

North Eastern Oklahoma Trials Team



Club Manual and Rulebook

2008

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Overview

In Observed Trials, Motorcycle competitors ride through a number of marked sections of difficult terrain while being “observed”. The riders are penalized points by the “Observer” for particular infractions such as loss of balance requiring additional support, infractions of boundaries, possibly

time allotments and other various requirements. Riders ride one at a time over terrain that is matched to their skill level, and the rider with the fewest points wins. The Trials motorcycle is especially designed for this sport and feature very light weight, precise balance and controls, and engines with an abundance of torque at lower Rpm's.

The Riding Club

The North Eastern Oklahoma Trials Team (NEOTT) is an organization of approximately 55 members and their families. Formed back in the late 1960's NEOTT usually promotes around 10 to 12 events a year including the nationally known "Octoberfest" a two day event held in October which has attracted some of the best riders in the nation and has received national attention on television and in trials sport publications.

The Steering Committee

NEOTT elects 5 (five) Steering Committee members at the January awards banquet and meeting for a 1 (one)-year term and then the steering committee nominates 5 (five) club members to serve as non voting advisors or representatives. The Steering Committee also elects one committee member to serve as Chairman to facilitate meetings and coordinate committee assignments. The following areas of responsibility are divided between committee members as needed:

Chairman - Responsible for the overall club activities and events, represent Club at official functions, delegation of club responsibilities as needed, and holding and presiding at Committee meetings as needed.

Financial Officer – Responsible for the management of the NEOTT account and all financial transactions of the Club, including payment of all land use fees, permit fees, advertising accounts, insurance premiums, rental or lease payments, trophy or awards accounts, and all miscellaneous debts. Collection of member dues, signup fees, land use fees and any other club income. Responsible for the preparation of a financial statement at least annually for presentation to the club and for club record. Also responsible for bringing the signup cash box with proper change to the events and collection of it after signup

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Secretary – Responsible for recording NEOTT event results, scoring of Club Championship Points, recording minutes of Club meetings, sending event results to the Club Webmaster and outside publications for posting, safe keeping of Club records and important papers, permits, event scoring sheets, rider releases, etc. Works with Webmaster to ensure information is sent out to club members.

Sponsorship Coordinator – Responsible for negotiating with and serving as liaison to outside sponsors for the Club and for individual events or circumstances. Also responsible for maintaining Club awareness and compliance with sponsors requirements and needs. Also working with the Webmaster and Trialsmasters to ensure that all requirements such as advertisements, etc are in place and consideration given to satisfying contractual needs with advertisers, sponsors, sport publications, etc.

Equipment Coordinator - Responsible for all Club owned equipment such as staple guns, tree trimmers, event signs, first aid supplies, etc and to ensure equipment is available for use as needed. Also to see that the Trialsmasters boxes are restocked and supplied to event

trialsmasters as needed.

Membership Coordinator – Responsible for enrollment and orientation of new members, distribution of new member number plates, mentoring of first time riders as needed. Training of new Trialsmasters about signup to ensure signup activities go smoothly with the required paperwork completed.

Other Officers

NEOTT has other officers that provide vital services to the Club but are advisory in nature and do not vote in steering committee meetings.

Webmaster – Responsible for the Club website at www.neott.com. The website contains current news about past and future events, schedules, driving directions, Club Points Standings. Works with Trialsmasters to produce event flyers, Emailing of club news to members and vendors.

Safety Coordinator – Responsible for overseeing the safety conditions of an event as needed or requested by any Trialsmaster or rider that feel that conditions might be unsafe for riders or spectators. Enforcement of club safety rules such as pit speeds, helmet rules, etc as needed.

All of these duties are general in nature and maybe shared, reassigned or delegated to other members as personnel availability, volunteer abilities and time requires so as to ensure the smooth running of club events and business matters.

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Steering Committee Meetings

NEOTT will have quarterly Steering Committee meetings that are open to all members and will be announced on the website as to time and place at least one week in advance. The Chairman will call for interim meetings as needed at the riders meeting of an event to be held at the conclusion of the event. All votes are decided on a majority basis. Any member concerns should be addressed to any Committee or advisory member in advance of the quarterly meetings so as to allow the addition to the meeting agenda.

Membership and Dues

NEOTT annual dues are \$30.00 per family per year to be paid prior to the event you wish to receive Club Points in or at the First event of the year. You must be a NEOTT member to receive Club Championship Points. This membership includes a class number plate to the First time member with subsequent plates as desired to be bought at current cost, rulebook, membership card, eligibility for Club Championship Awards, and access to any riding areas controlled by NEOTT

Rulebook

The rulebook will be available in paper form at the Annual Banquet and at the first event of the season. Additional copies will be available for new riders when they join NEOTT. As this document is dynamic, distributing the latest paper copy for every change is not feasible. The latest version will be available on the Internet site www.neott.com. The Secretary with Steering

Committee approval will update the rulebook every year in December.

Copies of the rulebook will reside in the Trialsmaster boxes and in possession of each Steering Committee member

Annual Banquet

The annual awards banquet shall be held to award series finalists, elect the next year's Committee, and solicit Trialsmasters for the upcoming year. Awards cost and any NEOTT subsidy for the banquet will be determined by the Committee. Funding sources will include advertising revenues, club dues, gate fees, rider entry fees, and any other sources. End of the year balance after the banquet has to be adequate to host the first event of the new year.

Although the election takes place at the banquet, before the February event, the first event is the responsibility of the old Committee. This allows the new Committee to transition in as smoothly as possible.

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Trials Events

Events will be held the fourth Sunday of each month unless otherwise approved by the Steering Committee. Exceptions may be the annual two-day events (Octobertest weekends), holidays (usually Easter). Our season starts in January and ends in December.

Entry Fees

Entry fees for riders will be \$5.00 for Cadet Class, \$20.00 for Club members, \$25.00 for non-club members plus any land fees imposed by land owners or governing bodies on all normal club events. For the two-day events entries will be determined by the Trialsmasters and Steering Committee and announced prior to the event based on conditions and requirements at the time. Riders participating in their first ever trials (Excluding Octobertest events) should make this known to the Trialsmaster or signup crew to be allowed a Free ride to help introduce them to the sport.

Number of Sections

A NEOTT trials event will generally consist of three loops of 6 to 10 sections, with 8 sections being generally preferred. But the Trialsmasters should take into consideration time constraints, weather, daylight hours, number of scorers available, length and difficulty of the loop, etc before setting the final number to be announced at the riders meeting. On two-day events the first day should be at 10 sections with the second day to have a shorter loop and fewer sections so as to allow riders to leave at a decent hour.

Classes

Riders are generally split into two groups based on ability. " Morning classes" shall consist of Cadet, Rookie, Novice, Amateur, Senior Amateur and possible Women's, and Vintage classes should there be a demand. The "Afternoon " classes will be made up of Intermediate, Expert, Senior Experts, Master and Pros if needed. Riders assign themselves to a class based on their own estimation of their skill levels with advice freely available from the membership coordinator if

needed. We rely on an honor system with the riders choosing their class based on their own skills and results so as to prevent “cherry picking “ of classes. The exception being Senior classes that are setup for riders 40 yrs old and older to ride as long as they choose based on their skills and desires.

Club Points for Class Championship

In order to qualify for Club Championship points you must be a current member of NEOTT and club dues must have been paid prior to any event you wish to receive Championship points for. All club members regardless of state of residency can qualify for points.

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Club Points Cont.;

All points are accumulated during the course of one calendar year (Jan-Dec) and the Committee Secretary is in charge of points record keeping.

All riders eligible for points will accumulate points in only one class at a time. If you change classes ,you will only be allowed to use one class for Club Series Championship.

The Championship will use the best 10 of 12 event points to total.

A rider has to attend a minimum of 4 events per class to qualify for that class points.

Riders must have either been a Trialsmaster, Assistant Trialsmaster, or assisted in the running (signup, Section layout, workdays for future events, etc) of an event to qualify. The Membership Coordinator being in charge of recordkeeping of volunteers work.

Trialsmaster and Assistants will receive first place points for their trial in lieu of being able to ride for one trial event only. Assistant Trialsmasters can receive 5 pts per event worked if event is not also ridden by the Assistant

Points are awarded as follows:

1 st place	30 pts
2 nd place	25 pts
3 rd place	21 pts
4 th place	18 pts
5 th place	16 pts
6 th place	15 pts
7 th place	14 pts
8 th place	13 pts
9 th place	12 pts
10 th place	11 pts

If more then 20 place then fractional points will be awarded

Event finishes are compressed to only Club members for points places, i.e. (Club member John Doe finishes 2nd and Steve Doe finishes 4th at the event, all other placings are non-members, John will receive 1st place points and Steve will receive 2nd place points, etc).

In the event of a tie the total points for the year will be counted, if still in a tie situation, a head to head competition will be arranged to determine Club Champion.

The Trials Motorcycle

Riders may enter any size or age trials motorcycle in any class except vintage which is limited to pre 1984 dualshocked, air cooled, drum braked machine. All machines must be in safe working order and equipped with a good muffler and trials type block pattern tire. It is recommended that the front numberplate has the rider’s name and class displayed and be readable by the observer. NEOTT has a number plate design for club members which incorporates the riders name, NEOTT insignia and class designation by print and color stripe. The Club approved color stripe designation is as follows; Rookie – Purple, Novice – Orange, Amateur - Green, Senior Amateur – Blue,

Intermediate – Yellow, Senior Expert – White, Expert – Red, Master – Black. The rider's name will be in black and the class designations will be in black or white to contrast the color stripe used. The first three class places may have a large number denoting last years placing if there are more then one number in as class (as in a rider moving up a class then a 1" letter denoting the previous class will be added)

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Signup & Riders Meeting

Signup for the event will begin no less then one hour prior to the published start time. A riders meeting shall be held to begin the event, at which the Trialsmaster will announce the number of sections, number of loops, course layout, danger areas, time limits and other pertinent information.

Observers

Observers should be selected from riders who have a good understanding of trials rules and scoring and who will be able to score sections without unnecessary hardship or risk. Observers should be instructed on the location and number of their section, procedure for notifying the Trialsmaster of problems (i.e. injury, protests, or a change in the section), "teardown" time for sections, and any other needed information. A signup list is currently used for the process of selecting observers. Make sure to sign up to score a section when you sign up. If you ride, you may be called to score! For new riders they should be paired with an experienced rider to show them the normal procedures.

Substitute volunteer judges may also serve for a rider at the discretion of the Trialsmaster, but observers should not be changed after the start of the event. Observers are considered the "last word" in determining the score of a rider (excepting protest), and are to make all technical decisions concerning their sections after the event start. Observers do not have to tolerate abuse from riders, and may penalize a rider up to 10 points at their section if necessary. Observers should cleanup their section after the event unless directed otherwise by the Trialsmaster.

Spectators

Spectators are generally admitted free of charge and welcomed at all NEOTT events. Spectators are expected to stand outside section boundaries and not interfere in any way with the riders, the section, or the loop during an event. They may lend assistance if requested by an observer. If spectators have pets they are expected to control their animals for both rider and animal safety. Spectators are always encouraged to ask questions and show appreciation for a rider's effort.

The Rider

Riders are expected to be in adequate physical condition and prepared for strenuous activity. Riders must not be under the influence of drugs or alcohol during the event. This is a wonderful sport and riders are expected to behave in a responsible and sportsmanlike manner.

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General Guidelines

Morning and Afternoon classes should have reasonable time limits of two and one half-hours to

four hours each. Generally three hours is sufficient, although time may be added for a long loop or extra sections. Riders should start on the first section unless directed otherwise by the Trialsmaster at the riders meeting. All sections must be rode in numerical order regardless of starting section. A rider off the marked loop may be disqualified at the discretion of the Trialsmaster. The Trialsmaster should sweep the loop near the end of the event to give instructions to the observers. Unless instructed differently by the Trialsmaster, observers are to take down their sections at a given time and not allow further riders through after that time. Rider's scorecards must be turned in immediately and may not be accepted thirty minutes after section closing time.

Trialsmaster

Trialsmasters will be solicited beginning at the final event of the season, at the annual banquet and continuing during the year for each event. One Trialsmaster and one Assistant Trialsmaster will be allowed for each event. The Trialsmaster(s) will be responsible for preparations for the trials, setting the sections, managing the event the day of the trials, signup, and cleanup after the trials. A Trialsmaster's checklist is included in this manual. A Club member can be Trialsmaster for one event per year but can be Assistant Trialsmaster as needed in as many events as needed.

Trialsmasters may not compete in their own event, but are expected to pre ride all sections up to their class five times "to ride in" the sections and determine if a section is marked and set satisfactorily. The Trialsmaster along with Steering Committee members present will comprise a protest jury if needed during an event.

A Trialsmaster may exclude an entire section (and any points lost from it) from a trials if necessary after the event has started. This should be done under extreme circumstances such as the section becoming unridable, a severe accident that precludes further rides, or a loop problem that causes a significant number of riders to miss the section. A section can be thrown out for just one or two loops; it must be thrown out entirely for all riders.

Rider's Equipment

A Helmet meeting DOT-95, Snell M-2000, or any FIM approved helmet is required to be worn whenever operating a motorcycle at a trials site. Clothing is recommended to be of sturdy make and close fitting to provide maximum protection. Most available competition clothing for motorcycle riding is allowed and recommended as well as a sturdy pair of boots, (no sneaker type shoes allowed). Gloves also are recommended but not required.

The Loop

The loop must be set so the least skilled rider expected to ride that course will be able to travel without excess risk or delay due to bottlenecks or length of the loop. The loop should not be the major obstacle of the trials. If possible, several sections of the loop should be close to the pit area to allow spectators to follow the riders. Danger areas on the loop must be marked clearly, and all major turns should be well marked with ribbon or red arrow signs. Danger is signified with an **X** marked on a pie plate or sign. Pink or other high visibility ribbon should be placed at adequate spacing and location to allow riders to ride at a rapid pace without losing the trail. Closer spacing of the ribbon for difficult trails is required. When possible ribbon should always be on the right

side of the trail. This allows a rider to know if they are going backwards. For a two-day each day should be different color. Wrong way signs may be placed as needed at confusing intersections. A **W** on a pie plate or sign signifies wrong way. If a loop crosses itself, markers must show the direction to the next section by number. Riders may not “cut” the course under penalty of disqualification at the discretion of the Trialsmaster. Staying on the loop is important to the people who let us use the land. Stay on the trail! Maps or signs should be available in the pit area showing the loop and section location. Pit areas are considered slow speed areas. Make sure to control children, pets, and new riders and keep them slow. Cleanup of the loop is the responsibility of the Trialsmaster(s), supported by the observers. After scoring, please pull a few loop ribbons on your way back to camp to say thanks to the Trialsmaster (if it is not a two-day event).

The Sections

Sections must not contain impossible or too difficult turns, ascents, descents, or obstacles. The Trialsmaster will set sections based on the traditional average skills in that class at NEOTT events. A good target for difficulty is to have the winner have approximately twenty-five to thirty points. Trialsmasters should attempt to have a mix of difficulty in their sections, with a few easier sections, several of moderate difficulty, and a few difficult ones for later in the class. They should also take into account the possibility of bad weather. Sections should be made of challenging but non-dangerous durable terrain, with natural boundaries where possible. At least two sections should be close to camp to facilitate spectators.

Sections may not be changed after a rider has ridden in any line in the sections. Changes that occur to a section as a result of use should only be modified at the discretion of the observer if the sections become impassable, or dangerous, or if a spectator caused a change. Only those minimum modifications to the terrain necessary for safe use should be made.

Adequate space for riders to “stage” prior to entering sections and for parking in front of and after sections must be provided. Sections should be set with multiple lines and minimum danger in mind, and should not be less than 4 (Four) feet in width if possible.

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Sections Cont.,

“Keyhole” sections (where a rider reverses direction or returns over his path to a common entry/exit) must be very clearly marked and are discouraged .

Sections must be marked with an easily visible sign indicating the start, section number, and classes at the beginning of a section. White Ribbon is the preferred marking materials. Flags, cups, or other marking materials should not be used unless absolutely necessary. Ribbon should be run on the ground in a continuous line. Preferably set no lower than 4” and no higher than 12” from the surface.

If possible, impassable natural terrain should be used as a border. Movable objects such as ribboned rocks or freestanding flags should be avoided if possible. There is no “line of intent” between two ribboned points. Riders may “ride out” anywhere between two non-connected side boundary flags or ribbons as long as they do not violate other boundary markers, remain in sight of the observer and do not cross their tracks. For this reason, completely and clearly marked continuous ribbon and natural boundaries in a section are encouraged. “Splits or Gates” for the separate classes in a section shall be clearly marked with yellow or white ribbon with a sign clearly indicating the directions for the individual classes in waterproof ink. The most common split currently used is a paper marker inside a clear baggie with some rocks for ballast to keep it stable or attached to a wooden stake.

A rider may touch a split marker but may not move it or destroy it as they ride through.

A clearly marked vertical Exit sign and an adequate stopping/scoring area must be provided at the end of a section. Exit and entry gates should be at least 4 (Four) feet wide and perpendicular to the rider's path. A rider has entered when the front wheel axle has crossed the plane or line between the start of the Left and Right ribbon. Exit is also defined by the front wheel axle crossing the line of the end of the Left and Right ribbon. Make sure splits are not so close to the start or exit so as to avoid confusion. The exception here is that different starts and exits are allowed for different classes, but should be used sparingly and must be marked Very clearly.

Continuous sections are usually a bottleneck and should be avoided, but if used they must be clearly marked as to both exit and start at the transition points. Sections placed close together must have adequate space for riders to park and inspect the next section without interfering with riders from the previous section. The minimum adequate number of observers to see all areas of the section without having to move too much should be provided.

A rider may inspect sections on foot at any time, but neither rider nor minder may intentionally modify a section at any time. The section should be clear of other riders and ready to ride prior to a rider's entry. Riders will not enter a section until instructed to do so by the observer, who will hold up a closed fist and announce "Rider".

The observer is responsible for repair and cleanup of the section after the event unless instructed differently by the Trialsmaster.

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Scoring

Scoring is the main item that separates trials from other motorcycle competitions and can be very complex. Every effort must be made to be consistent and fair to all riders. In the event of a very unclear decision about the score, the rider should get the benefit of the doubt. Neott has chosen to generally follow AMA/NATC rules so as to be consistent with the national and regional organizations.

Neott does not adhere to time limits in the sections but still recognizes an overall time limit set by the Trialsmaster for the event with penalties given for being late to finish as determined by the Trialsmasters and conditions.

Scoring will be based on the NATC system as follows:

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

A. Fault definitions:

1. Footing – any contact providing support between any part of the rider's body or machine (exception; tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc). Footing can occur either inside or outside the boundaries. For tires outside the boundary refer to B 13.
2. Foot rotation counts as one point (rotation cannot be used for travel such as rotating heel to toe with rotating in between)

3. Sliding a foot counts as three points.
4. Both feet placed on the ground simultaneously count as two points.

B. Failure definitions;

1. The machine moving backwards with or without the rider footing. (Tip: Watch the front wheel spokes)
2. Any displacement of markers with the machine or rider, requiring that they be reset, i.e. breaking or knocking down. Touching a boundary or marker is not a failure. The rider or machine must make direct contact with the marker.
3. The rider dismounts from the machine and has both feet on the ground on the same side of or behind the machine.
4. The rider does not have both hands on the handlebar when footing while stationary.
5. (Time in section) Not applicable
6. The rider receives outside assistance.
7. The rider or minder changes the condition of a section (See C 11)

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Scoring Cont;

8. The rider begins a section attempt without the observer's acknowledgement.
9. The engine stops while footing or while any other part of the machine, except the tires, is used for support, without forward motion. The motorcycle must be moving forward while footing with a dead engine to avoid a five (5).
10. If the handlebar is used for support and the motorcycle is beyond 45 degrees from vertical.
11. The motorcycle does a complete loop, crossing both its own tracks, with both wheels. (Exceptions maybe a section that the Trialsmaster designates at the riders meeting)
12. Not riding all the line designated by split gates for the rider's class. Competitors may ride where they choose where boundaries for their class, are not marked by either split gates or tape.
13. The front wheel must precede the back wheel when passing thru the gates.
14. The rider passes, in either direction through a gate of another class. That is breaking the plane of the gate.
15. When a marker is passed by either tire on the out of bounds side of the marker with the tire on the ground. In the case of running over a taped boundary, there must be ground visible between the tape and the wheel and the wheel must be on the ground on the out of bounds side of the tape. It is permitted to float one wheel over a marker, but not both wheels; i.e. jumping a bike over a boundary is a failure. The front axle must pass between the start and end gates. The front axle is only allowed to pass between the start gates once.
16. Only the greatest penalty, as defined above, shall be counted for that section. However the following points maybe added:

C. Other Penalties:

1. A rider may report to the observer and receive a five for that section, even though he does not attempt it.
2. Sections are to be ridden in designated order only. Any sections not filled in (punched) on the scorecard are considered missed sections and receive 10 points for each section not punched.
3. If blank or unmarked spaces exceed 10% of designated rides, the rider will be considered a non-finisher.
4. A rider waiting in line to enter a section must not leave their machine. If they do, they must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct (See C 8)

5. Any section ridden more than once per loop will receive 10 points, in addition to their first attempt score. (Exception is if the Trialsmaster designates a different order of riding at the riders meeting).
6. Practice in any of the sections before or during the event will result in the disqualification of the rider from the trial.

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7. When a split start is employed, the rider must start and end each loop on their designated section or be considered a non-finisher.
8. Unsportsmanlike conduct, offensive behavior or language, by a rider or minder, will result in a penalty of 5 to 25 points (or 100). The 5 to 25 point penalties can be given at the sole discretion of any observer or course official. A written report must be filed with the Referee for any 100-point infraction.
9. Exceeding the posted speed limit is a 5-point penalty (for each offense) before , during , and after an event
10. Riders arriving late at the start will be penalized a time penalty of ½ point per minute until they pick up their loop card.
11. Yellow Card Rule: any rider or their minder who refuses to obey the instructions of an observer, or who behaves in an unsportsmanlike manner shall be shown the Yellow Card. Penalty is 5 points for the first offense, 5 points for the second offense, and exclusion for third offense during an event. Points are in addition to the section score on the attempt.
12. Pro time penalty (Not Applicable)
13. Violation of these supplemental riding rules by the rider or minder will result in a penalty ranging from 5 points to exclusion from the trial.

D. Protests:

1. If a rider is severely distracted or spectators or riders in the section block his/her line, he/she may claim a balk. At the discretion of the section observer, a reride of the section may be permitted, but the reride will be the one to be counted.
2. It is the rider's responsibility to acknowledge their score and verify their scorecard is punched correctly at each section immediately upon completion of the attempt. Disagreement with the observer must be noted and settled, if possible, without inconveniencing or delaying other riders, while the situation is fresh in everyone's mind. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt.
3. No person may protest another rider's score.
4. A Protest Jury, consisting of the Trialsmasters, and all available Steering Committee members shall act on all written protests and rules infractions.
5. These Protests must be in writing.
6. Only the rider can protest a penalty
7. Protests must be filed with the Trialsmaster as soon as practical but not later than 30 minutes after the results have been posted. The Trialsmaster shall render all decisions on protests as soon as possible but no decision shall be made before all pertinent observers have been interviewed. If it is not possible for the Trialsmaster

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8. to decide the protest immediately, the Trialsmaster may permit the rider and motorcycle to compete under protest, but any awards or trophy the rider may win will be withheld pending the decision on the protest. Once made, a protest cannot be withdrawn without the permission of the Trialsmaster. All legitimate expenses, to which the Trialsmaster may be put, as a result of a protest must be paid by the protesting party. The Trialsmaster may demand in advance from the protesting party a deposit sufficient to cover any such expense. All expenses involved are non-refundable by the Trialsmaster.
9. Appeal to AMA of protest (non-applicable)

E. Scoring Ties:

1. In case of ties, including any time penalties, the rider with the lowest number of points on observation will win. If still tied, the competitor with the most cleans, and then ones, twos, or threes will win. If still tied the system of farthest cleans, ones, twos, or threes will be used. If still tied the rider with the fastest overall time will win.

F. Time Limits:

1. A time limit for each rider to complete the course must be set. The sign in table will be the time check unless designated otherwise by the Trialsmaster at the riders meeting. After the time limit, the rider may arrive late, but penalty points will be added for arrival at the finish or time check table after the scheduled time at the rate of 0.5 points per minute. Any rider turning in his/her scorecard later than 30 minutes after the scheduled time may be disqualified.
2. Time Limit Calculation (Not Applicable)
3. Official time must be kept by a digital clock, so that a rider's finish time includes all of the finishing minute, e.g., if a finishing time is 4:31 p.m. that minute holds until the digital clock records 4:32. The riders finishing time will be marked on their scorecards as required by the events format and any penalty points will be added to their total score.

Scorecards

Riders will be issued scorecards at signup, or when event format dictates, which will be marked with the rider's name and class in a legible manner. A paper-hole punch, issued to each observer, will be used to mark the score of the rider immediately after completion of the section. If the scorer enters an incorrect score, then all other incorrect scores will be punched out leaving only the correct score showing. The scorecard is the rider's responsibility. All scorecards must be returned immediately after sections are closed. Riders are to determine their own score separately from the final scoring personnel to ensure accuracy. After the rider and the scoring personnel agree on the final score and it is placed on the scoreboard or record sheet, the score is considered final for that trials and

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will not be changed. There will be no post-trial review of scorecards to change results. Riders may trade-in damaged score cards if scores are legible.

Riders who lose cards after having ridden a first section will be considered a DNF or can be penalized 5 points per "lost" section at the discretion of the Trialsmaster.

Special Events

The Club may hold special events such as National Events, benefits, exhibitions, poker runs, fun

rides, workdays, or special competitions over the year at the discretion of the Steering Committee and NEOTT members. Special rules may be used at these events at the discretion of the Trialsmasters and the Steering Committee. National Events will follow National Rules. Any other promotion or event which is held by NEOTT must be approved by the Steering Committee, but NEOTT members may act on their own in any endeavor if not representing the NEOTT Club. Public relations for NEOTT should be addressed to the Steering Committee members.

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