



Puget Sound Trialers

2024 Rules

Table of Contents:

1. The members.....	3
1.1. Rider Classification.....	3
1.2. Rider classes.....	3
2. Event.....	5
2.1. Creation.....	5
2.2. Event scores.....	5
2.3. Entry Fee.....	6
2.4. Starting Time and Time Limits.....	6
2.5. Safety and Protest Committees.....	6
2.6. Rider Requirements.....	7
2.7. Machine Requirements.....	7
2.8. Course Loop Requirements.....	7
2.9. Section Requirements.....	8
3. Riding the event.....	9
3.1. General.....	9
3.2. Order of riding a section.....	9
3.3. Starting order.....	9
4. Scoring.....	10
4.1. Cross Check.....	10
4.2. Group Check.....	10
4.3. Points system.....	10
4.4. Fault Definitions:.....	11
4.5. Failure Definitions:.....	11
4.6. Other Penalties:.....	12
4.7. Protest.....	12
4.8. Event Tie Breaking.....	13
5. PST Championship.....	13
5.1. Championship organization.....	13
5.2. Tie breaking.....	13
5.3. Marshals points calculations.....	14

1. The members

1.1. Rider Classification

- 1.1.1. Basic class structure is defined in Bylaws article 5. There are currently eight competitive classifications. The current class names are VINTAGE, NOVICE, AMATEUR, INTERMEDIATE, CLUBMAN, ADVANCED, EXPERT SUPPORT, and EXPERT.
- 1.1.2. Additionally there is a non-competitive (no season points standing) SPORTSMAN class that can ride any class and any gates. This class is optimal for a rider first starting trials as they can choose which class gates/splits to ride within a section to tailor the level of difficulty to their ability. Riders may switch to the SPORTSMAN class during an event if the class that they started riding was too easy or too difficult.
- 1.1.3. Riders may reclassify themselves whenever they feel the need due to change in ability, injury, age, or equipment. Also see Bylaws Article 6.
- 1.1.4. An interview with the trials marshal or a member of the Executive Board shall help a rider determine which class to ride if unsure.
- 1.1.5. A Rider wanting to compete in a class other than their normal class may do so by indicating to the event organizer that they are riding for “Exhibition only”. This allows the rider to test their performance in another class. An exhibition rider will not be eligible for series points but may be eligible for the awards of the day.

1.2. Rider classes

- 1.2.1. Rider classes are defined using the following ability level or equipment guidelines. The goal of the classes is to create a progression of difficulty levels and required skills. This progression should enable a rider to attempt the next class level when they have become proficient in their current class.
- 1.2.2. VINTAGE The vintage classes ~~es are~~ is based on the motorcycle equipment specifications. The motorcycle must be air cooled, and drum brakes **equipped**. The motorcycle must also be equipped with trials tires. The vintage classes ~~es~~ will ride the novice, **amateur and intermediate** lines. **The 3 classes will be denoted as Vintage novice, Vintage amateur and Vintage intermediate. These classes are equivalent to the AHRMA novice, intermediate and expert ability levels.**
- 1.2.3. NOVICE The novice classification is for the beginning trials rider. These are riders that have a basic understanding of the sport and are developing basic trials skills. Section challenges should allow for a generous approach and recovery space. First time competitors should feel comfortable attempting all sections. Sections may include:
 - 1.2.3.1. Logs under skid plate height, square on

- 1.2.3.2. Setup prior to obstacles of at least two bike lengths
- 1.2.3.3. Flat or on camber turns
- 1.2.3.4. Slight turns on mild hill climbs with straight downhills
- 1.2.3.5. Available footing on both sides at all points in the section
- 1.2.4. **AMATEUR** The Amateur class is for the experienced trials rider who has shown ability above the Novice class. There is not an equivalent class in NATC. Amateur sections may include:
 - 1.2.4.1. Logs at skid plate height (or slightly higher) square on, and up to 6" diagonal crossing of logs
 - 1.2.4.2. Setup prior to obstacles of at least one bike length
 - 1.2.4.3. Off camber turns with room for safe dab
 - 1.2.4.4. Available footing on both sides of the obstacles
- 1.2.5. **INTERMEDIATE** The Intermediate class is for riders who have successfully met the challenges of the Amateur class and do not wish to face the bigger obstacle challenges of the Clubman class. Intermediate riders should be able to handle competition and challenges approaching that typically seen in the NATC Clubman class. Intermediate sections may include:
 - 1.2.5.1. Obstacles up to 2-feet high (knee high)
 - 1.2.5.2. Sharp turns without clutch assistance
 - 1.2.5.3. Obstacles below the need to high center on skid plate
 - 1.2.5.4. Recovery time between obstacles
- 1.2.6. **CLUBMAN** The clubman class has an equivalent difficulty level as the NATC clubman class.
 - 1.2.6.1. Obstacles up to 2-feet high (knee high)
 - 1.2.6.2. Sharp turns with clutch assistance
 - 1.2.6.3. Obstacles with the need to high center on skid plate
 - 1.2.6.4. Recovery time between obstacles
- 1.2.7. **ADVANCED** The advanced classification is for riders who know and can use advanced riding techniques. Advanced riders should be able to handle competition and challenges approaching that typically seen in the Support class at the NATC national championships.
 - 1.2.7.1. Obstacles up to 3-feet high (waist high)
 - 1.2.7.2. Logs 24" square on, 12" diagonal logs
 - 1.2.7.3. Turns that require clutch control
 - 1.2.7.4. Full lock turns appropriate on flat, but not on hills or cambers
 - 1.2.7.5. Limited setup prior to obstacles (12" between front tire and obstacle)
 - 1.2.7.6. Gaps less than one bike length
 - 1.2.7.7. Off camber turns and downhill turns allow some room for run off
 - 1.2.7.8. Available footing on both sides of obstacles

- 1.2.8. **EXPERT SUPPORT** The Expert Support class is a crossover class between ADVANCED and EXPERT. The Expert Support rider will either ride the ADVANCED or EXPERT line in a section. The section will be marked with ES=ADV to indicate that they should ride the ADVANCED line or ES=EXP to indicate that they should ride the EXPERT line.
- 1.2.9. **EXPERT** The Expert class is the premier category for the most experienced trials rider. Sections are technically challenging and complicated. They are designed to test the technical skill of the elite competitor utilizing the most advanced techniques. This level is comparable to the National American Trials Council (NATC) Expert class. Expert sections may include:
 - 1.2.9.1. Accurate placement of front wheel, floating turns and full lock radius turns.
 - 1.2.9.2. Obstacles such as 36" logs square on, 24" diagonal logs
 - 1.2.9.3. Positioning or setup requiring hopping is appropriate
 - 1.2.9.4. Minimal but reasonable approach to obstacles
 - 1.2.9.5. Difficult off cambers turns
 - 1.2.9.6. Obstacles up to 5-feet high (chest high)
 - 1.2.9.7. Hopping the front or rear of the bike for setup
 - 1.2.9.8. Available footing on both sides of the obstacle.

2. Event

2.1. Creation

- 2.1.1. The executive committee creates the trials event schedule for the year based on the following factors
 - 2.1.1.1. Availability of event locations
 - 2.1.1.2. Coordination of trials marshals
 - 2.1.1.3. Conflicts with other trials events
- 2.1.2. The event schedule will be posted to the website by the media manager.
- 2.1.3. The registrar will work with the trials marshal to create the registration page with all of the trials event particular information.
- 2.1.4. The registrar will contact the media manager to post the registration page.
- 2.1.5. The registrar will supply a list of competitors to the trials marshal
- 2.1.6. In the event of a need to cancel or reschedule a trial, the trial organizer must notify the PST president as soon as possible so the appropriate action can be taken.
- 2.1.7. The PST Executive Board may disqualify any trial not run in general accordance with these rules.

2.2. Event scores

- 2.2.1. Riders are responsible for tallying their own cards. If unsure of method see trials marshal or mentor riders
- 2.2.2. Marshals may verify scores

- 2.2.3. Unofficial Results may be available the day of the trial.
- 2.2.4. The trials marshal will supply the score cards to the scorekeeper
- 2.2.5. The scorekeeper will re-tabulate all score cards
- 2.2.6. Official Results are computer tabulated scores and will be posted on the club web site.
- 2.2.7. Score cards will be held for the season in case of protest and for tie breaking

2.3. Entry Fee

- 2.3.1. The entry fee requirements for a PST sanctioned trial shall be as approved at a board meeting and announced at the annual meeting.
- 2.3.2. If a gate fee will be charged it will be communicated to attendees.
- 2.3.3. A current AMA membership card must be presented at sign up. (If it is an AMA sanctioned event)

2.4. Starting Time and Time Limits

- 2.4.1. A starting time no later than 10:30 am (on Sunday) is recommended.
- 2.4.2. All events shall have a time limit for completion. The trials marshal shall determine the time limit and announce it at the riders meeting. The time limit can be extended by the trials marshal. The time limit shall not be a tool for disqualifying participants, but rather for making the event run on a timely basis.
- 2.4.3. A suggested method for determining the time for an event
 - 2.4.3.1. Time limits may be calculated with the following formula
 - 2.4.3.2. Allow five (5) minutes for each section on the first lap and three (3) minutes for each section on each additional lap.
 - 2.4.3.3. Add the time required to ride the loop times the number of laps and add ~~sixty (60) minutes~~ **15% times the overall total.**
 - 2.4.3.4. For example: ~~20~~ **10** sections, 3 laps, ~~60~~ **30** minutes required to ride the loop once; ~~$20 \times 5 + 20 \times 3 + 20 \times 3 + 60 + 60 + 60 + 60 = 460$~~
 $10 \times 5 + 10 \times 3 + 10 \times 3 + 30 + 30 + 30 + 30 = 200$ minutes **Plus $200 \times 0.15 = 30$.** (Total **230** divided by 60 = **3.8** hrs) Round to **4** hours
- 2.4.4. Sections shall not be torn down before the announced time limit is exceeded or, all score cards are in. Note: A sweep rider may be employed to clear the loop after the time limit has expired.

2.5. Safety and Protest Committees

- 2.5.1. The requirements for safety inspection shall be determined at the annual meeting or at any time during the year by the Executive Board. Sporting Stewards shall be appointed by the executive board as required. Sporting stewards are charged with inspecting the sections, preferably one day before the event. Stewards have absolute power over the sections, course, and time limit. If the decisions of the steward are not followed the stewards are empowered to delay the start of the event until a resolution is made.
- 2.5.2. A protest committee shall consist of the event trials marshal(s) plus any

- members of the executive board who are present at the event.
- 2.5.3. Equipment protests are as outlined in the AMA rules.
 - 2.5.4. A protest must be presented in writing at the end of an event. The Trials marshal and any other officers present will decide the results of the protest.

2.6. Rider Requirements

- 2.6.1. It is the rider's responsibility to provide and wear suitable riding clothing and foot protection.
- 2.6.2. A suitable helmet is required to be worn. A helmet must be worn at all times when riding a motorcycle at the event venue. This includes areas such as the pit area, parking lot, etc.
- 2.6.3. 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.
- 2.6.4. It is the rider's responsibility to be available to volunteer to observe a section. If insufficient observers are not recruited the trial will not proceed.

2.7. Machine Requirements

- 2.7.1. Events are to be run without regard to displacement. All motorcycles must be rear wheel drive only and use a trials universal type tire, which is commercially available to the public.
- 2.7.2. All motorcycles must have functioning front and rear brakes prior to the event.
- 2.7.3. Approved spark arrestors may be required in some locations.
- 2.7.4. It is recommended to have a number plate with a class designation on the motorcycle visible to the observer.
- 2.7.5. A rider may change his machine during an event if his machine fails.
- 2.7.6. PST does not inspect or verify the condition of motorcycles, clothing or other riding gear and/or accessories used in events.
- 2.7.7. A drivetrain disable device (kill switch or tether) that stops power delivery is required. A tether is recommended.

2.8. Course Loop Requirements

- 2.8.1. The course will consist of sequential sections laid out in a loop.
- 2.8.2. A minimum number of 24 and a maximum of 36 section attempts are required. **The marshal may reduce the number of section attempts required for the novice class below 24.**
- 2.8.3. Separate sections may be created for AM and PM riders.
- 2.8.4. The loop trail for the AM and PM sections does not need to be the same but should run in the same direction when possible if shared for a group check event.
- 2.8.5. Care should be taken to not have traffic in both directions in any part of the loop. If traffic is to be in both directions on any part of the loop it must be announced at the rider meeting and clearly marked with signage.

- 2.8.6. Loop trail shall be marked with bright tape and/or arrows.
- 2.8.7. Pink ribbon will mark the AM loop. Orange ribbon will mark the PM loop.
- 2.8.8. When there is a turn, arrows must be used.
- 2.8.9. Caution or danger must be marked by an "X".
- 2.8.10. Ideally the loop trial is at or below the difficulty level of the lowest class rider on that loop.

2.9. Section Requirements

- 2.9.1. 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.
- 2.9.2. A section begins with two "Start" cards or one "Start" card and the end of the ribbon on the opposite boundary forming a gate.
- 2.9.3. The section boundary is marked with tape red on the right and blue on the left or white for bi-directional sections.
- 2.9.4. All passages through the section must be a minimum of three (3) feet.
- 2.9.5. A section ends with two "End" cards or one "End" card and the end of the ribbon on the opposite boundary forming a gate.
- 2.9.6. When section splits are used, the splits must be clearly marked indicating the direction each class is to use.
 - 2.9.6.1. When a single class sign is used the plane of the gate will be defined as from the sign to the closest boundary in the direction of the class arrow sign
- 2.9.7. When the center split boundary is common to classes and a single marker is not sufficient to indicate that boundary, the use of white tape shall be used to mark the split, in addition to regular split markers.
 - 2.9.7.1. When both sides of a gate need to be specified, the use of 2 class arrows is preferred.
- 2.9.8. All split section markers will be considered official section markers.
- 2.9.9. Markers should be below footpeg height to avoid the machine snagging the marker.
- 2.9.10. It is of particular importance that start and end markers be placed upright rather than lying flat on the ground.
- 2.9.11. Sections are to be separately numbered.
- 2.9.12. The observed sections must not be so long or difficult that "bottlenecks" result and cause the time limit to be unfair.
- 2.9.13. The sections must neither contain impossible turns, ascents, descents, nor be too hazardous.
- 2.9.14. No section shall be used which 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 for rider or machine.
- 2.9.15. 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 has ridden a section before it has been closed, the scores for those riders must be deleted.

2.9.16. Subdivided section

- 2.9.16.1. A long observed section may be subdivided into two sub-sections.
- 2.9.16.2. Each subsection must be marked and numbered as a separate section.
- 2.9.16.3. 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.
- 2.9.16.4. Neutral zones between sub-sections must be at least twelve (12) feet in length and clearly marked as a neutral zone.
- 2.9.16.5. 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.
- 2.9.16.6. Scorers should keep at least one (1) rider in the neutral zone at all times to avoid bottlenecks.
- 2.9.16.7. Continuous sections must be used judiciously, if at all, since they are an almost inevitable source of bottlenecks.

3. Riding the event

3.1. General

- 3.1.1. Only paid competitors of the designated class for that section are allowed in the sections during an event.
- 3.1.2. Sections should be ridden in the designated order. If a section is skipped to avoid a long wait the section must be returned to without riding backwards on the loop.
- 3.1.3. No section may be ridden more than once per lap (loop). Unless deemed necessary by an event official.
- 3.1.4. Once the round has begun, the sections must be ridden as is and as they develop, changes to a gate cannot be made after having been ridden by a single competitor.
- 3.1.5. Riders may stop and inspect sections on foot prior to riding for score, providing their machine is parked off the course.

3.2. Order of riding a section

- 3.2.1. The strict rule for cross check events is that only a bike with a rider on it holds a place in line for the section. A riderless machine when the rider remounts their machine should go to the back of the line.
- 3.2.2. For group check events courtesy should be your guide. Since one or more of a group's members may be in the section, scoring for the group,

checking to see that all the members of the prior group have completed the section before riding the section with your group is the most courteous method. However if the prior group members are walking the section and no one in your group is planning to walk it your group should ride through.

3.3. Starting order

- 3.3.1. For cross check events the AM riders typically ride in the morning and the PM riders ride in the afternoon, however the time at which the AM and PM riders ride may be reversed at the discretion of the trials marshal. This reversal in time will be announced at the trial.
- 3.3.2. For group check events all riders ride at the same time.
- 3.3.3. Different classes can be started at specified sections (shotgun start). The riders will then have the option of starting their subsequent loops at the designated initial start section or section 1 unless specified by the trials marshal.

4. Scoring

4.1. Cross Check

- 4.1.1. The Checking Officials (Observers) at each Observed Section must be stationed so the entire Section is plainly visible. When more than one Observer is required, penalties will be called to the Observer at the end of the Section. To ensure consistency of scoring, Observers should not be changed during the Trial. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.
- 4.1.2. Scoring shall start when the motorcycle's front axle passes between the Start markers and stop when the front axle passes between the End markers.
- 4.1.3. Any Course Official, including a Section Observer, has the authority to close a Section or part of the loop for unforeseen reasons, such as natural disasters or Rider injury. In cases when part of the field has ridden a Section before it has been closed, scores for those rides will be deleted. Once closed, the Section shall remain closed for the rest of the Trial and the Scoring Steward and Clerk-of-the-Course must be notified immediately.

4.2. Group Check

- 4.2.1. Riders must ride in groups of 2 or more
- 4.2.2. Riders should punch each other's cards. In the event that a rider needs to punch their own card they should call the number they are punching to the group.
- 4.2.3. Ideally a rider from the group will act as an observer.

4.3. Points system

ERRORS	PENALTY
--------	---------

0 Faults	0 Points
1 Fault	1 Point
2 Faults	2 Points
More than 2 Faults	3 Points
Failure	5 Points
Missing a Section (no punch) Unless # missed > 10%	5 Points

4.4. Fault Definitions:

- 4.4.1. Footing: any contact providing support between any part of the Rider's body or motorcycle (exceptions: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the Section boundaries. For tires outside the boundary (see 4.5.14). Note that 'toe dabs' will be counted as footing.
- 4.4.2. Foot rotation counts as one point.
- 4.4.3. Sliding a foot counts as three points.
- 4.4.4. Both feet placed on the ground simultaneously counts as two points.

4.5. Failure Definitions:

- 4.5.1. The motorcycle moving backwards more than six inches, with or without the Rider footing.
- 4.5.2. Any displacement of a marker or breaking the tape by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position or the tape be reconnected is a Failure. Touching a marker or boundary is not a Failure.
- 4.5.3. The Rider dismounts from the motorcycle and has both feet on the ground on the same side of the motorcycle, or if both the Rider's legs are behind the motorcycle's rear tire with both feet on the ground.
- 4.5.4. The Rider removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments to the motorcycle when footing while stationary.
- 4.5.5. The Rider receives deliberate outside assistance.
- 4.5.6. The Rider changes the condition of a Section while not riding the Section. If the rider perceives a safety concern they must alert the trials marshal of the situation to modify the section..
- 4.5.7. The Rider begins a Section attempt without the Observer's acknowledgment. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.
- 4.5.8. The engine stops while footing or while any other part of the motorcycle, except for the tires, is used for support, without forward motion. The motorcycle must be moving forward while footing with a dead engine to

avoid a 5-point score.

- 4.5.9. The handlebar touches the ground and the motorcycle is more than 45-degrees from vertical.
- 4.5.10. The motorcycle does a complete loop in a Section—crossing both its own tracks with both wheels.
- 4.5.11. The Rider fails to pass through all the gates for the Rider's class.
- 4.5.12. The front wheel must precede the back wheel when passing through the gates.
- 4.5.13. The Rider passes, in either direction, through a gate of another **not marked for their** class—that is, breaking the plane of a gate.
- 4.5.14. Either tire passes on the out-of-bounds side of the Section boundary with the tire on the ground. In the case of running over a taped boundary, for a Failure to occur there must be ground visible between the tape and the tire and the tire must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over an exterior Section boundary, but not both tires. Jumping the motorcycle so that it travels outside of a boundary is a Failure. **In the case of non-continuous tape a Failure will not be given for breaking the plane of the ends of the tape.**
- 4.5.15. The front axle does not pass through the Start and End gates, and all other gates for the class.
- 4.5.16. A Rider may only pass through any gate one time per Section attempt.
- 4.5.17. Only the greatest penalty, as defined above, shall be counted for the Section.

4.6. Other Penalties:

- 4.6.1. If the Rider chooses to not attempt a Section, the Rider must report to the Observer with the Rider's score card to receive a "5" for that Section. Or during group check have another rider punch their card.
- 4.6.2. If blank or unmarked spaces on the scorecards exceed 10-percent of designated rides, the Rider will be considered a non-finisher.
- 4.6.3. Practice in any of the Sections before or during the Trial will result in disqualification of the Rider from the Trial. The exception to this rule is the trials marshal(s) and their designated test riders. Trials marshals and their designated test riders may ride the trial. The reason for these exceptions are:
 - 4.6.3.1. Our primary purpose as a club is to have fun riding trials rather than focusing on creating strictly competitive events.
 - 4.6.3.2. There are a limited number of people that are willing to be trials marshals and they should not be restricted from enjoying the limited number of events that our club hosts.
 - 4.6.3.3. Designated test riders are not excluded because trials marshals often have to employ riders of skill levels different than their own to evaluate the suitability of the sections.

4.7. Protest

- 4.7.1. 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 Observer's decision as to whether a re-ride is permitted is final. Should a re-ride be granted, the Section shall be ridden from the start of the section but will be observed from the point of obstruction onward. Any points lost prior to the point of the obstruction of the original attempt will stand.
- 4.7.2. It is the Rider's responsibility to acknowledge the score given and verify the Rider's scorecard is punched correctly at each Section. Verification must take place immediately upon completion of the attempt. Disagreement with the Observer must be noted and settled, if possible, while the situation is fresh in everyone's mind, without inconveniencing or delaying other Riders. Scoring protests will not be heard if the Observer was not made aware of the conflict immediately after the Section attempt.

4.8. Event Tie Breaking

- 4.8.1. The rider with the lowest number of points on observation will win.
- 4.8.2. If tied, the competitor with the most cleans, then ones, twos or threes will win.
- 4.8.3. If still tied, then the system of farthest cleans, ones, twos or threes will be used.
- 4.8.4. If still tied the competitors will be given the same place

5. PST Championship

5.1. Championship organization

- 5.1.1. The championship shall be on a yearly basis. The total number of PST trials to be held shall be determined by the Executive Board within the limits of no less than 4 and no more than 12 trials.
- 5.1.2. Each rider's championship score for the year shall be based on the points earned in all events, up to the maximum required each year. Each rider's best scores in this number of events shall be used in computing the total championship score for the year. The required number of events will be all events for 4 or 5 events, will be 1 less than the number of events for 6-8 held events and will be 2 less than the number of held events for 9-12 events
- 5.1.3. Riders eligible for championship place values, for an event, are PST members prior to the event being held.
- 5.1.4. Championship place will be awarded to each eligible rider relative only to other eligible riders.
- 5.1.5. A rider is only eligible to win a season championship place in a single class for the season.

- 5.1.6. Points are awarded for place per the NATC guidelines.

5.2. Tie breaking

- 5.2.1. Tie scores for championship placing shall be broken using the following steps one at a time
- 5.2.2. Step 1 Greatest number of total wins will win.
- 5.2.3. Step 2 Championship place earned in events where the riders competed against each other will be added and the smallest number will win.
- 5.2.4. Step 3 Total score on observation at those events where the riders competed against each other will be compared with the lowest total being the winner.
- 5.2.5. Step 4 If still tied, the total number of cleans, ones, twos. etc. from events where riders competed against each other will win.
- 5.2.6. Step 5 If the tied riders never competed against each other, the rider who lost the least number of points for the year gets the better position in the overall standings.

5.3. Marshals points calculations

- 5.3.1. Marshal points can be taken for a maximum of 2 trials events
- 5.3.2. A place value will be calculated for the event(s) where the member was a marshal and did not ride the event
- 5.3.3. A marshal may decide to take event ride points or take marshal points
- 5.3.4. The place value will be based on best place values for events that the marshal competed in up to the number indicated below
- 5.3.5. The maximum number of place values used will be the the required number of events minus the number of times the marshal claimed marshal points
- 5.3.6. The place value will be calculated in two ways and the smaller place value applied to the marshal place value
- 5.3.7. The place value will be converted to a point value using piecewise linear interpolation
- 5.3.8. The first method
 - 5.3.8.1. An average of the specified number of best place values
- 5.3.9. The second method
 - 5.3.9.1. The calculation will be the average of the specified number of best place fractions
 - 5.3.9.2. The place fraction is the marshals place value divided by the last place value for an event
 - 5.3.9.3. The average place fraction is multiplied by the last place value in the event(s) that the rider was a marshal