



BRTC Competition Rules

Revision 0

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Prepared by: Ellis Daw
BRTC Secretary

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1.0 The BRTC Organization

1. The BRTC, a non-profit, promotes the family-oriented sport of observed trials by supporting amateur competitors of all levels, from new and “just for fun” riders to serious athletes, and fostering national competition.
2. The organization is governed by the Bylaws of the Blue Ridge Trials Club, Inc (Reference 1).

2.0 Rider Classification

1. The BRTC rider classes are based on ability and include: NOVICE; INTERMEDIATE; SPORTSMAN; ADVANCED SPORTSMAN; ADVANCED; EXPERT; CHAMP; VINTAGE SPORTSMAN INTERMEDIATE; and OFF ROAD. The specific classes in each event are determined by the Competition Director and Trialsmaster. Each event registration and promotion process, e.g., website, flyers, etc., must reflect the classes applicable to that event.
2. Riders may reclassify themselves whenever they feel the need due to change in ability, injury, age, or equipment.
3. An interview with the promoter or a member of the Board of Directors shall help a rider determine which class to ride if unsure.
4. A rider wanting to compete in a class other than their normal class may do so, however the rider will only receive Championship points for the class they rode the majority of time at the conclusion of the season. If they rode an equal number of rounds, points will be awarded to the first class the rider competed. A rider may also indicate to the Competition Director that they are riding for “Exhibition only.” An Exhibition rider will not be eligible for series points but may be eligible for the awards of the day subject to the discretion of the promoter.
5. A member can only ride one class per round.
6. The following ability level guidelines shall be used to determine the most appropriate class for a rider:

NOVICE - The Novice class is for the beginning trials rider. Riders should understand the sport and are developing basic trials skills. Challenges should allow for generous

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approach and recovery space. First time competitors should feel comfortable attempting all sections. Novice sections may include:

- Logs under skid plate height, square on
- Setup prior to obstacles of at least two bike lengths
- Flat or on camber turns
- Slight turns on mild hill climbs with tight downhills

INTERMEDIATE - The Intermediate class is for the experienced trials rider who has shown ability above the Novice class. There is not an equivalent class in NATC. Intermediate sections may include:

- Logs at skid plate height (or slightly higher) square on, and up to 6" diagonal crossing of logs
- Setup prior to obstacles of at least one bike length
- Off camber turns with room for safe dab
- Available footing on both sides of the obstacles


SPORTSMAN - The Sportsman class is for riders who have successfully met the challenges of the Intermediate class and do not wish to face the bigger obstacle challenges of the Advanced class. Sportsman riders should be able to handle competition and challenges approaching that typically seen in the NATC Clubman class. Sportsman sections may include:

- Obstacles up to 2-feet high (knee high)
- Sharp turns without clutch assistance
- Obstacles below the need to high center on skid plate
- Recovery time between obstacles

ADVANCED SPORTSMAN – The Advanced Sportsman class is for riders looking for more challenge than Sportsman and less than Advanced. The sections consist of the four most difficult Sportsman sections and the four easiest Advanced sections. Advance Sportsman sections will include:

- Designation of either “A/S = S” or “A/S = A” on the entry gate to indicate which line is to be ridden. If there is no designation, the S line shall be ridden.

ADVANCED - The Advanced class is for riders who know and can use advanced riding

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techniques. Advanced riders should be able to handle competition and challenges approaching that typically seen in the NATC Support class. Advanced sections may include:

- Obstacles up to 3-feet high (waist high)
- Logs 24" square on, 12" diagonal logs
- Turns that require clutch control
- Full lock turns appropriate on flat, but not on hills or cambers
- Limited setup prior to obstacles (12" between front tire and obstacle)
- Gaps less than one bike length
- Off camber turns and downhill turns allow some room for run off
- Available footing on both sides of obstacles


EXPERT - The Expert class is for those riders who desire to compete in more technically challenging sections while minimizing exposure to unnecessary risk. Challenges should not require spotters. Expert riders should be able to handle competition and challenges approaching that typically seen in the NATC Expert Sportsman class. Expert sections may include:

- Accurate placement of front wheel, floating turns and full lock radius turns.
- Obstacles such as 36" logs square on, 24" diagonal logs
- Positioning or setup requiring hopping is appropriate
- Minimal but reasonable approach to obstacles
- Difficult off cambers turns
- Available footing on both sides of obstacles

CHAMP - The Champ 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. Champ sections may include:

- Obstacles up to 5-feet high (chest high)
- Hopping the front or rear of the bike for setup
- Available footing on both sides of obstacle.

VINTAGE SPORTSMAN INTERMEDIATE - Will include participants riding all years of air-cooled, mono-shock or twin-shock motorcycles, with drum brakes. The sections consist of the four most difficult Intermediate sections and the five easiest Sportsman sections. The Trialsmaster will ensure the applicable sections are appropriate for the capabilities of the vintage motorcycles.

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- Designation of either “S/I = I” or “S/I = S” on the entry gate to indicate which line is to be ridden. If there is no designation, the I line shall be ridden.


OFF ROAD – Off road (motocross, enduro, dual sport) motorcycles. Trials tires will not be required for competition. The trial master shall designate the line that the off-road class rides. The Off-road class is an exhibition class. There will be no points or awards for this class.

3.0 Competition Criteria

1. BRTC championship rounds (points awarding) shall normally consist of classes as described in Section 2.
2. Competition classes that will have year-end rankings and awards will be determined at the year-end meeting.
3. BRTC trials shall have sections with difficulty levels suitable for the event classes. In special cases the event organizer may combine classes or use classes that differ from standard classes if the sections are suitable for both classes.
4. All competitors must be a current BRTC member. Only Competitors with BRTC Individual, Family or Senior Memberships are eligible for championship points and only riders with at least ½ the total number of rounds Work Credit and ½ the total number of rounds minus one Ride Credits are eligible for year-end awards, with the exception of the Novice class where 3 work and ride credits qualify for year-end awards.

4.0 Equipment


1. All motorcycles must be effectively muffled so that the noise level measured at fifty feet is less than 90 decibels.
2. The intermediate, sportsman, advanced sportsman, advanced, expert and champ classes may only use tires that are of a trial tread pattern that meet International Motorcycle Federation specifications and which are available to the general public.
3. A rider may start and finish on different bikes.
4. Vintage Technical Specs
 - a) Tires and Wheels: Trials tires are required in all classes.

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- b) Rear dampers may be replaced with gas filled units.
 - c) Silencers are required.
 - d) No machine may compete with an open exhaust system.
 - e) Major components must be specific to the era and bike. Specifically: engine, frame, gearbox, and forks.
 - f) All modifications must be consistent with the spirit of the class. Period modifications only.
5. **IMPORTANT!** Anyone operating a motorcycle at an BRTC event is required to wear a DOT, Snell 85 or later, or any ECE listed helmet or they may be removed from the property. 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.
 6. A number plate is required on the front of the motorcycle stating class. Minimum size of 1.5" letters.
 7. Anyone encountering an injured rider should stop to assist as able and comfortable, while sending another person to the scorer's table to notify BRTC officials. Assisting riders may receive a score equal to their best finish that season or an average of the prior year's scores, as appropriate. "Good Samaritan" riders will not be penalized and will receive a full score.

5.0 Event Sanctions


1. The BRTC Board of Directors shall have responsibility for awarding BRTC sanctions to those individuals or clubs requesting to put on a BRTC trial. Receiving a sanction presents an organizer with the responsibility of providing a trial that is laid out and operated in a professional manner and in accordance with BRTC rules. The BRTC Schedule will normally be set by December 31 of the preceding year.
2. Any required event sanction fees or other special event fees will be of a type and quantity determined by the board of directors.

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3. A standardized flyer will be published on social media (e.g., website and Facebook), created by the trial organizer or BRTC Board of Directors, and be pre-approved by both parties.
4. If the organizer requires supplemental rule(s) to be adhered to for his/her event, they must be posted prior to the event start at sign-up. Supplemental rules must be proposed by the trialsmaster and approved by the board members at the event.
5. The trial organizer is responsible for compensating the scorekeeper (typically the competition director or other person knowledgeable in the scoring system database) an amount determined by the Board of Directors for scorekeeping at the trial. This will entail a complete list of the results of each trial showing the finishing position of each rider and his/her final score. The scores shall be complete in every class with all ties broken and any discrepancies settled. The list shall include the Trials Master and all section observers and event workers. There may be a maximum of two Trials Masters for each event.
6. In the event of a need to cancel or reschedule a trial, the trial organizer must notify the BRTC president as soon as possible so the appropriate action can be taken.
7. The BRTC Board of Directors may disqualify any trial not run in general accordance with these rules.

6.0 Course and Sections

1. The course shall consist of sections in numerical order laid out on a loop. Loop directions and turns must be marked with arrows. Caution or danger spots on the course must be adequately marked.
2. The design and layout of the sections shall be such that they do not present unrealistic or overly hazardous conditions to riders in the respective class. Trails connecting the sections must not present challenges above the skill level of the lowest class riders.
3. All sections should be ridden several times by the organizer or his representative (nonrider in trial) to ensure their suitability for use. Event organizers should pay special attention to the effects of changing weather on each section and plan for possible route changes. The Sporting Steward judges the suitability of the sections and has the authority to delay the start of the trial until any required changes are made.

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4. Each trial section must be clearly marked to ensure legal navigation for all classes, with paired gate markers set at least 48" apart for each class, subject to Sporting Steward approval. Riders may navigate their class gates in any order unless specified by numbered markers. Continuous ribbon, placed 4" to 12" above ground, defines section boundaries. Any ribbon color is permissible. Once a round begins, sections must remain unchanged, with no gate alterations allowed after any competitor has ridden.
5. Each section shall be numbered and have clearly marked start gates and end gates with a minimum width of one meter.
6. Sections shall be ridden in numerical order, except for the shot gun start on the first loop. When a shot gun start is used, everyone starts their second loop on section one. Section 2 shall not be used as a starting section when a shotgun start is used. No section shall be ridden twice in a row unless deemed necessary by event and BRTC officials for unforeseen circumstances.
7. Each trial shall consist of a minimum of 27 attempts for all classes except for the novice line classes where the minimum shall 24 attempts.
8. Course layout cannot be altered after the Sporting Steward's inspection without the Sporting Steward's consent.


7.0 Scoring

The checking officials at each observed section must be stationed so the entire section is visible. If the section is such that 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 shall not be changed during the round.

Other riders will not distract the Observer while a rider is in the section.

The observer shall either verbally acknowledge or use clear hand signals to authorize a rider to start riding the section. Scoring shall start when the front axle passes the start markers and stop when the front axle passes the end markers (front axle in, front axle out). Front axle is only allowed to pass the start gate once (per attempt). Scoring will be based on the scoring system as follows:

Errors	Penalty
1 fault:	1 point
2 faults:	2 points

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More than 2 faults:	3 points
Failure:	5 points
Sections not ridden because of time penalty	5 points
Missed en route section	10 points

1. Fault Definitions:

- a) Footing - any contact providing support between any part of the rider's body or machine with the ground or an obstacle (tree, rock, etc.) (Exception: tires, foot pegs or skid plate). Footing can occur either inside or outside the boundary. Refer to 7.2.c and 7.2.m for tires outside the boundary.
- b) Foot rotation counts as one point.
- c) Sliding a foot counts as three points.
- d) Both feet placed on the ground simultaneously counts as two points.
- e) Toe Dabs will be counted as footing.

2. Failure Definitions:


- a) Violation of these rules by the minder/rider assistant will result in 5 points (or more) being added to their rider's score.
- b) The machine is moving backwards with or without the rider footing.
- c) The machine touches the ground or obstacle outside a boundary with the front or rear wheel. Touching a boundary is not a failure.
- d) The rider dismounts from the machine and has both feet on the ground on the same side of the machine, or behind the machine's rear tire.
- e) The rider removes a hand from the handlebar to reposition the motorcycle or perform a mechanical adjustment while footing while stationary or uses the hand to gain an advantage of any type.
- f) The rider receives outside assistance.
- g) The rider or minder/rider assistant changes the condition of a section.

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- h) The rider begins a section attempt without the observer's acknowledgment.
- i) The engine stops while footing or while any other part of the machine, except for the tires, is used for support without forward motion.
- j) If handlebar is used for support and the motorcycle is beyond 45-degrees from vertical.
- k) The motorcycle does a complete loop, crossing its own track with both wheels.
- l) The rider fails to pass through all designated gates for the rider's class. Competitors may ride where they choose where boundaries are not marked by either split gates or tape. The rider may not pass backward through a gate of their own class or in either direction of another rider's class (which equates to any tire contact patch breaking the plane of the gate).
- m) In the case of running over a taped boundary, 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 a marker, but not both wheels, i.e., jumping the bike over a boundary is a failure; front axle must pass through the start and end gates.
- n) Any displacement, breaking, 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.
- o) Only the greatest penalty, as defined above, shall be counted for the section.

3. Other Penalties:


- a) A rider may report to the observer and receive a five (5) for that section without attempting that section.
- b) Sections are to be ridden in the designated order only. The penalty for Sections missed or ridden out of order is 10 points per section. Any sections missed en route, not filled in (punched) on the scorecard or scoresheet are considered missed sections and receive ten (10) points for each section not scored.

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- c) If blank or unmarked spaces on the scorecards exceed 10% of designated rides, the rider will be considered a non-finisher.
- d) 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 7.3.i).
- e) Any section ridden more than once per loop will receive 10 points, in addition to their first attempt score.
- f) The loop may be ridden and the sections inspected on foot on the day of the round and after the competitor has signed the release.
- g) Practice in any of the sections before or during the round (including after the rider has completed his/her competition) will result in disqualification of the rider from the trial.
- h) The loop must be ridden as marked in its entirety. A rider cutting the course or going backwards on the course may be disqualified at the discretion of the event officials.
- i) Unsportsmanlike conduct or offensive behavior or language by a rider will result in a penalty of 5 to 25 points or disqualification at the discretion of event officials. The 5 to 25 point penalty can be given at the discretion of any section observer.

2. Protests:

- a) Obstruction occurs when a rider is prevented from completing a bona fide attempt due to some unauthorized obstruction. If a rider claims obstruction, the section observers decision as to whether a re-ride is permitted, is final. Should any re-ride be granted, the section shall be observed from the point of obstruction onwards and any points lost prior to the point of the obstruction of the original attempt will stand.
- b) It is the rider's responsibility to acknowledge their score and verify that it is recorded 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.
- c) No person may protest another riders' score.

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- d) Protests must be filed within 1 hour of posting of the round results. Any corrections during that time are allowed by the Trials Master or protest committee. Notification of a protest may be made verbally or through electronic communications (text, e-mail, phone call).

3. Tie Scores:


- a) In the event of a tie, the Rider with the most cleans, and then ones, twos and threes will win. If still tied, then the first point dropped will be used as a tiebreaker. If still tied the riders will be considered tied for the round and receive the place and the same number of Championship points for the higher of the two positions being contested.

4. BRTC Specific:

- a) Other course specific rules may be given at the riders meeting.

8.0 Entry Fee

1. The entry fee requirements for an BRTC sanctioned trial shall be as approved at the annual meeting. Approval of this competition rulebook shall constitute this approval.
2. The entry fee is at the option of the promoter up to a maximum of \$30. Entry fee for a youth (18 and under) is \$10.
3. For every trial entry the promotor will pay the BRTC five dollars. Four dollars will go toward administrative costs, including year-end awards and one dollar will be split and go to support Team USA Trial de Nations Team.
4. A gate or land use fee may be charged by the promoter if noted on the event flyer. The maximum land use fee shall be \$20/day.
5. In order to promote on-line signup and registration and discourage signup the day of the round, a convenience fee not to exceed \$10 may be applied by the BRTC for signup the day of the event. This fee shall be noted on the event flyer.
6. Cancellation policy is as follows:
 - a. Cancel prior to on-line signup closes (Thursday evening at 8:00 pm prior to the event weekend) and receive full refund.


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- b. Cancel after on-line signup closes, but before the event starts and receive 50% refund.
 - c. No refunds will be given for no shows without notification.
 - d. Cancellation notifications shall be sent to: info@blueridgetrial.com
7. If requested a current AMA membership card must be presented at sign up or participation in the event may be denied.

9.0 Starting Time and Time Limits

1. Starting time for rounds shall be no later than 9:00 a.m. local time on Saturday and Sunday. Promotors may alter that time if warranted (e.g., available daylight, land use restrictions, etc.) given the President's permission and posted on all event flyers prior to the event. There will be 30 minutes between the end of the morning round and the beginning of the afternoon round. Youth events will be held at the Promoters and Youth Directors discretion. Youth rounds should be held on Saturday afternoon following the main trial.
2. All championship rounds shall have a time limit for completion (typically 3:15). The Trials Master shall determine the time limit and announce it at the riders' meeting. This limit should be generous, allowing all riders to be able to complete the trial. The announced time limit may be changed during the trial if it is determined by the Trials Master and Sporting Steward that unforeseen conditions make it possible for all competitors to finish early or if additional time is required. Any additional time added to the trial must be must be posted at the score keeper's table prior to the first rider completing the first loop.
3. The time limit shall not be a tool for disqualifying participants, but rather for making the round run on a timely basis. The time limit set for the trial shall be announced at the riders' meeting. Official time for the trial will begin when the Trials Master releases riders from the riders' meeting to their first section. A running timer will be displayed at the score keeper's table. At the completion of the assigned time for the trial, a sweep rider will begin at section one and close all subsequent sections until reaching the last section. Riders in line for the section being closed are eligible to complete the section.
4. Only paid competitors are allowed in the sections during a round.

10.0 Safety and Protest Committees


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1. The requirements for safety inspection shall be determined at the annual meeting or at any time during the year by the Board of Directors. Sporting Steward(s) shall be appointed by the Board of Directors 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. A protest committee shall consist of the event Trials Master plus any members of the Board of Directors who are present at the event.

11.0 BRTC Championship

1. The championship shall be on a yearly basis. The total number of BRTC trials to be held shall be determined by the Board of Directors. The suggested number is from 7 to 14 rounds.
2. Points are awarded as follows:

1st	30
2nd	25
3rd	21
4th	18
5th	16
6th-20th	decreases one point per position
21st-29th	decreases 0.1 point per position
30th-39th	decreases 0.01 point per position
3. Each rider's championship score for the year shall be based on the points earned in $\frac{1}{2}$ the total number of rounds plus one. Each rider's best scores in this number of rounds shall be used in computing the total championship score for the year.
4. A member must ride at least $\frac{1}{2}$ one minus one round in a single class to qualify for yearend awards. (See Novice exception (page 4, Section 3.0, #4)).
5. Tie scores for Championship placing shall be broken using the following steps one at a time.
 - a) Step 1 - Greatest number of total wins will win.
 - b) Step 2 - Championship points earned in rounds where the riders competed against each other will be added and the largest number will win.

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- c) Step 3 - Total score on observation at those rounds where the riders competed against each other will be compared with the lowest total being the winner.
- d) Step 4 - If still tied, the total number of cleans, ones, twos, etc. from rounds where riders competed against each other will win.
- e) 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.

12.0 Member Work Rule – BRTC Championship Events

1. The success of the BRTC Championship events depends entirely upon the volunteer efforts of the members. Every riding member of the BRTC is expected to contribute by working at every event during the season. It is requested though not mandatory that each member works in both assisting the Trials Master in setting up an event and especially in scoring (observing) an event. Score keeping and other jobs count toward the work credit in addition to scoring. A member can receive only ONE work credit per day.

50/50 Peer Scoring: Approximately 50% of the riders will score in the morning, while the other 50% ride. Those that rode in the morning will score in the afternoon while the morning scoring riders will compete in the afternoon. The Competition Director will manage the 50/50 Peer Scoring system with assistance from the President and Vice President. No class will be divided for competition (i.e. everyone in a specific class will ride at the same time). Riders in different classes wishing to ride together should let the Competition Director know upon arrival at the event; we will try to accommodate this request. No substitute workers, the rider members are responsible for their own work at the event. The classes scoring first will be determined after signup is completed. The Competition Director will decide starting order with the assistance of the President, Vice-President and/or Trials Master. Two checkers or more will be used per section to expedite the events.

2. If there are enough riders to have at least two checkers per section for both the morning and afternoon sessions, riders may be assigned other duties and receive work credit. Examples of these other duties include: photographer, sweep rider, scorekeeping assistant, etc.
3. An OPT-OUT system is in place to help accommodate riders with long distance travel. Because of the number of riders vs. the number of sections, not every member will be required to work at each event. We have an “OPT-OUT of working” system in place; riders who want to OPT-OUT on Sunday should be sure to volunteer to work on Saturday.

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4. Although championship points will be computed throughout the season for all rider members, only rider members who have worked at least ½ the total number of rounds and ridden at least ½ the total number of rounds plus one are eligible for year-end awards (See Novice exception in Section 3).
5. Thirty (30) points may be awarded to the Trials Master and up to one additional worker for helping layout the sections per BRTC Trial. Layout points can only be earned one time per year.
6. Any disputes between a worker and the Trials Master must be settled between themselves.
7. Scoring personnel shall submit a list of workers with his results after the competition. This list will be used as the basis for determining championship award eligibility.
8. If any revisions are necessary to the work credit report submitted by the Trials Master, they must be submitted to the competition director by the scoring personnel in writing (e-mail is acceptable). The competition director will maintain this record for the remainder of the competition year.
9. All BRTC riders competing in a round for which the Promoter provides checkers will be given work credit for that days' round provided the rider finishes the round and was not given the opportunity to work in a scoring capacity. If an active BRTC rider works as a checker for one of these rounds, he/she shall be given work credit.
10. No one may protest another rider's work credit.

13.0 References

1. By-Laws of the Blue Ridge Trials Riders Association, Rev 0, Date 05Apr2025
2. American Motorcyclist Association 2025 Rulebook
3. Supplemental Riding Rules for Championship Observed Trials Events 2025, AMA/NATC