



MOTO TRIALS

Sport Information & Rules

Date: May 16-17, 2026

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Registration Fee:

One Day (Saturday OR Sunday)

Early Registration \$45

Late or Day of Registration \$55

Two Days (Saturday AND Sunday)

Early Registration \$55

Late or Day of Registration \$65

Non-Utah Moto Trials member Fee, Utah Moto Trials:

\$10.00 - for participants who are not a current Utah Moto Trials member.

This fee is not payable as part of the USG registration and will be payable at check in, at the venue site.

Registration Begins: December 1, 2025

Registration Ends: May 21, 2026 - Late fee after this date

Divisions:

Beginner

Novice

Sportsman

Intermediate

Advanced/Intermediate (A/I) (half advance and half intermediate sections, as per marshal)

Advanced

Expert

Champ

USG Athlete Packet Pick Up:

SUU Sorenson PE Building - 560 W University Blvd

[Click for Date & Times](#)

Check-in & USG Athlete Packet Pick Up:

7:30am - 8:30am

The morning of your scheduled event

Three Peaks Recreation Area Main Pavillion

The \$10.00 / participant fee will be collected at this time for all **non** Utah MotoTrials members.

Venue:

Three Peaks Recreation Area.

North on Main Street, Cedar City, past North Interchange Exit 62.

North on Minersville Highway for three miles to Midvalley Road

Turn left to go west on Midvalley Road for 6.2 miles

Turn right at flags and the Three Peaks sign.

Block Party Information:

For All Athletes/Parents/Spectators & General Public

June 5, 2026

5:00-8:00PM

SUU Practice Field (East of Freeway)

99 S 1100 W

Cedar City, Utah

Includes - Food Trucks, Music, Games, Bounce Houses, and Community Vendors

Utah Summer Games Opening Ceremony - June 5, 2026 8:30pm, SUU Eccles Coliseum

Weather Policy

EVENT INFORMATION:

Riders can register to ride Saturday only or Sunday only or for both Saturday and Sunday.

An award ceremony for the Saturday MotoTrials will be held after the event on Saturday.

For riders who register to ride both days, winners will be determined from the combined Saturday and Sunday scores.

An award ceremony for the combined Saturday/Sunday MotoTrials will be held after the event on Sunday.

Riders must be present at the awards ceremony to receive an award if earned.

SCHEDULES:

Saturday, May 16th AM

Rider check in: 7:30 AM - 8:30 AM

Beginner Class rides in the AM group.

Saturday, May 16th PM

Riders meeting: 1:15 PM

Riders out: 1:30 PM

Competition end 5:00 PM

Sunday, May 17th AM

Rider check in: 7:30 AM - 8:30 AM

Beginner Class rides in the AM group.

Sunday, May 17th PM

Riders meeting: 12:45 PM

Riders out: 1:00 PM

Competition end 4:00 PM

Awards meeting: 4:30 PM

- The loop will be swept 15 minutes prior to Competition end. Riders must return their score cards before the sweeper returns to the registration table at the competition end time.
- Score cards with sections not punched will be scored as a 5.
- Riders not returning a score card prior to the sweeper will receive a DNF.

RULES AND SCORING:

Each class (Novice - Champ) will ride 3 loops, 10 sections/loop, Saturday

3 loops, 8 sections/loop Sunday.

Beginner class riders will ride 4 sections 3 loops each day.

Event Scoring:

Scoring at for the USG will be “**Observed**”.

Riding and Scoring will be split between the skill division groups for morning and afternoon riders or scorers, as determined by club officials the morning of the event. Scoring and riding groups will alternate for the Sunday round.

Scoring:

Scoring of a rider begins when the motorcycle's front wheel axle passes through the plane between the entry gate markers and ends when the front wheel axle passes through the plane between the exit gate markers.

When a rider encounters a “SPLIT” marker in a section, the rider is required to ride so as to ensure that both tires pass on the correct side of the split marker and the rider must ride the split markers in the intended direction.

A “SPLIT” cannot be ridden backwards even after satisfying the “SPLIT” by riding in the proper direction.

In the event of a very unclear decision about a score, the rider should get the benefit of the doubt.

Scoring in each section will be based on the following penalty point system: Points:

None (clean) 0

Footing once while moving 1

Footing twice while moving 2
 Footing three times or more while moving 3
 Sliding a foot on the ground while moving 3
 Stopped with a foot down 1
 Stopped with both feet down, but still straddling the bike 2
 Stopped with both feet down, but not straddling the bike 5
 Failure to complete a section 5
 Failure to stay in the section boundary makers, with one or both wheels 5
 Choosing not to ride a section 5
 Foot dabs on opposite side of bike 5
 Backing up or balancing with feet on pegs 0
 Backing up and using one dab while or after backing motion 1
 Backing and using a 2nd dab, behind the 1st dab, while or after backing motion 5
 Balancing on skip plate without footing 0
 Jumping the bike over a boundary 5*
 Dabbing with a dead engine 5**
 Crossing over one's tracks in the section 5***
 Riding a split gate backwards 5
 Missing a section 5

* it is permitted to float one wheel over a marker, such as an exit gate, as long as the tire does not land on the gate and lands beyond the plane between the exit gate markers

**If a rider dabs with a dead engine, the rider is penalized 5 points. A rider who is able to ride a dead engine bike, feet up, with no dabs, through the end gate will only be penalized for dabs prior to the dead engine. Any dabbing with a dead engine will constitute a 5.

Five points is the maximum score a rider who attempts a section may be scored. Brushing a foot, arm or part of the motorcycle against the side of a rock, tree etc, without using it for support is not considered a penalty.

*** Crossing over one's tire track(s), at any time in a section, is only permissible if a section is designed intentionally and marked in such a fashion.

Riding over one's own tracks is not a five if riders are hopping, and/or backing up while balancing.

Touching or riding on a boundary ribbon or split plate marker without actually going outside it (i.e. ground not visible between tire and marker) or moving it so that it must be replaced is not a penalty.

A "dab" is defined as any additional support taken by a rider (including hands, head, etc) or motorcycle while in a section on anything other than the tires or the skid plate. Dabs outside the marked section boundary are permissible and are penalized the same as a dab inside a boundary. Lofting a wheel over a boundary is not considered a penalty as long as the wheel does not touch any structure outside the boundary before returning "in-bounds".

The rider is considered to be in the section when the front wheel axle passes through the plane between the entry gate markers and cannot be lifted over entry gate markers. Breaking a boundary or split ribbon with the machine is a 5, breaking a ribbon with a part of the rider's body is not penalized.

Any displacement of a marker requiring it to be reset is considered a 5. If a rider chooses not to ride a section due to personal safety concerns etc. the rider may "Take a 5" and have the observer scoring that section punch a 5 on the rider's scorecard.

If a rider is unable to complete all sections prior to the sweeper or competition end, each unpunched section will be penalized 5 points.

If a rider does not complete at least 21/17 sections in a 30/24 section event, they will be considered Did-Not-Finish (DNF).

Riders may be disqualified from the event for unsportsmanlike conduct, reckless use of the motorcycle, abuse of the riding area, or other behavior at the discretion of the Steering Committee members.

Scorecards:

Riders will be issued scorecards at check in, which will be marked with the rider's name and class. One hole punch issued to one section observer and will be used to mark the score of the rider for the section immediately after completing the section.

If an incorrect score is entered by the scorer, the block of the incorrect punch will be completely punched out and the correct score will be punched.

Other techniques weaken the cards causing the cards to rip more easily and can also cause scorers to inadvertently include the extra punch holes which are not meant to indicate points.

The scorecard(s) are a rider's responsibility.

All rider scorecards must be returned to the administration table after completion; the completed 1st and 2nd loop cards will be exchanged upon starting the 3rd loop, for the 3rd loop scorecard, and immediately returned to the administration table after completing the 3rd loop.

Final scoring personnel at the administration table will ensure accuracy. Scores for the event as they apply to the year's total will be verified by the secretary prior to inclusion.

Riders who lose their scorecard can be issued a new card, but all sections will need to be re-ridden in the allowed time period following the DNF guidelines and/or be penalized 5 points per "lost" sections.

In the event of a tie, the rider with the **highest** number of cleans will be the winner, followed by **highest** number of ones, twos, threes, etc. If still unable to break a tie, the rider who rode the most sections before incurring points will be declared the winner. If none of the above requirements can break the tie, a "ride-off" will be used to determine the winner at the discretion of the Steering Committee.

Protests:

Protests must be made by a rider immediately after finishing a section, and if possible should be handled by the observer immediately to avoid hindering other riders. Scoring protests will not be heard if the observer was not made aware of the protest at the time. Riders may not protest another rider's score. If an observer is unable to make a determination in a protest to a rider's satisfaction, the rider must state to the observer he is filing a protest and must file the protest with the President, or Steering Committee member prior to the awards ceremony. A rider may continue to compete pending results of the protest. A protest jury consisting of three (3) members of the Steering Committee with the President issuing final determination of any protest.

A rider interfered with in a significant way for any reason by outside influences may request a re-ride at the discretion of the observer, but will keep the score of the re-ride even if it is worse.

For safety reasons, pets should not be taken with riders, observers, or spectators on the loop.

Awards:

Awards earned by a rider will only be given out at the Awards ceremony after each day's event.