

## **ORGANIZATION OF EVENT**

- Ø An ITSA event may be organized by ITSA or other clubs, organizations, or promoters approved in writing in advance by ITSA.
- Ø The name or emblem of ITSA or use of ITSA rules shall be associated only with events approved by ITSA. Organizers shall not distribute or use ITSA entry forms prior to obtaining ITSA approval, charter, or sanctions.
- Ø ITSA reserves the right to postpone, reschedule or cancel any scheduled event.

## **ITSA Membership**

To be eligible to ride an ITSA sanctioned event, you must be a full-fledged ITSA Member. Membership is \$40.00 per year. All participants and spectators acknowledge that offroad motorcycle riding is dangerous and accept the inherent risks, including serious injury or death. A rider is responsible for providing his/her membership card at sign up, if you are not able to provide your card and are not on the current member list, rider must purchase membership. If a rider is a member, ITSA will add the new membership to the current membership extending it accordingly.

## **ITSA Minor release form**

Any minor competing in an ITSA sanctioned event must have minor release form signed by both parents or guardian **AND** it must be notarized. Any minor competing in an ITSA sanctioned event must also be accompanied by an adult. A minor is considered anyone under the age of 18 on the date of the event.

## **TECH INSPECTION & SAFETY RULES**

The object of ITSA is to create competitive machines using technology from the time period during which they originated from. Except for the "Specials Classes"

### **Tech Section**

- Ø All motorcycles must be assembled from major 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 1972 and earlier machine with frame or engine from 1973 to 1979 will be classified as a 73-79 machine.
- Ø Trials tires must be used.
- Ø Silencers are required on all motorcycles, whether two or four stroke.
- Ø Suspension Travel - maximum limit for Pre-Historic and Historic must not exceed 7" front and 5" rear.

Ø Hydraulic Clutch Actuators - Allowed on machines competing in Vintage Mono, Twin-Shock Specials, 80-OTS and Modern Mono.

Ø Specials must be:

o Front disc brake is allowed

o Hydraulic clutches are allowed

o Air-Cooled – no water-cooled, **Electric powered TWIN SHOCK MACHINES are allowed**

o Twin-Shock Specials– twin-shock modified mono-shock frames will be allowed.

o Twin-Shock and Twin-Shock Specials - No suspension travel limits.

**o Any Twin-Shock Special machine MUST BE APPROVED by the I.T.S.A President (Bob Ginder)**

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

Ø 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 ITSA 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 judgment in the selection of any helmet and apparel for durability and safety. Bicycle helmets are not approved. Anyone operating a motorcycle at an ITSA Event not wearing approved gear will not be permitted to participate.

## **ITSA CLASSES**

Classes in ITSA: Pre-Historic, Historic, Modern Twin-Shock, Twin-Shock Specials, Clubman, Vintage Mono, 80-OTS, Master, and Modern Mono. Each class will be divided into **four (4) ability levels: Beginner, Novice, Intermediate, Expert. (Master ability level will be for the masters class only.)**

**Clubman** : A Clubman class has been added for riders of expert ability level who do not wish to ride the harder "A" expert sections. The Clubman class will ride the sections designated for intermediate skill level. Any machine is eligible for this class except Modern Mono. Championship points will be paid.

**Exhibition** : An exhibition class is available for riders with valuable or rare machines or just want to ride for fun. Machines from all classifications are eligible. This class pays no points toward any championships and is intended as a place for showcasing rare machinery. A rider

can choose which sections he or she wishes to ride regardless of his or her rider ability level. We look forward to those enthusiasts who wish to share their valuable pieces of history with the rest of us.

**Master** : This class is for riders above the expert level.

### Ø Machine Classifications

o **Pre-Historic** 1972 and earlier (4 speed Spanish machines only. 5 speed machines are bumped to the Historic class). Includes any air-cooled, **(2 or 4 stroke gas powered machines)** twin-shock drum brake trial motorcycles produced in 1972 and earlier, or specials built from major components from this time period (see Tech Section). Pre-Historic is divided into lightweight and heavyweight divisions. Heavyweight bikes are pre-unit four stroke machines 251cc and larger.

o **Historic** 1973-1979. Twin-shock, air-cooled trial **(2 or 4 stroke gas powered machines)** motorcycles produced from 1973-1979 or Specials built from major components of this time period (see Tech Section).

o **Modern Twin-Shock** 1980 to present. Includes any air-cooled, **(2 or 4 stroke gas powered machines)** drum brake, twin-shock trial motorcycles produced in 1980 and later. Class includes Specials Twin-Shock (see Tech Section).

o **Twin Shock Specials** Any custom built machine that is twin shock, air cooled **(2 or 4 stroke gas powered machines)** or **electric powered** and rear drum brake. Front brake may be either disc or drum. Hydraulic clutches are allowed. Mono shock frames that have been modified to twin shock are eligible( Shocks must be in a conventional configuration with one shock on the right and one on the left side of the machine.) Have fun be creative and build what you want.

**NO MONO SHOCK MACHINES ARE ALLOWED IN THIS CLASS!**

o **Vintage Mono** Any production mono-shock trial motorcycle prior to 1997 utilizing an air cooled engine and drum or disc brakes front and rear. ie. Yamaha TY350 mono, TY250 mono, Beta TR32, TR34, Fantic 301 thru 309 and others of the design.

o **Vintage Master** Any ITSA eligible machine except Modern Mono.

o **Modern Mono Master** : Modern Mono machines only.

o **80-OTS (or the big boys on mini's)** This class was formed by the request of several ITSA members that were enjoying the crazy idea of adults riding TY80's.

Rules are as follows:

Engine displacement less than 110cc **(NO ELECTRIC POWERED MACHINES)**

Wheel size front 16", rear 14"

Tires must be standard trials pattern

Suspension travel: 7" front, 5" rear

They must be twin-shock rear suspension

No wheelbase restriction

Hydraulic clutch actuators are allowed

These machines will compete on the same lines as the Historic class

o **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.**

### Ø **Rider Classifications**

o **Beginner** The Beginner classification is for the beginning trial rider. These are riders that understand the sport and are developing basic trials skills. Section challenges should allow for generous approach and recovery space.

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

o **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.

o **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.

o **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.

## **EVENT PROCEDURES**

Ø All ITSA classes will be available.

Ø A rider may compete in only one class per event.

Ø Practice in the sections is prohibited due to unfair advantage.

Ø 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 of peers (re: same line) and score each other in sections.

Ø **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 allocated as follows:

- o None (clean section) = 0
- o One dab = 1
- o Two dabs = 2
- o Three or more dabs = 3
- o Failure in a section = 5
- o Section not attempted = 10

Ø If a rider completes 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.

Ø 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.

## **OFFENSES, PENALTIES, PROTESTS & APPEALS**

### **OFFENSES**

In order to provide for fair competition and control, penalties may be assessed against any entrant deemed to be in breach of the ITSA 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, promoter, 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 action 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 ITSA, including but not limited to an engine too large for the class, etc.
9. No rider shall knowingly operate a motorcycle in unsafe condition.
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 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.

## **PENALTIES**

1. Specific penalties range from reprimand to banishment. The hierarchy of penalties follows:

- a) Reprimands: Entrants will be given written reprimands for minor infractions committed by themselves or crew where a written record of the situation seems desirable. Such reprimands must be recommended by race officials. Any written reprimand will be kept on file for one year. All written reprimands will be sent from the ITSA office.
- b) Loss of Points: Offenses more serious than satisfied by reprimand may result in partial or total loss of points earned to date.
- c) Removal from Events: Entrants may be removed from an individual meet for breach of rules or conduct. Individual promoters shall not be authorized to issue continuing suspension of ITSA riders; this authority is retained solely by ITSA.
- d) Probation: In cases of offenses that are repeats of previous reprimands, or of a significantly more blatant nature, an entrant may be placed on probation for a fixed period. Additional offenses may result in suspension. Probation may only be levied after review of the case by the ITSA President.
- e) Suspension: Licenses may be suspended for violation of probation, as well as flagrant breach of these rules. Suspension will begin with delivery of the entrant's license. Suspension may be imposed only by the ITSA President.
- f) Fines: Fines from \$25 to \$150 may be levied by race officials. Fines from \$25 to \$500 may be levied in lieu of or in addition to other penalties, based upon the severity of the infraction and the recommendations of the race officials.
- g) Banishment: In cases of the most flagrant breaches, or with entrants who are habitual and deemed incorrigible, banishment will be applied. This punishment will include lifetime loss of ITSA license rights, as well as notification to the rest of the motorsports industry of the action to be taken and the particulars of the base. Banishment will be levied upon a majority vote of the ITSA Executive Board.
- h) Assessments: The ITSA President may assess an ITSA member costs incurred by the association, including, but not limited to, phone, travel, ITSA staff time and Board members' time (at a rate of \$25 per hour), incurred as a result of actions of a member that are not in the normal and usual course of the association's business. Such assessment shall be due and payable within 10 days of mailing to the member's last known address. Failure to pay such assessment shall subject the member to the penalties set forth in the bylaws and rulebook, including suspension or revocation of the member's racing license or ITSA membership. A team owner may be jointly and severally liable for assessments levied against a rider or member of such team.

2. Where a competitor has been found to have used an illegal performance-related component, the minimum penalty shall be loss of points and results for any class in which that machine was ridden at that event.

3. Any rider refusing to allow an inspection of his machine by race officials will be disqualified from that event and may lose all accumulated season points for that class. In addition, that rider will be suspended for up to 13 months at the discretion of the ITSA President.

## **PROTESTS**

1. Protests are generally based on entrant conduct, claimed motorcycle illegality or ineligibility; however, they may be for other reasons.
2. Protest Procedures: All protests 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 protested. A protest fee (cash only) is required to initiate a 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 ITSA. Protests must be specific.
3. Types of Protests/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 Event Director..
6. Records of Protest: A copy of every protest will be kept on file by ITSA for a period of five years.

## **APPEALS**

1. Entrants have the right to appeal decisions of the Executive Board and decisions on protests.
2. The appeal shall be in writing, postmarked within 30 days of the decision appealed and mailed to the President of ITSA. If an appeal is filed, the initial decision is stayed pending the decision of the Appeals Committee (except for matters of safety, as solely determined by the President of ITSA).
3. The appeal shall be accompanied by an appeal fee of \$150. Disposition of the appeal fee shall be made by the Appeals Committee, which may decide to return or retain all or a portion of the fee.
4. Appeals will be heard by an Appeals Committee established by the Executive Board. The Committee shall consist of three members, as appointed from time to time by the Executive Board. The Executive Board may appoint such Appeals Committee on a case by case basis, or establish a standing committee. The number of committees, the length of committee service and the persons serving on the committee(s) shall be at the sole discretion of the Executive Board.
5. The appeal will include a hearing, either in person or by phone, as the committee determines. The committee will consider all information presented, both oral and written within 30 days of the hearing. No attorneys are permitted to represent any party. The decision of the committee is final. The decision will be published at [www.twishock.org](http://www.twishock.org) and will identify the parties, the dispute, the decision and the penalty (if any).

## **DEFINITIONS FOR TRIALS RULES**

## General Definitions

Ø 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.

Ø If a rider completes 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.

Ø DNF (Did Not Finish): A competitor who retires before attempting all sections on the first loop is DNF and will not receive series points.

## Section Scoring Definitions

Ø **Clean:** No points (zero). The rider completes the section without committing an error.

Ø **Dab:** Any intentional contact (dab) between a rider's foot, or any other part of the body, and a supporting surface or object either inside or outside the boundary is scored one point. Dragging a dab is considered a 3.

Ø Touching both feet to the ground at the same time while astride the machine = 2 points (one dab for each foot).

Ø Footing: three or more dabs, or paddling with both feet = 3 points.

Ø **Failure:** The following instances during a section attempt will result in a score of five points:

o Stopping with a foot down

o Stopping and balance will be permitted.

o Ribbon out-of-bounds: a machine may ride on a ribbon, but not beyond it. There must be ground visible between the inner edge of the tire and wrong side of the ribbon to be considered a 5. This also applies to the ribbon used in a split gate.

o Crossing own wheel track, one or both.

o Displacement of markers within section.

o Both feet on same side of motorcycle.

## Series Scoring (Championships)

Ø Series awards are based on a rider's best finishes, shown as follows:

POSITION	POINTS		POSITION	POINTS
1	20		8	7
2	16		9	6
3	13		10	5
4	11		11	4
5	10		12	3
6	9		13	2
7	8		14	1

Ø Year-end ties will be broken by reviewing events in which the riders competed against each other. The rider with the most number series points in those events will win.

ASSUMPTION OF RISK



Trials is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant 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 in 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 ITSA, 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.

## **Event procedures**

[Section split design](#)

[Section no split design](#)