

# Southwest Vintage Trials Association

## (SWVTA)

### Rules

## 2020 Updated Version

#### TECH INSPECTION & SAFETY RULES

The object of SWVTA is to create events for competitive machines using technology from the time period during which they originated from.

#### TECH SECTION

\*All motorcycles must be assembled from base components from the time period they will compete in. The machines will compete in the Twin Shock Class in which the newest component is from. Example: A 1970 and earlier machine with frame from 1971 to 1979 will be classified as a 71-79 machine.

\*Trial tires must be used.

\*Beginners and youth may use MX tires for a period of one year.

\*Silencers are required on all motorcycles, whether two or four stroke.

\* Machine appearance and workmanship of a reasonable standard shall be enforced.

\*The rider, not the motorcycle, is the entry. A rider may switch to another motorcycle at any time during the event, provided the second machine is eligible for the class in which the rider is entered.

#### SAFETY / WORKMANSHIP

Anyone operating a motorcycle at an SWVTA Event is required to wear a DOT or Snell 85/90/95 or any FIM-approved helmet and motorcycle/trials boots or be

disqualified from participating in the event. It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The rider must rely upon his own judgement in the selection of any helmet and apparel for durability and safety. Bicycle helmets are not approved. Anyone operating a motorcycle at a SWVTA event not wearing approved gear will not be permitted to participate.

### SWVTA CLASSES

\*Classic - 1970 and earlier. Includes any air-cooled (2 or 4 stroke gas powered machines) twin-shock drum brake trial motorcycles produced in 1970 and earlier. Classic class will ride down one line (Classic masters will ride the 1 line - Classic expert will ride the 2 line – Classic intermediate will ride the 3 line).

\*Twin-shock - 1971 and later FULL SIZED Twin-shock air-cooled trial (2 or 4 stroke gas powered machines) motorcycles produced from 1971 and later.

\*Vintage Mono – Any production mono-shock trial motorcycle prior to 1997 utilizing an air-cooled engine and drum or disc brakes front and rear. Example: Yamaha TY350 Mono, TY250 Mono, Beta TR32, TR 34, Fantic 301-309 and others of this design.

\*Modern Mono – Any water cooled mono-shock trial motorcycle, utilizing disc brakes on one or both wheels. Mono shock electric motor-powered machines are included in this class.

\*Vintage Master – Any vintage eligible machine except for Modern Mono.

\*Clubman – Riders who wish to compete for fun, riding the “2” line and for riders who are entered in a class alone. (Non-competitive class – No trophies given.)

\*Youth – This class is for riders of SMALLER SIZED trials bikes of any year. Example: TY80, Oset electric trials bikes, etc. smaller than 125 cc.

## RIDER CLASSIFICATIONS

\*Beginner – The beginner classification is for the beginning trial rider. These are riders that are learning to understand the sport and developing basic trials skills. Beginners will ride four sections only each loop on the 3 line. (Trials Master will select the four sections.) New riders to the club will ride their first 3 events in beginner or if they wish they may start in the Clubman class.

\*Novice – The novice classification is a rider that possesses basic trials skills and who has competed in a trial before and has graduated from the beginner class. They have a good grasp of the sport and know what is expected. The difficulty level will be a bit above beginner with more turns and minor obstacle challenges.

\*Intermediate – The intermediate classification is for the experienced trials rider who has shown ability well above the Novice level but is not yet ready to handle extreme terrain challenges.

\*Expert – The expert classification is for those riders who desire to compete in more technically-challenging sections while minimizing exposure to unnecessary risk. Challenges should not require spotters to make competitors feel comfortable attempting any section.

\*Master – Riders of this ability level should be extremely accomplished trials competitors of modern national qualification. Challenges should be slightly above the expert level but not dangerous.

\*First time competitors will ride the “Beginner” for their first 3 events or they have the option to ride “Clubman” for first 3 events.

## EVENT PROCEDURES

\_ \*All SWVTA classes will be available.

\***A rider may compete in only one class per event.**

\*Practice in the sections is prohibited.

\*The rider, not the motorcycle, is the entry. A rider may switch to another motorcycle at any time during the event, provided the second machine is eligible for the class in which the rider is entered.

## SCORING

Riders ride in groups selected by TM and score each other in sections by the group leader. Group leader will carry all cards and score each rider. \*Section Scoring shall begin when the machine's front wheel axle passes the "Start" markers and stops when the front axle passes the "End" markers. Section points are as follows:

- \* None (clean section) = 0
- \* One dab = 1
- \* Two dabs = 2
- \* Three dabs = 3
- \* More than 3 dabs without failure = 3
- \* Failure in a section = 5
- \* Section not attempted = 10

## FAULT DEFINITIONS

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. Note that toe dabs will be counted as footing.
2. Foot rotation counts as 1 point.
3. Sliding foot counts as 3 points.
4. Both feet placed on the ground simultaneously counts as 2 points.

## FAILURE DEFINITIONS (5 points)

1. The motorcycle moving backwards with or without rider footing.
2. Any displacement, braking, or knocking down of markers by direct contact of the motorcycle or rider requiring that the marker be reset to its original position is a failure. Touching a boundary is not a failure. Ground must be visible between the outside of the marker and the tire to be a failure.
3. The rider dismounts from the motorcycle and has both feet on the ground on the same side of the motorcycle or if both rider's legs are behind the motorcycle's rear tire with both feet on the ground.
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.
5. The rider fails to pass through all gates for the rider's class.
6. The rider passes in either direction through the gate of another class.
7. Crossing your own wheel track: you may cross your own wheel track with front wheel only. Crossing your own track with rear wheel and front wheel will result in 5 points.

## SCORING

\*If a rider competes at least one full loop before retiring, the rider will be scored as having finished the event and will be assessed 10 points for each subsequent section required to complete the event.

\*In the case of a tie score, the procedure will be to look at the individual section points in the following order: competitor with the most cleans, then ones, twos and finally threes. If the tie is still unbroken, there will be a ride-off.

\*Ride off – (to be decided when ALL RIDERS cards are turned in) Riders will ride up one line on two sections selected by TM. These sections will be ridden 3 times. Coin toss will decide who goes first. (Either rider has the option to concede if they do not want a "Ride Off")

## OFFENCES

In order to provide for fair competition and control, penalties may be assessed against any entrant deemed to be in breach of the SWVTA competition rules. Such breaches may include, but are not limited to, the following offenses:

1. Failure to obey the instruction of a recognizable race official.
2. Any Action with the goal or effect to deprive or defraud the organization, promotor, race track or sponsor of their proper and just financial considerations.
3. Attempted bribery, bribery or acceptance of a bribe by anyone connected to the operation or participation in a race event. An entrant shall be Responsible for all acts of his or her crew.
4. Reckless or dangerous riding, or an act exhibiting a disregard for the safety of any participant or any other person, including the offender. An entrant shall be responsible for all acts of his or her crew.
5. Any section with the goal or effect of participation of an ineligible rider or motorcycle in competition.
6. Failure to follow any announced or posted rules specific to a certain racetrack or facility.
7. Any action that causes upset or disturbance within the area where the event is being held, including behavior problems in local businesses as well as private property.
8. Any action with the goal or effect to deceive, defraud or cheat competitors, or SWVTA, including but not limited to an engine too large for the class, etc.
9. No rider shall knowingly operate a motorcycle in unsafe conditions.
10. Physical violence or abuse of any other participant or official will result in prosecution through local authorities as well as immediate suspension that will continue for one year from the date of payment of a \$500 fine.
11. Wheelies are not permitted in the pit or paddock area of any event.
12. No use of alcohol or other intoxicating/debilitating substances by a competitor, participant, crew or official until competition is complete.

## PROTESTS

1. Protests are generally based on the entrant conduct, claimed motorcycle illegality or ineligibility; however, they may be for other reasons.
2. Protest Procedures: All protest must be initiated in writing. Visual and scoring protests may be initiated by a person in the same class as the machine and/or rider being protested. An internal protest may be initiated by a person in the same category and class as the machine and/or rider being protest. A protest must be presented to a race steward within 30 minutes after the posting of the provisional results. If the protest is upheld, the entire fee will be returned. If the protest is disallowed, the protest fee will be disbursed at the discretion of the President of SWVTA. Protests must be specific.
3. Types of protest/fees: There are three types of equipment protests regarding machine illegality: visual, internal and fuel. The equipment protest fee is \$10 for all protests; there is no fee for a scoring protest.
4. Results of Protests: Trophies, placing and points affected by a protest will be withheld until the protest has been settled. When a protest is upheld, event officials must make a decision regarding penalty.
5. The decision regarding the protest will be made by the Executive Committee.
6. Records of Protest: A copy of every protest will be kept on file by SWVTA for a period of five years.

## TRIALS DEFINITIONS

- Axle In – Axle Out: All scoring is to take place as the front wheel axle passes an imaginary straight line between the “start” markers and all scoring is to cease as the front axle passes an imaginary straight line between the “End” markers. If a split marker is used at either gate, the imaginary line runs between the “Start” or “End” marker and the split marker.

- If a rider completes at least one full loop between retiring, the rider will be scored as having finished the event and will be assessed 10 points for each subsequent section required to finish an event.
- DNF (Did Not Finish): A competitor who retires before attempting all sections on the first loop is DNF and will not receive series points.
- Clean: No points (zero). The rider completes the section without committing an error.
- Dab: Any intentional contact (dab) between a rider's foot, or any other part of the body, and a supporting source or object either inside or outside the boundary is scored one point. Dragging a dab is considered a 3.

### ASSUMPTION OF RISK

Trials is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activating is voluntary. The ultimate responsibility for participants and motorcycle safety lies with the participant, motorcycle owner, rider and crew members.

The participant agrees that by entering an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition. The participant also acknowledges that by participating the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death, or loss or damage to property against SWVTA, its directors, officers, employees/agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants: discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.