last event of the series ridden for points). Any trials bike may be used of any displacement, as well as small-wheel trail bikes 150cc or less.

The Expert, Expert Support, and Advanced classes will ride the same loop, with the same time limit. An unlimited number of split lines may be included in all sections. This is often referred to as the afternoon (PM) loop.

The Intermediate, Senior Intermediate, and Novice classes will ride the same loop, with the same time limit. All three classes will ride the same sections, with unlimited number of split lines. The Trial Marshal may designate a section for an individual class only. This loop is often referred to as the morning (AM) loop. The Little Wheel Class may ride a different loop as determined by the Trial Marshal.

Each class must ride the appropriate loop and their designated line, as indicated by the split markers for their class.

4. Rider Requirements: a) It is the rider's responsibility to provide and wear suitable riding clothing and foot protection. b) DOT, or Snell 85, 90, 95 or other approved helmet is required to be worn. c) It is the rider's responsibility to see that their scorecard is properly marked (punched) and turned in on time. Lost scorecards will result in disqualification. d) It is the rider's responsibility to volunteer to observe a section, and to make themselves available to the sign up personnel to observe, and if not, their results for that event will not be counted in the series.

5. Machine Requirements: Events are to be run without regard to displacement. All motorcycles must be rear wheel drive only and use a trials universal type tire that is commercially available to the public. All motorcycles must have functioning front and rear brakes prior to the event. Approved spark arresters may be required in some locations. It is recommended, but not required, to have a PNTA number plate, if applicable, or a class designation on a number plate visible to the observer. A rider may change his machine during an event if his machine fails. NMA, the Pacific Northwest Trials Association and the hosting organization do not inspect or verify the condition of motorcycles, clothing or other riding gear or accessories used in NMA-sanctioned events.

6. Course Requirements: The course may consist of any number of sections laid out in a loop. The course shall be marked with bright tape and/or arrows. When there is a turn, arrows should be used. Caution or danger must be marked by an "X". The course must be modified for each class as described in Section 3, above.

7. Section Requirements: Sections should be made up of natural obstacles such as rocks, logs, water, mud, etc. Wherever possible, natural boundaries such as creek banks should be used, but when a section deviates from natural boundaries, tape must be used. A section begins with two "Start" or "In" cards forming a gate. The sections progress through gates of three (3) feet minimum width marked with red on the right and blue on the left. 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 two "End", "Finish" or "Out" cards marks the end of a section.

When section splits are used, the splits must be clearly marked indicating the direction each class is to use. When the center split boundary is common to all classes and a single marker is not sufficient to indicate that boundary, the use of a brightly colored ribbon other than red or blue shall be used to mark the split, in addition to regular split markers. All split section markers will be considered official section markers. Markers should be below foot peg height to avoid the machine snagging the marker. It is of particular importance that start and end markers be placed upright rather than lying flat on the ground.

Sections are to be separately numbered and ridden in designated order only. No section may be ridden more than once per lap (loop).

Practice in any of the ribboned sections before or during the event will result in exclusion of the rider from the trial. Riders may stop and inspect sections on foot prior to riding for score, providing their machine is parked off of the course.

The observed 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 hazardous.

No section shall be used that has not been test ridden a minimum of five times by either the Trial Marshal or his/her designee to determine layout, deterioration or weather will not render the section too difficult 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 Trial Marshal or his/her designee. In cases when part of the field have ridden a section before it has been closed, the scores for those riders must be deleted.

A long observed section may be subdivided into two sub-sections. Each subsection must be marked and numbered as a separate section. If it is the intent of the organizers for the sub-section to be ridden non-stop, the transition gate between sub-sections must be marked by "Start" and "End" cards both on the right and the left. Neutral zones between sub-sections must be at least twelve (12) feet in length and clearly marked as a neutral zone. A rider having completed a sub-section may stop in the neutral zone; however, the rider must not loiter, back into the previous section for an advantageous start, or leave his/her machine or a penalty of five (5) points will be given for the next section and be counted for his/her ride in that section. Scorers should keep at least one (1) rider in the neutral zone at all times to avoid bottlenecks. Continuous sections must be used judiciously, if at all, since they are an almost inevitable source of bottlenecks.

8. Starting Order: The Trial Marshal will decide the starting order for all classes by random drawing. Typically, the Novice, Intermediate, and Senior Intermediate classes ride in the morning (AM). Expert, Expert Support, and Advanced classes ride in the afternoon (PM). A staggered start method is to be used for all classes. The Trial Marshal may elect to "time out" riders on one-minute intervals, by class. Little Wheels Class might ride the AM loop with splits or, more often, a different loop close to the staging area.

9. Time Limits: A time limit for each rider to complete the course must be set. The start and finish time shall be time checks. There is no mechanism for extending the time limit once the event is started. The time limit for the event will be posted by the Race Marshal at sign up.

After the time limit, the rider may arrive late but penalty marks will be added for arrival at the finish check after scheduled time at the rate of 0.5 (1/2 point) per minute. Any rider turning in his scorecard later than thirty (30) minutes after his/her scheduled time shall be disqualified.

Time limits may be calculated with the following formula: Allow five (5) minutes for each section on the first lap and three (3) minutes for each section on each additional lap, then add the time required to ride the loop times the number of laps and add sixty (60) minutes.

For example: 20 sections, 3 laps, 60 minutes required to ride the loop once; $20 \times 5 + 20 \times 3 + 20 \times 3 + 60 + 60 + 60 + 60 = 460$ minutes (divided by 60 = 7.66 hrs), round to 7.5 hours. Time shall be kept by a

designated official clock, preferably digital, so that a rider's finish time includes all of the finishing minute, e.g. if a finishing time is 4:31 pm, that minute holds until the clock records 4:32 pm.

10. Scoring: The checking official 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 observer at the end of the section. Ideally, observers are not changed during the event to insure consistency of scoring. Where group check is required (e.g., to expedite the event because of limited daylight), the Trial Marshal shall select the riders in each group. Any disputes related to group check or other aspects of scoring will be resolved by the Trial Marshal on the day of the event. The NMA Competition Committee will generally defer to the sponsoring organization and will not hear protests on matters of scoring.

Scoring shall start when the front axle passes the start markers and stops when the front axle passes the end markers (front axle in, front axle out). The competitors will carry punch- type scorecards. The rider shall be penalized only for the error he/she commits that carries the greatest number of penalty points. That is, penalties in any given observed section shall not be cumulative except for the first three (3) dabs. To obtain the final score, points lost on time and points lost on observation are added.

Table 5. Scores will be based on the following system. This is in summary only. Observers should refer to the official FIM rules for details.

Error	Penalty
Clean	0
Footing Once	1
Footing Twice	2
Footing more than Twice	3
Stopping without Footing	0
Footing once while Stopped	1
Footing twice while Stopped	2
Moving backwards (to gain advantage)	5
Moving either wheel to the side without forward motion	0
Failure	5

a. Definitions: Clean _ no error to incur penalty points. 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 of the boundary. Foot Rotation counts as one (1) point. Sliding a foot counts as three (3) points. Both feet placed on the ground simultaneously counts as two (2) points.

b. Failures: Out of Bounds _ competitors may ride where they choose, where boundaries are not marked or stated, but may not cross their own tracks except where required or permitted by the Trial Marshal. Line of Sight, line of intent, bike length deviation from line of site, and other unmarked boundaries between gates are specifically prohibited from being used as a boundary rule. When a gate 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 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 five (5). Front Axle not passing through the end gate is a five (5). Any displacement of markers with the machine requiring that they be reset, i.e., breaking or knocking down. Touching a boundary is not a disturbance. Dismounting - both feet involving

footing on the same side of the motorcycle or ahead of the front axle or behind the rear wheel. The handlebar of the motorcycle touching the ground is a failure (5). Footing, while stationary without having both hands on the handlebars is a five (5). If the engine stops while the rider is footing, or while any part of the machine (except tires) touches the ground is a five (5). No outside assistance is permitted in a section unless the rider is physically unable to remove his/her machine from the section without help. Any area outside of the section is a free zone in which unlimited outside assistance is permitted. If a rider receives outside assistance in a section, he/she shall receive a five (5) for that ride.

c. Other Penalties: A rider may report to the observer and receive a five (5) for that section, even though he/she does not attempt it. If a rider Misses a Section or does not report to the observer, then he/she received a ten (10). If blank or unmarked spaces on the scorecard exceed 10% of designated rides, the rider will be considered a non-finisher. A rider should not alter the Section while walking it, e.g., moving rocks, making a path with feet, etc. The penalty for altering the section at any time other than during the scored ride is a five (5) for that ride. Unsportsmanlike conduct or offensive behavior can result in disqualification (see also PART 1).

d. Protests

Obstruction is deemed to have occurred when a rider, attempting a section is prevented from completing a bona-fide attempt due to some unauthorized obstruction. If a rider claims obstruction the section observers decision as to whether a re-ride is permitted is final. Should a re-ride be granted the section shall be observed from the point of obstruction onwards and any points lost prior to the point of the obstruction of the original attempt 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 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.

No rider or minder may protest or attempt to influence another rider's score. Any rider may make a Protest to the Referee regarding any matter relating to the event. These protests must be in writing. Only the rider can protest a penalty. Protests must be filed with the Trial Marshal not later than 30 minutes after the results have been posted. Decisions of each protest will be decided by a vote of arbitrators potentially consisting of NMA or PNTA officers and one officer or representative of each competing club, if available. A vote of three (3) or more is required to resolve the protest. The Trial Marshal will have the deciding vote if the protest is unresolved.

e. Ties: 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, 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 rider with the fastest overall time will win. In the case of a tie of overall season points at the end of the series, 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 riders competed against each other will be used. If the riders did not ride the same events and are tied, then the rider in the event with the largest entry, meaning he beat more competitors, will win.

f. Championship season points for the NMA Trial Series shall be awarded according to standard NMA Competition Series rules (1F(2)).

Event throwaways and number of events required to qualify for series points will be the same as for the Enduro and Off-Road series. See 1F(4) and (5).

g. Trial Marshals who do not ride their own events will be awarded points for that event, equal to their average of championship points for the other PNTA events they ride that season. Trial Marshals, or riders that are part of the "wheels in" crew responsible for pre riding the sections cannot ride their own event.

11. Awards: The hosting club will be responsible for providing awards/trophies for the event they organize. NMA will be responsible for providing the overall series awards for all riders who qualify.

12. Official Results: Computer results are the official results.

13. Supplementary Regulations: Supplementary regulations are special rules or requirements that will be in force for a trial. The governing rules and supplementary regulations together inform the rider of everything he/she needs to know to compete. Riders' meetings may be used to transmit the information contained in the supplementary regulations. The number of observed sections, number of loops, time limit and the start time must be announced in the supplementary regulations.

14. Officials: The Trial Marshal is in charge of the course and sections. It is his/her responsibility and authority to interpret the governing rules and to develop the supplementary regulations. The protest jury is described in section 10d. The hosting club shall provide one or more experienced people to act as Course Stewards. The stewards' responsibility is to ensure the course and sections are safe and rideable for each class.

Updates:

DATE:	DESCRIPTION:
2/1/2009	1B(1) Class changes, Only 1 Womens class, Sportsman to qualify for year end awards.
10/3/2009	1A(12) No refueling while engine is running.
11/2/2009	1A(6) Sportsmanship of riders and crew members. 1B(1) Rider Classification, Class letter designators, 1B(13) Bumping riders out of A, B and C classes 1B(14) Numbers displayed on bikes 1F(5) Year End Scored Events 1F(5) Minimum Events to Qualify for Season Awards 1F(6) Work Points 1F(14) Calculate Year End Total Points
11/23/09	1E(14) Event Flyer's shall include all NMA Sanctioned sponsors
11/23/09	2D ISDE Move to Enduro Series
1/19/2011	1B(1) 15 and Under age clarification
1/19/2011	1B(12) 15 and Under age clarification
1/19/2011	1D(1) Protest period for time frame in posting results. 4 Hour Rule.
3/20/2011	1A(7) Riders must remain within 20 feet of course arrow or ribbon.
3/20/2011	1B(1) Rider Classification: Penalty for not displaying class letter designator.
3/20/2011	1B(2) AA riders for Off Road Series comprised of top ten riders. Promotional points system changed.
3/20/2011	1B(15) and 1F(14) Once a rider has registered for a class he must ride this class all season. If the rider changes classes without Competition Committee approval, the rider shall not be scored in the new class.
11/29/11	1B(5) Vet B rides Long Course
11/29/11	3C(2.2) Start order change for Long Course
11/30/12	1B(5, 6, 7) Age Description change for Vet, Senior and Super Senior
11/30/12	1B(1) Letter Designator size change to 2" minimum all classes
2/4/14	2D(3.2) Timed checking station distances expanded, Observation checks allowed.
2/4/14	2B Enduro Scramble / Sprint Enduro Rules adopted.
12/23/16	Women Class separated into Women A/B and Women C Clarification of class bumps and AA promotion Trial Series added, PART 5
2/28/18	1A(10) Written "Riders Meeting" recommended 1B(3, 9) Changed 200 classes to 250 2 and 4 stroke, eliminate 200 B from Enduro Series 1B(11) Women A/B changed to Women Expert 1C(6) Minimum front wheel 17" (Enduro and Off-Road series only) 1E(13) Checkered flag at or before a single-lane finish checkpoint (O-R only)