



55th Annual Ute Cup

Supplemental Regulations

August 16th & 17th, 2025

La Garita, CO



SUPPLEMENTAL REGULATIONS: These supplemental regulations are special rules and requirements that will be in force for the 55th Annual Ute Cup. Combined with AMA Amateur Competition Rulebook, these Supplemental Regulations contain everything Riders need to know to compete. A Riders' meeting may also be used to convey any changes or additional information prior to the start. **We are holding this event on National Forest land under a special use permit. We are allowed to ride off the trail only on the two days of the Ute Cup. There will be NO SECTION RIDING before or after the event.**

THE TRIAL: The Ute Cup is a unique two-day trials event hosted in the alpine terrain of the Colorado Rocky Mountains. It features an epic loop trail sometimes more than 25 miles - usually parts of the loop go above tree-line (11,000-12,000 feet of elevation). Sections do not contain splits/gates - all competitors ride the same line following the section boundary tape. This format offers the average Club Rider an opportunity to compete head-to-head with some of the best Riders in the country. Although the exact length of each loop and number of sections per loop will not be announced until just before the event, Riders should plan to ride up to 60 miles and 40 sections each day.

RIDER REQUIREMENTS: Riders must be of Intermediate or higher skill level (that is basically middle of the field and higher in most trials clubs across the country). The Rocky Mountain Trials Association may, at their discretion and in the interest of safety, disqualify a Rider who they determine is not qualified to ride.

TRIAL ENTRY: Pre-entry is available on-line beginning May 1, 2025. There is a 120 rider limit with entries accepted in the order received. Entry fee is \$100 per day for each rider plus, if you participate on a team (3 riders per team), \$20 per member for each team with the exception of sponsored teams which is \$200 dollars for the team. **Riders that enter both days and pre-enter by July 1st will receive an event shirt—be sure to state your shirt size when entering on-line.** Shirts will also be available for purchase at the event. Although this is an individual event, the addition of competing on one or more teams adds to the fun and significantly improves your odds of taking home an awesome award. All fees will be collected on the weekend of the event.

RIDING GEAR: It is the responsibility of the Rider to provide and wear suitable riding gear. Any suitable material or configuration consistent with motorcycle competition is acceptable. Long sleeve jerseys are recommended and rain gear may come in handy. A helmet that meets AMA or FIM approval is required to be worn whenever operating a motorcycle at the Trials site and appropriate body armor is recommended.

MOTORCYCLE REQUIREMENTS: Number plates are not required, but, highly encouraged and should contain the Rider's name and home state. All motorcycles must pass a technical inspection and meet the following requirements:

- Bikes must be **CLEAN** to prevent introducing unwanted things like whirling disease, Chytrid Fungus, and noxious weeds
- US Forest Service approved **spark arrestor**
- Colorado **OHV sticker** on your bike
- Handlebar-mounted kill switch
- Front and rear brakes
- No broken parts (for example: ball end levers must be intact)
- A pad (¼" minimum thickness) covering the handlebar cross-brace or mounting plate
- Twin Shock motorcycles (eligible for Top Twin Shock award) must be twin shock design, air-cooled engine, drum brakes, no hydraulics (except suspension)

TECH INSPECTION: Tech Inspection and check in will be conducted Friday evening from 3:00 PM to 5:30 PM and Saturday morning from 8:00 AM to 9:00 AM. However, please go through Tech Inspection Friday evening if at all possible to help speed things along Saturday morning.

MISCELLANEOUS: This trial is run without regard to engine displacement. All motorcycles must be rear-wheel-drive only, and use trials universal type tires that are commercially available to the public and meet FIM specifications. The same motorcycle must be ridden throughout the Trial. Participants are solely responsible for the condition and function of their motorcycles and personal riding equipment. The American Motorcyclist Association and Rocky Mountain Trials Association do not verify the condition of vehicles, clothing, or other riding gear and accessories used in AMA-sanctioned amateur competition.

STARTING ORDER: Riders leave for their first Sections on Saturday on one-minute intervals in a random order chosen by a drawing. The starting order for Sunday will be in reverse order of Saturday.

TIME LIMIT: The start time will be 9:00 a.m., local time both Saturday and Sunday. The time limit for each Rider to complete the course will be announced before the start. There is no mechanism for extended time once the Trial has started. The start area and the final section of the day will be time checks. After the time limit, the Rider may arrive late, but penalty points will be added for arrival at the finish check after scheduled time at the rate of one half-point per minute. Any Rider turning in a scorecard later than 30 minutes after the Rider's scheduled time shall be disqualified. To obtain the final score, points lost on time and points lost on observation are added.

SCORING: Scoring will start when the motorcycle's front axle passes through the Start gate and stop when the front axle passes through the End gate. The Observer will show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.

IN CASE OF DOUBT CONCERNING A PENALTY, THE OBSERVER WILL ALWAYS GIVE THE RIDER THE BENEFIT OF DOUBT.

Penalties will be assessed in each section for faults (footing) and failures as follows:

0 faults = 0 points

1 fault = 1 point
2 faults = 2 points
More than 2 faults = 3 points
Failure = 5 points

Fault (footing) Definition: 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. Foot rotation counts as one point. Sliding a foot counts as three points. Both feet placed on the ground simultaneously counts as two points.

Failure Definitions:

- **The motorcycle moves backwards while the Rider is footing.**
- 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. Note: Touching a boundary is not a Failure.
- 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.
- While stationary and footing the Rider removes their hand from the handlebar and uses their hand to grasp and reposition the motorcycle or perform mechanical adjustments to the motorcycle.
- The Rider receives deliberate outside assistance.
- The Rider changes the condition of a Section while not riding the Section.
- The Rider begins a Section attempt without the Observer's acknowledgment.
- The engine stops while footing or while any other part of the motorcycle, except for the tires, is used for support, without forward motion. Note: The motorcycle must be moving forward while footing with a dead engine to avoid a Failure.
- The handlebar touches the ground and the motorcycle is more than 45-degrees from vertical.
- The motorcycle does a complete loop in a Section—crossing both its own tracks with both wheels.
- The front wheel does not precede the back wheel when passing through the start and end gates.
- Either tire passes completely on the out-of-bounds side of the Section boundary with the tire on the ground. Note: In the case of running over a taped boundary, the tire must be on the ground completely 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.
- The front axle does not pass through the Start and End gates.

Only the greatest penalty as defined above shall be counted for the Section; however, the following additional penalties may also be added:

- 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.

- Sections are to be ridden in the designated order only. The penalty for missed Sections, or Sections ridden out of order, is 10 points per Section. Any Sections not scored and punched are missed Sections.
- If blank or unmarked spaces on the scorecards exceed 10-percent of designated rides, the Rider will be considered a non-finisher.
- A Rider waiting in line to enter a Section must not leave the Rider's motorcycle. If the Rider does, the Rider must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct and could result in disqualification.
- Any Section ridden more than once per loop will receive 10 points, in addition to the first attempt score.
- Practice in any of the Sections before or during the Trial will result in disqualification of the Rider from the Trial.
- Unsportsmanlike conduct, or offensive behavior or language by a Rider will result in a penalty of 5 to 100 points, or disqualification of the Rider.
- Exceeding any posted speed limit is a 5-point penalty (for each offense) before, during and after the Trial.
- A Rider arriving late at the start will be penalized a time penalty of a half-point per minute until the Rider picks up the Rider's loop card.
- After the time limit, the Rider may arrive late, but penalty points will be added for arrival at the finish check after scheduled time at the rate of one half-point per minute. Any Rider turning in a scorecard later than 30 minutes after the Rider's scheduled time shall be disqualified.
- Violation of these supplemental riding rules by a Rider will result in a penalty ranging from 5 points to exclusion from the Trial.
- A Rider cutting the course or going backwards on the Course may be disqualified at the discretion of the Trials Master.
- A Rider must complete the entire Course under the power of the Rider and the Rider's motorcycle, without outside assistance.

The Riders with the lowest number of combined points for the two days of competition will be declared the winners in their respective categories.

- **EVENT TIES:** The Rider with the most cleans, and then ones, twos, or threes will win. If still tied, then the system of farthest from the start cleans, ones, twos, or threes will be used. If still tied and for "Top rider each day" award only, on the first day of competition, the youngest Rider will be declared the winner; and on the second day of competition and for the over-all award, the oldest Rider will be declared the winner.

In cases of ties where time penalties are incurred, the Rider with the lowest number of points on observation will win. If still tied, the above system for breaking ties will be used.

PROTESTS:

- 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 observed from the point of obstruction on-ward. Any points lost prior to the point of the obstruction of the original attempt will stand.

- It is the Rider's responsibility to acknowledge the score given and verify the Rider's scorecard is punched correctly at each Section and time recorded correctly when required. 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.
- Trial results will become official only after the Organizer has had time to check results for incorrect calculations.

AWARDS:

- Ute Cup winner
- Top rider each day
- Top woman rider
- Top twin-shock rider
- Top out of state rider (unless they are the Ute Cup Winner)
- Top RMTA class winners Intermediate - Pro
- Top senior riders age 40-49, 50-59 & 60+
- Top 40% of finishers for both days—Thunderbird medal
- Top 3 RMTA teams
- Top 3 senior teams age 40+
- Top 3 visiting teams
- Top 3 sponsored teams
- All finishers will receive a finishers pin