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INTRODUCTION

The Michigan-Ontario Trials Association is a Non-Profit organization devoted to promoting observed trials activity in the Michigan-Ontario and Northern Indiana area. Composed of a number of member clubs, M.O.T.A. sponsors virtually all trials events held in the area. Each observed trials is organized and conducted by one of the member clubs solely for the enjoyment of other M.O.T.A. club members, and any other riders who wish to participate. Any fees collected are intended only to provide enough funds to perpetuate the sport.

All work is voluntary, but without each member's donation of some time and effort, the sport would not be possible. M.O.T.A. members have found that setting up a trials, constructing sections, and working to make their club's event challenging, safe, and enjoyable to all can be more rewarding than competing in an event. It is this club-level organization with its emphasis on enjoyable, friendly competition that promotes family participation, and makes M.O.T.A. observed trials unique among motorcycle sports.

M.O.T.A. Executive Officers 2019

| | |
|----------------------|----------------|
| Chairperson | Mont Annis |
| Treasurer | Lester Mason |
| Recording Secretary | Bob Capistrant |
| Communications | Mont Annis |
| Competition Director | Todd Doolittle |
| Web Master | Mont Annis |

M.O.T.A. Member Clubs and Presidents 2019

| CLUB | GENERAL AREA | PRESIDENT |
|--------------|-------------------------|------------------|
| Bent Fenders | Flint | Jeremy Decker |
| East Side | Northeast Metro Detroit | Lester Mason |
| Great Lakes | Northeast Metro Detroit | Brian Aherne |
| Metro Trials | Ann Arbor | Steve Hansen |
| Michiana | New Paris, Indiana | Mark VanDienbos |
| Mid-Michigan | Central Michigan | Paul LaGrand |

2019 M.O.T.A. SCHEDULE OF EVENTS

| | | |
|---------|--------------|---------------------|
| May 5 | Metro | Whitmore Lake |
| May 19 | Bent Fenders | Flint |
| June 9 | Great Lakes | Metamora |
| June 22 | Michiana | New Paris, Indiana |
| June 23 | Michiana | New Paris, Indiana |
| Aug 3 | East Side | Rose City Vintage * |
| Aug 4 | East Side | Rose City |
| Sept 7 | Great Lakes | Vintage * |
| Sept 8 | Great Lakes | Metamora |
| Sept 14 | Mid-Michigan | Vermontville |
| Sept 15 | Mid-Michigan | Vermontville |
| Sept 22 | East Side | Marlette |
| Sept 29 | Bent Fenders | Flint |
| Oct 20 | Metro | Whitmore Lake |

* Non MOTA points paying event

For current information: www.motatrials.com

RULES AND PROCEDURES

Chapter 1

Purpose and Definitions

Section 1. Purpose

- a) The purpose of these rules is to provide a standardized system for the member clubs of the Michigan-Ontario Trials Association (M.O.T.A.) to conduct their events.
- b) These rules are based on the AMA Amateur Competition Rules that apply to Observed Trials and are supplemented by additional rules and requirements implemented by M.O.T.A.
- c) As a quick reference source for additional clarification of current AMA requirements, the chapters of these rules are numerically aligned to those in the AMA Amateur Competition Rules.
- d) At AMA Sanctioned events, AMA rules shall have precedence except where a supplementary rule is approved by AMA or when there is no violation of current AMA rules.

Section 2. Definitions

2.1 Michigan-Ontario Trials Association

- a) An association of motorcycle Observed Trials clubs in Michigan, Northern Indiana, and Windsor, Ontario area devoted to promoting and conducting Observed Trials events.

2.2 Observed Trials

- a) Contestants ride a marked course, similar to, but much shorter than an enduro course, but stop at observed sections located along the route. The observed sections are marked with start and finish gates and boundary markers. The object is to ride through the marked sections while incurring the fewest points.
- b) Penalty points are assessed for dabbing within a section until three (3) points are accumulated. Any additional points or dabs over three do not accumulate assuming the rider makes it through the section without incurring a failure. Negotiating a section without incurring a point's penalty is referred to as a "clean" ride.
- c) The typical layout of a M.O.T.A. event consists of a one or two mile course with eight to twelve observed sections. The course and sections would be ridden four to six times.
- d) The lower the rider's points total at the end of the event, the better the rider's finishing position.

Chapter 2

Rider Eligibility

Section 1. At AMA sanctioned events, all entrants must be current members of AMA. The sign up person shall verify each rider's AMA membership. Subject to the discretion of the M.O.T.A. Executive Committee, membership applications shall be available at each sanctioned event.

Section 2. Participants are solely responsible for their safety at events and should assess their own ability to ride the course and observed sections to determine which class to ride.

Section 3. There shall be eight riding classes available at each event. In descending order of difficulty, the classes are Expert, Advanced, Sportsman, Senior, Intermediate, Novice, Beginner, and Youth. In addition to the above, promoting clubs may offer competition suitable for vintage motorcycles in a format of their choosing. Club-designated vintage competition shall not involve MOTA championship points.

Section 4. A rider may elect to ride any class at any event except for the following restrictions.

- a) The Senior class is restricted to riders 40 years or older.
- b) The Youth class is restricted to riders 15 years or under.

Section 5. New riders or other riders uncertain as to which class to ride should consult with the Meet Referee or the Competition Director.

Section 6. No rider under the legal age of majority in the state or province in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet.

Section 7. To be eligible for the M.O.T.A. team championship, a M.O.T.A. club team shall consist of a maximum of three (3) riders, (excluding Youth class riders), who at the time of entry are members in good standings of the same M.O.T.A. club.

Chapter 3

Equipment

Section 1. All motorcycles must be equipped with mufflers (expansion chambers must be fitted with silencers) which reduce exhaust level to ninety-two (92) decibels or less.

Section 2. Only motorcycles with rear wheel drive shall be allowed.

Section 3. Riders may enter only one motorcycle and that motorcycle ONLY may be used in the event's competition.

Section 4. Tires:

- a) Tires used may not exceed a cross section size of 4.00 inches as specified by the manufacturer.
- b) Knobby tires are allowed only in Novice, Beginner and Youth classes.
- c) All other classes are required to use Trials Universal tires, which must be in stock condition (no studs or tractionizing devices, etc.)

Section 5. Number Plates.

- a) All riders are required to have a proper number plate on the front of their machine. The plate shall include the rider's name and letters identifying their riding class.
- b) The rider's name must appear with letters a minimum of one half inch ($\frac{1}{2}$ ") in height. The letters designating a rider's class shall be a minimum of two (2") in height. All letters shall be a color clearly contrasting the background color.
- c) As a minimum, non M.O.T.A. riders must display class letters which are clearly contrasting to the background color.
- d) Recommended color combinations are as follows:

| Class | Letters | Background | Letter Color |
|--------------|----------------|-------------------|---------------------|
| Expert | EX | White | Black |
| Advanced | ADV | White | Yellow |
| Sportsman | SPT | White | Dark Blue |
| Senior | SR | White | Green |
| Intermediate | INT | White | Green |
| Novice | NOV | White | Red |
| Beginner | BEG | White | Blue |
| Youth | Y | White | Blue |

Section 6. All riders must wear a DOT/CSA approved motorcycle helmet.

Section 7. Boots must be worn by all riders. They must be at least eight inches high with either laces, buckles or zippers, and specially designed and constructed for leg and foot protection. Height requirements for Youth riders is boots must cover the ankles.

Chapter 4

Meets

Section 1. Gate Entry

- a) All adults shall sign the gate entry waiver.
- b) All minors must provide a completed waiver release form. This requires the signature of:
 1. One parent present at the event, or
 2. Legal guardian present at the event, or
 3. An adult present at the event possessing a notarized document authorizing them to act on behalf of one parent or legal guardian.

Section 2. Sign-Up

- a) The sign-up of riders shall commence two (2) hours before the posted starting time for the trials. Starting time must be on all flyers.
- b) **At A.M.A. sanctioned events, the sign-up person shall verify each rider's A.M.A. membership. All adult riders shall sign the Michigan-Ontario Trials Association, Rider Sign-up Sheet.**
- c) All minor riders shall provide:
 1. A current A.M.A. Annual Release Verification Card, or
 2. A minor release waiver signed by:
 - i. Both parents present at the event, or
 - ii. One parent present at the event possessing a notarized document authorizing them to act on behalf of the other parent, or
 - iii. Legal guardian present at the event, or
 - iv. An adult present at the event possessing a notarized document authorizing them to act on behalf of both parents or legal guardian.
- d) **The maximum entry fee for all riders, except Youth shall be \$20.00.** The entry fee for Youth riders shall be \$5.00.
- e) **The entry fee will also include parking for all riders**
- f) At the discretion of the Meet Referee, tardy riders may be signed up.
- g) All riders choosing to ride "non comp" must declare this at sign-up.

Section 3. Riders' Meeting and Start of Competition

- a) A riders' meeting shall be held fifteen (15) minutes before the starting time.
- b) A riders' meeting shall not be held until 30 minutes after all sections are completely marked. Competition shall begin approximately ten (10) minutes after the close of the riders' meeting. All sections shall have the same opening time.
- c) A rider may start a trial at any section, if starting sections have not been assigned; thereafter all sections must be ridden in ascending numerical order.

Section 4. Course and Sections

- a) The promoting club shall post signs designating the pit area, spectator paths and the riders' course.
- b) Course layout may be of a long or relatively difficult nature in order to provide between section enjoyment or build rider endurance, but should be suitable for all rider classes. Any additional signs deemed necessary to insure the safety of the public should be erected in plain sight.
- c) Expert and Advanced class riders shall compete over the same course and for an equal number of laps with the exception that section splits, indicated by directional arrows, may be used to provide suitable section difficulty for both classes.
- d) Sportsman class riders shall compete over a course comprised of approximately fifty (50) percent of the more difficult intermediate sections and approximately fifty (50) percent of the least difficult Advanced class sections. However, at the promoting clubs discretion, a separate Sportsman line may be used in a section, and shall be marked accordingly throughout the section.
- e) Intermediate and Senior class riders will compete over the same course for an equal number of laps.
- f) Novice and Beginner class riders shall compete over the same course except that, at the discretion of the Meet Referee, the minimum section and lap requirements may be waived for Beginner class riders. Beginner class sections shall be designed for entry level riders and trail bike riders.
- g) Youth class riders shall compete over a course deemed suitable for Youth riders with no minimum number of section attempts.
- h) When a section is shared by more than one competitive class, each rider must use entrances, paths, and exits designated for his competitive class. If they are not designated, a rider may choose any path for any part of the section.
- i) The sections shall be located to form a rotational course.
- j) The route between sections shall be plotted and clearly marked. Turns and intersections should be marked with arrows.
- k) All sections shall be progressively numbered in ascending numerical order.
- l) The start and finish of each section shall be so marked.
- m) Entrance markers shall be clearly visible and be at least 2 meters (6.56 feet) apart, and shall include the section number.
- n) The outside boundaries of each section shall be bordered by natural boundaries or ribbon, which define the left and right boundaries of a section. Boundary ribbon should be at foot peg height. Attaching boundary markers to twigs, small rocks, or other movable objects should be avoided. The requirements for the use of ribbon to define section boundaries are as follows:

Option A, Blue ribbon shall be used for left hand boundaries and red ribbon right hand boundaries.

Option B, White ribbon shall be used for both the left hand and right hand boundaries.

Section Splits ;

Splits in a section shall be identified with class directional arrows. Where arrows are used, they shall be clearly readable from a distance of 15 feet (4.5 meters) with high contrast between the arrow color and the background color. The use of directional arrows color keyed for specific classes is permissible, as long as the high contrast is maintained. Where appropriate, ribbon may be used to supplement directional arrows or to provide additional definition to section layout

When blue and red ribbon is used for boundaries – yellow ribbon shall be used.

When white ribbon is used for boundaries – white ribbon shall be used.

When yellow or white ribbon is used within a section, it shall be considered a boundary for all classes.

The color of ribbon used for boundaries and section layout, and the color combination of directional arrows shall be the same for all sections in the event.

No part of any section shall be less than one meter (39.37”) wide.

- O) Exit markers shall be placed at least 2 meters (6.56 feet) apart, and be “square” to the path of the section, and clearly visible
- P) A minimum of 40 section attempts shall be scheduled for Expert, Advanced, Sportsman, Senior and Intermediate competition.
- Q) A minimum of 30 section attempts shall be scheduled for Novice and Beginner competition.
- R) Any rider who rides within the boundaries of any marked section, previous to the official start of the trial, shall be disqualified from the trial. The host club is responsible for indicating by-passes to marked sections.
- S) Modifications to a section are not permitted after the first rider attempt unless such modifications are intended to remove an extreme hazard that compromises rider safety. If any extreme hazard develops in a section during an event and the Meet Referee is unavailable, the section observer may make such changes to the section in order to eliminate the hazard.
- u) Under adverse conditions, the Meet Referee can change the number of section attempts.

Section 5. Scoring Practices

- a) The following scoring table shall be used. Point losses are not cumulative. The rider shall receive the point loss value of his worst error.

| Points | |
|---|---|
| None (Clean Ride)..... | 0 |
| 1 Dab* (Foot rotation allowed)..... | 1 |
| 2 Dabs..... | 2 |
| 3 Dabs or more (including sliding of foot)..... | 3 |
| Dabbing one (1) time while stopped..... | 1 |
| Dabbing two (2) times while stopped..... | 2 |
| Dabbing three (3) times while stopped..... | 3 |
| Moving backwards..... | 5 |
| Failure..... | 5 |

- *Dab - Contact between the rider's foot or any other part of his body and a supporting surface or object.
- *Dabbing outside of section markers shall be scored the same as dabbing in the section
- Penalty points for dabs shall be combined but the combined total shall not exceed 3 for any one section attempt.
- Pushing the bike out of the section, as long as both feet are not on the same side of center of the motorcycle and forward motion is maintained, shall be scored according to the number of dabs taken.

b) Failures are:

- Moving backwards: any backward movement of the motorcycle to attain realignment or to lengthen the approach to an obstacle.
- Out of Bounds:
 - Placing a wheel outside a gate (as defined in Section 4 (n)) or section split indicator so that ground is visible between the wheel and the gate or section split indicator.
 - Floating, hopping, or jumping more than one wheel over a gate or section split indicator.
- Displacement of markers: any direct contact of a marker requiring that it be reset. Displacement of a directional arrow within a section for a class other than the rider's class, shall not result in a penalty assessment.
- Rider receives physical assistance.
- Removing a hand from the handlebars to reposition the motorcycle or reset a marker while the motorcycle is stopped.
- Handlebar of the motorcycle touches the ground while the motorcycle is stopped.
- Dismounting: off the motorcycle, both feet on the same side of the center of motorcycle. (involves footing)

- Section not attempted.
- Missed Section.
- Riding a section out of sequence
- Entering a section without proper number plate.
- Entering a section before observer gives consent.
- Crossing your own path, except where permitted by the Meet Referee. A path shall be crossed if both wheels intersect a tire track made in the current section attempt such that ground is visible between the wheel and that tire track.
- Realignment while hopping shall not be considered crossing your own path.
- Stalled engine: a stalled engine in a section shall not be considered a failure as long as the rider remains in balance or the bike maintains forward motion. Restarting the engine while stopped with support other than the tires shall be scored a failure. A rider may use a hand to reposition the kick-starter as long as balance is maintained.

Section 6. Scoring shall start when the front axle passes the start markers and shall end when the front axle passes the finish markers.
(Front axle in: front axle out.)

Section 7. If a rider is severely distracted or the rider's line is blocked by spectators or other riders, the rider may claim a balk. At the discretion of the section observer, a re-ride of the section may be permitted. In the event a re-ride is permitted, the rider is scored on the basis of the re-ride attempt.

Section 8. A rider may elect to take a five (5) score rather than attempt a section. To receive a score for a section not attempted, the rider and the motorcycle entered in the event shall report to the clerk of that section or the next sequential section to receive the five (5).

Section 9. Riders are responsible for keeping their scorecard in good condition

Section 10. Score cards damaged accidentally may be returned to the Meet Secretary for replacement. Replacement will be made if the scores on the damaged card can be accurately read.

Section 11. Entering false scores or other tampering with a score card shall cause the rider responsible to be disqualified from the trial and from further M.O.T.A. trials pending reinstatement by the appeals committee.

Section 12. If it is necessary for a rider to leave the marked course for any reason, the rider must leave his score card with a section official. A rider off the course with their card is subject to disqualification by the Meet Referee. The promoting club is responsible for adequate course markings and to stress any peculiarities at the riders' meeting. If opposed arrows are used, riders must

pass between them. Short cutting of any kind will not be allowed i.e., if the course parallels a road, riders on the road are guilty of short cutting. The course proper is the obvious, reasonable intended path of progression between succeeding markers leading all riders from section to section.

Section 13. If a rider is unable to finish an event, the riders score card shall be returned to the Meet Secretary as soon as possible.

All score cards must be returned.

Section 14. Upon completing the final section attempt, the rider shall total the score on the backside of his/her score card and then immediately return the card to the Meet Secretary.

Section 15. Ties shall be broken by counting the “most cleans”, “most ones”, etc., accumulated in all the sections during the trial. In case of further tie, the tie shall be broken according to a format designated by the Meet Referee

Section 16. Closing of competition

- a) The Meet Referee shall announce the method of closing competition at the riders’ meeting.
- b) At the close of competition, the sponsoring club shall provide final score sheets showing the finishing positions of all riders entered. A copy shall be provided to the M.O.T.A. Competition Director on the day of the event.

Section 17. Championship points shall be awarded to all M.O.T.A. riders who finish the trial. The point’s distribution shall be as follows:

| Finish Position | Points |
|-----------------|--------|
| 1..... | 30 |
| 2..... | 25 |
| 3..... | 21 |
| 4..... | 18 |
| 5..... | 16 |
| 6..... | 15 |
| 7..... | 14 |
| 8..... | 13 |
| 9..... | 12 |
| 10..... | 11 |
| 11..... | 10 |
| 12..... | 9 |
| 13..... | 8 |
| 14..... | 7 |
| 15..... | 6 |
| 16..... | 5 |
| 17..... | 4 |
| 18..... | 3 |
| 19..... | 2 |
| 20..... | 1 |

Section 18. Team Competition

- A) Team competition shall be included in the program of all M.O.T.A. Championship events.
- B) A club may enter only one team at an event but may not enter a team at its own events. A team shall consist of a maximum of three riders the club selects from its membership with no restrictions with respect to which class the team members ride. Youth class riders are excluded from team competition.
- C) The following team scoring system shall be used. Each team member shall receive a team competition score based upon their finishing position on the course they ride. In determining team member finish positions, the finish positions and scores of non MOTA club members shall be discarded and the finish position of team members adjusted accordingly. The table in the preceding section (17) shall be used to determine points. The team score will consist of the sum of the three team members' points. The team with the highest total score will be the winning team.

Chapter 5

Youth

Section 1. The Youth class is restricted to riders 15 years and younger. A rider's age on January 1 will determine their age for the year.

Section 2. Entry onto the property and sign-up for competition in M.O.T.A. A.M.A. sanctioned events shall be subject to the Rules and Procedures for minors set forth in Chapter 4, Sections 1 and 2 of this Handbook.

Section 3. Youth competition shall be run before or after the main event.

Section 4. The Meet Referee may disqualify a Youth rider who is unable to safely control their motorcycle. The parent or legal guardian is responsible for insuring that an appropriately sized motorcycle is used.

Section 5. To qualify for Youth class championship points and a year end award. Youth riders shall be a member of a MOTA club. Youth riders shall not receive championship points for the riders own club events. The riders club shall give its Youth riders work points based on its internal criteria. Youth riders may ride their own club's events but shall sign up as "Non Comp" and shall not be eligible for event awards or championship points at those events.

Chapter 6

Protests – Appeals

Section 1. All protests must be submitted in writing to the Meet Referee on the day of the event.

Section 2. Competitors must abide by the judgment of the Meet Referee in the interpretation and implementation of the Association Rules. Appeal of the

actions of the Meet Referee must be submitted, in writing, within 10 days, to the Competition Director for consideration by the Association Committee at its next regular meeting.

Chapter 7

Offences

Section 1. The Meet Referee must disqualify a contestant for the following offences, once the offence has been substantiated.

- Competing with an expired AMA card.
- Using another rider's AMA card to enter an event.
- Entering or changing points on a score card.
- Competing on a motorcycle other than the one which a rider started the event.
- Riding within the boundaries of a marked section prior to the start of the event.

Section 2. At the discretion of the Meet Referee, a rider may be disqualified for the following offences.

- Dangerous riding on the course or in the pits/parking area.
- Riding without a muffler/silencer.
- Aggressive behavior toward section observers, event officials or other riders.
- Use of drugs or alcohol.

Chapter 8

Points and Awards

Section 1. All riders shall be eligible for awards for the class in which they ride except those riders that claim "non comp" status at sign-up.

Section 2. To be eligible for an award, a rider must "finish". A rider shall have finished if they have completed at least 90% of the required number of sections have been completed and those missed are a sequence of final section attempts. Five (5) points shall be added to their score for each missed section attempt.

Section 3. Unless otherwise specified by the promoting club, all events proposed at the annual meeting for determination of the schedule shall be championship events. At M.O.T.A. championship events, championship points shall be given to M.O.T.A. riders based on the rider's finishing position relative to the other eligible M.O.T.A. riders in their class. For distribution of championship points only, the Competition Director shall disregard non-M.O.T.A. riders and rank the finishing positions of M.O.T.A. riders accordingly.

Section 4. Eligibility for Championship Points and a Season Number Award:

- a) Championship points shall be awarded to M.O.T.A. club members only from the date of membership forward. There will be no retroactive points for events ridden before the M.O.T.A. Competition Director has received notification of membership from the riders club president.
- b) A rider must have worked at least two scheduled championship events to be eligible for a year-end championship award and for inclusion in the year-end championship standing.
- c) A rider may not ride a trial for which he receives credit for working.
- d) A rider may not ride his own club's Championship event.
- e) The Meet Referee or the Event Organizer shall determine if a person has worked an event and shall provide that information to the M.O.T.A. Competition Director.

Section 5. The season championship will be determined by a rider's highest accumulation of championship points in **75% of the available events rounded up to the nearest whole number of events.** An available event shall be any one of the total number of scheduled championship events held not including the events worked. The season championship standings shall be calculated by removing ineligible riders from the end of season standings only, without adjusting the points awarded to riders in individual events. Championship ties shall be broken by adding the next best championship points paying event of each affected rider. When necessary, the additional next best events shall be added until all events are exhausted. If a tie still exists, the total dabs accumulated by each rider in all events where they rode head to head shall be used. If the season still ends in a tie, like awards shall be given.

Section 6. Prior to the annual awards banquet, the Association Committee will determine how class championships will be recognized and awarded.

Section 7. The Team Season Championship will be determined as follows. All M.O.T.A. Championship events shall count for the team championship. The host club may not enter a team in its own event, but shall receive ninety (90) team championship points for each of its events (not to exceed two times per championship season).

Section 8. The Season Team Championship club will be awarded the M.O.T.A. perpetual team trophy and will hold this award for one year or until a new team championship is determined.

Section 9. A Season Sportsperson award shall be made in recognition of an individual rider or nonrider who has made a significant and enthusiastic contribution to the M.O.T.A. and who embodies a sense of fair play, courtesy, and a competitive spirit that is tempered by grace in both winning and losing.

- a) Nominations shall originate from individual Clubs and shall be forwarded to the Recording Secretary by November 1.
- b) Clubs may nominate one individual but may not nominate from within their own membership. A list of all nominees shall be circulated to the Clubs for their consideration three weeks before the December meeting.

- c) The Clubs shall return the list of nominees in rank order of preference highest to lowest to the Recording Secretary at the December meeting.
- d) The Recording Secretary shall tabulate the results by awarding points according to finishing positions as defined in Chapter 4, Section 17. The individual receiving the highest score shall be given the award.
- e) In the event of a tie, the Sportsperson award shall be given to both individuals.

Chapter 9

Sanctions and Fees

Section 1. All M.O.T.A. events in the United States require an AMA sanction.

Section 2. An AMA sanction may only be obtained by AMA chartered clubs in good standing.

Section 3. The events schedule for the coming season is established at the annual scheduling meeting.

Section 4. The M.O.T.A. treasurer will submit the AMA sanction fees for all M.O.T.A. events to the AMA.

Section 5. AMA will send the sanction event package directly to the promoting club, approximately two weeks before the event.

Chapter 10

Promoters Duties and Responsibilities

Section 1. The M.O.T.A. Treasurer is responsible for ensuring that the AMA Club Charter is renewed each year.

Section 2. The promoting club is responsible for ensuring that its AMA events are scheduled and approved at the annual meeting.

Section 3. The promoting club is responsible for ensuring that its AMA events have an AMA sanction.

Section 4. The promoting club is responsible for providing event flyers to the Mailing Secretary and the Webmaster at least one month prior to the event. The flyer must include the M.O.T.A. logo, and where applicable the AMA sanctioned logo .

Section 5. At AMA Sanctioned events, the promoting club is responsible for providing a minimum of a \$1,000,000 Public/Spectator Liability and a minimum of \$1,000,000 Participant Legal Liability coverage for each event. This insurance may be obtained through the AMA National Headquarters or other insurance provider.

Section 6. When a club chooses not to use the AMA insurance, M.O.T.A. will pay for alternative insurance up to the dollar amount required for AMA insurance upon receipt of the insurance bill. (See By-Laws, Article II, Section 2.)

Section 7. The promoting club is responsible for test riding each section a minimum of five times and proclaiming in good faith, that deterioration and/or weather changes will not render the section dangerous to life, limb and/or machine. Due to the wide range of rider ability, the test riding must be sufficient to determine section suitability for all classes designated to ride the section.

Chapter 11

Officials Duties and Authorities

Section 1. A Meet Referee, who shall have a minimum age of 18 years, must be designated for each event. The name of the Meet Referee must be posted at the sign-up and must also be announced at the riders' meeting. The Meet Referee shall have full authority over all activities involved in running of the trial. An event shall not begin until the Meet Referee has been designated.

Section 2. The Meet Referee shall have a thorough knowledge of all the Rules and Procedures applicable to conducting the event, and may not be a competitor in the trial. The Meet Referee shall make regular circuits of the course during an event.

Section 3. The Meet Secretary shall be responsible for the following:

- a) Ensuring that all persons on the property the day of the event sign the applicable waiver form.
- b) Signing up all entrants.
- c) Verifying AMA memberships of all entrants, where applicable.
- d) Compiling a Results Sheet prior to the awards ceremony and providing a copy to the M.O.T.A. Competition Director.

Section 4. Subject to availability, an Observer shall be assigned to each section. Under the direction of the Meet Referee, the Observer shall be responsible for:

- a) Scoring the attempts of each rider in his/her assigned section.
- b) Maintaining the safety and integrity of his/her assigned section.

Section 5. The Competition Director shall be responsible for the following:

- a) Maintaining competition records for all M.O.T.A. events.
- b) Compiling official results for each event and providing a copy to the Mailing Secretary and the Webmaster.
- c) Computing individual and team championship points for all eligible riders and issuing a season-end final standings report.

Section 6. A Safety Committee consisting of one (1) representative from each club shall be responsible for meet safety. These representatives shall be experienced in course and section layout. Any member of the Safety Committee, or the M.O.T.A. Executive Committee, may convene the Safety Committee if trials safety is questioned. Protests concerning safety must be filed in writing to any member of the Executive Committee or the Safety Committee prior to the event.

Chapter 12

Rules and Rule Changes

Section 1. The Rules and Procedures as written and adopted by the M.O.T.A. Association Committee shall remain unmodified for the duration of the scheduled season, unless unanimously agreed upon by the Committee.

Section 2. A Rules Committee shall be struck by October 15. It shall be composed of five (5) members, two (2) of which shall be officers of the current M.O.T.A. Executive Committee.

Section 3. Rules Committee will accept written suggestions for rules changes by November 1st. The Rules Committee will bring draft proposals for rule changes to the December M.O.T.A. Executive Committee for preliminary discussion by the Association Committee.

Section 4. The individual Club representatives will take the proposals to their membership and bring any recommendations to the January M.O.T.A. Committee meeting.

Section 5. The Rules Committee will provide a final draft of proposed rules changes at the February M.O.T.A. Committee meeting., and following final discussion, voting shall take place.

Section 6. The deadline for adoption of rules and procedures shall be March 1. Printed Rule books shall be made available no later than March 21.

Section 7. Printed Rule Books will be made available for each riding year.

Season Team Standings

2018 Michiana

2017 Michiana
2016 Great Lakes
2015 Great Lakes
2014 Great Lakes
2013 Great Lakes
2012 Great Lakes
2011 Great Lakes
2010 Michiana
2009 East Side
2008 East Side
2007 Great Lakes
2006 Great Lakes
2005 Metro
2004 Great Lakes
2003 East Side
2002 Great Lakes
2001 Great Lakes
2000 Mid Michigan
1999 Mid Michigan
1998 East Side
1997 Great Lakes
1996 East Side
1995 Great Lakes
1994 Mid-Michigan
1993 Mid-Michigan
1992 Metro
1991 Metro
1990 Mid Michigan
1989 Metro
1988 Mid Michigan
1987 Bent Fenders
1986 Bent Fenders
1985 Bent Fenders
1984 Bent Fenders
1983 Bent Fenders
1982 Bent Fenders
1981 Suburban Slow Spokes
1980 Bent Fenders
1979 Windsor
1978 Bogwheelers
1977 Suburban Slow Spokes
1976 Suburban Slow Spokes
1975 Suburban Slow Spokes

Season Standings

2018

Expert

1. Brad Howard
2. Daike Watanabe
3. David Knapp
4. Kip LaBelle
5. Robert Roosen
6. Cory Tope
7. Oriol Canellas
8. Jim Fischmeister
9. Travis Howard

Advanced

1. Kenneth Sprague
2. Jeremy Mason
3. Jeremy Decker

Sportsman

1. Mark VanDiepenbos
2. Kunio Watanabe
3. Randy Arndt

Senior

1. Brian Aherne
2. Don Tude Thout
3. Mark Becker

Intermediate

1. Adam Matthews
2. Lee Wehner
3. Brent Bennett

Novice

1. Wilhelm Krupke
2. James Barnes
3. Clifford Sprague

Beginner

1. Larson Bennett
2. David Brown
3. Jaycob Mason

Youth

1. Lana Leenheer

2017

Expert

1. Jim Gawne
2. Jon Mason
3. Brad Howard
4. Jim Fischmeister
5. Jeremy Decker
6. Kip Labelle

7. Robert Roosen
8. Scott Debolt
9. Aaron Brandenburg

Advanced

1. Cory Tope
2. Duane Tope
3. Juan Canellas

Sportsman

1. Kunio Watanabe
2. Jeremy Mason
3. Bryan Bondeson

Senior

1. Ken Sprague
2. Bob Capistrant
3. Brian Aherne

Intermediate

1. Mark Van Dienpenbos
2. Grahm Field
3. Jeff Pollack

Novice

1. Deb Boardman
2. Adam Mathews
3. Mont Annis

Beginner

1. Julie Morgan
2. Larson Bennett
3. Lex Bennett

Youth

1. Lana Detzen
2. Jazmine Mason

2016

Expert

1. Diake Watanabe
2. Jon Mason
3. Brad Howard
4. Gray Howard
5. Robert Roosen
6. Dave Knapp
7. Kip Labelle
8. Travis Howard

Advanced

1. Jim Fischmeister
2. Jeremy Decker
3. Oriol Cannellas

Sportsman

1. Kunio Watanabe
2. Brian Bondeson
3. Bob Watson

Senior

1. Bob Capistrant
2. Don Tude Thout
3. Chuck Lester

Intermediate

1. Mihkail DeBolt
2. Steve Hansen
3. Tom Ostrowski

Novice

1. Graham Field
2. Deb Boardman
3. Doug Smith

Beginner

1. Marc Canellas
2. Kristi Bondeson
3. Clifford Sprague

Youth

1. Evan Debolt
2. Chloe Sprague

2015**Expert**

1. Jim Gawne
2. Diake Watanabe
3. Jon Mason
4. Brad Howard
5. Dave Knapp
6. Kip Labelle
7. Travis Howard
8. Gray Howard

Advanced

1. Scott Debolt
2. Paul Zalac
3. Jeremy Decker

Sportsman

1. Bryan Bondeson
2. Randy Arndt
3. Bob Watson

Senior

1. Kunio Watanabe
2. Bob Capistrant
3. Brian Aherne

Intermediate

1. Jason Knepp
2. Tom Ostrowski
3. Mark Leenheer

Novice

1. Mihkail DeBolt
2. Ernie Knepp
3. Mont Annis

Beginner

1. Kristi Bondeson
2. Keane Lester

Youth

1. Evan Debolt
2. Ben Sprague

2014**Expert**

1. Jim Gawne
2. Jon Mason
3. Brad Howard
4. Robert Roosen
5. Dave Knapp
6. Kip LaBelle
7. Andy Sprague
8. Cameron McGee

Advanced

1. Scott DeBolt
2. Paul Zalac
3. Kunio Watanabe

Sportsman

1. Jeremy Decker
2. Bryan Bondeson
3. Randy Arndt

Senior

1. Craig Boardman
2. Bob Capistrant
3. Brian Aherne

Intermediate

1. Deb Boardman
2. Tom Ostrowski
3. Steve Hansen

Novice

1. Mihkail DeBolt
2. Mark Decker
3. Marty Mallard

Beginner

1. Colby Bondeson
2. Austin Debolt
3. Kristi Bondeson

Youth

1. Evan DeBolt
2. Chloe Sprague

2013**Expert**

1. Jim Gawne
2. Jon Mason
3. Scott DeBolt
4. Robert Roosen
5. Brad Howard
6. Cameron McGee
7. Andy Sprague
8. Paul Zalac
9. Jeff Staniszeski
10. Dave Knapp
11. Joseph Mason
12. Daiké Watanabe
13. Kip LaBelle

Advanced

1. Kip LaBelle
2. Kunio Watanabe
3. Gary Grobbel

Sportsman

1. Bob Watson
2. Daryl Gans
3. Randy Arndt

Senior

1. Bob Capistrant
2. Craig Boardman
3. Brian Aherne

Intermediate

1. Jason Nine
2. Chuck Lester
3. Tom Ostrowski

Novice

1. Ed Logan
2. Jim McVicar
3. Jeff Smith

Beginner

1. Mikhail DeBolt
2. Miles Nine
3. Austin DeBolt

Youth

1. Evan DeBolt
2. Jaycob Mason
3. Chloe Sprague

2012

Expert

1. Brad Howard
2. Jim Gawne
3. Jon Mason
4. Scott DeBolt
5. Dave Knapp
6. Paul Zalac
7. Jeff Staniszeski
8. Andy Sprague
9. Robert Roosen
10. Mike Deleersnyder
11. Jim Schooley

Advanced

1. Cameron McGee
2. Kip LaBelle
3. Joseph Mason

Sportsman

1. Jeff McGee
2. Randy Arndt
3. Daryl Gans

Senior

1. Bob Capistrant
2. Craig Boardman
3. Don Tude Thout

Intermediate

1. Jason Nine
2. Chuck Lester
3. Deb Boardman

Novice

1. Tom Ostrowski
2. Tony Hilla
3. Jim McVicar

Beginner

1. Mikhail DeBolt
2. Austin DeBolt
3. Kristi Bondeson

Youth

1. Evan DeBolt
2. Miles Nine
3. Keane Lester

2011

Expert

1. Jim Gawne
2. Brad Howard
3. John Mason
4. Robert Roosen
5. Scott DeBolt
6. Dave Knapp
7. Andy Sprague
8. Aaron Brandenburg
9. Jeff Staniszeski
10. Mike Deleersnyder
11. Gray Howard
12. Matt Boardman

Advanced

1. Paul Zalac
2. Kip LaBelle
3. Josh Mohre

Sportsman

1. Krystof Buniewicz
2. Bryan Bondeson
3. Randy Arndt

Senior

1. Don Keener
2. Craig Boardman
3. Graham Staffen

Intermediate

1. Bob Watson
2. Deb Boardman
3. Jeff Pollack

Novice

1. Chuck Lester
2. Tony Hilla
3. Larry Corbin

Beginner

1. Mikhail DeBolt
2. Colby Bondeson
3. Gabe LaGrand

Youth

1. Austin DeBolt
2. Hannah Bondeson
3. Evan DeBolt

2010**Expert**

1. Aaron Brandenburg
2. Sam Markley
3. Scott DeBolt
4. Robert Roosen
5. Jon Mason
6. Brad Howard
7. Dave Knapp
8. Rusty DeBolt
9. Jeremy Mason
10. Joseph Mason
11. Gray Howard

Advanced

1. Andy Sprague
2. Paul Zalac
3. Jeff Staniszeski

Sportsman

1. Doug Strange
2. Gary Grobbel
3. Randy Arndt

Senior

1. Bob Capistrant
2. Dick DeBolt
3. Graham Staffen

Intermediate

1. Bryan Bondeson
2. Daryl Gans
3. Jeff Pollack

Novice

1. Jordon Peters
2. Ed Logan
3. Mont Annis

Beginner

1. Larry Corbin
2. Mihkail DeBolt
3. Gabe LaGrand

Youth

1. Mihkail DeBolt
2. Austin DeBolt
3. Colby Bondeson

2009**Expert**

1. Jim Gawne
2. Aaron Brandenburg
3. Paul Rousseau
4. Joe Kutchey
5. Brad Howard
6. Sam Markley

7. Robert Roosen
8. Rusty DeBolt
9. Dave Knapp
10. Jon Mason
11. Scott DeBolt
12. Mike Deleersnyder
13. Jeremy Mason

Advanced

1. Jeff Staniszeski
2. Martin Kerr
3. Joe Mason

Sportsman

1. Paul Zalac
2. Gary Grobbel
3. Doug Strange

Senior

1. Don Keener
2. Bob Capistrant
3. Graham Staffen

Intermediate

1. Joe Kutchey
2. Don Tudethout
3. Daryl Gans

Novice

1. Ed Logan
2. Devon Kerr
3. Wendy Staniszeski

Beginner

1. Mont Annis
2. Jordan Peters
3. Marc Deleersnyder

Youth

1. Mihkail DeBolt
2. Austin DeBolt
3. Nate Blackton

2008**Expert**

1. Aaron Brandenburg
2. Jim Gawne
3. Paul Rousseau
4. Brad Howard
5. Joey Kutchey
6. Mike Deleersnyder

Advanced

1. Jeremy Mason
2. Scott DeBolt
3. Robert Roosen

Sportsman

1. Martin Kerr
2. Paul Zalac
3. Tom Brandenburg

Senior

1. Bob Capistrant

2. Craig Boardman
3. Don Keener

Intermediate

1. Josh Mohre
2. Mason DeBolt
3. Don Tudethout

Novice

1. Jim Schooley
2. Travis Howard
3. Isaiah LaGrand

Beginner

1. Marc Deleersnyder

2007

Expert

1. Jim Gawne
2. Aaron Brandenburg
3. Paul Rousseau
4. Dave Knapp
5. Sam Markley
6. Mike Deleersnyder

Advanced

1. Scott Debolt
2. Jeremy Mason
3. Robert Roosen

Sportsman

1. Jeff Staniszeski
2. Tim Pettingill
3. Martina Krampitz

Senior

1. Bob Capistrant
2. Don Keener
3. Brian Aherne

Intermediate

1. Gary Grobbel
2. Anthony Pettingill
3. Scott Findlay

Novice

1. Austin Kureth
2. Ed Logan
3. Wendy Staniszeski

Beginner

1. Julie Childress
2. Marc Deleersnyder
3. Isaiah LaGrand

Youth

1. Will Gaby

2006

Expert

1. Jim Gawne
2. Brad Howard
3. Paul Rousseau
4. Aaron Brandenburg
5. Sam Markley

6. Dave Knapp

Advanced

1. Scott Debolt
2. Eric Radwick

Sportsman

1. Kip Labelle
2. Martin Kerr
3. Keith Dunlop
4. Joseph Mason
5. Jeff Staniszeski

Senior

1. Don Keener
2. Steve Widman
3. Doug Radwick
4. Craig Boardman
5. Mark Staniszeski

Intermediate

1. Tim Pettingill
2. Scott Findlay
3. Chris Nienhaus
4. Randy Arndt
5. Dylan Kerr

Novice

1. Dennis Arning
2. Ed Logan
3. Patrick Mitchell
4. Wendy Staniszeski

Beginner

1. Travis Howard
2. Julie Childress

Youth

1. Marc Deleersnyder
2. John Deleersnyder
3. Skye Wolfe

2005

Expert

1. Brad Howard
2. Paul Rousseau
3. Daiki Watanabe
4. Yuki Watanabe

Advanced

1. Gray Howard
2. Eric Radwick
3. Scott DeBolt

Sportsman

1. Keith Dunlop
2. Doug Radwick
3. Kip Labelle

Senior

1. Craig Boardman
2. Steve Widman
3. Henry Staniszeski

Intermediate

1. Andy Bijansky
2. Randy Arndt
3. Jeff Pollack

Novice

1. Scott Kureth
2. Mason DeBolt
3. Ed Logan

Beginner

1. Austin Kureth
2. Wendy Stanizeski
3. Julie Childress

Youth

1. John Deleersnyder
2. Marc Deleersnyder
3. Daniel Arsenault

2004

Expert

1. Brad Howard
2. Jim Gawne
3. Paul Rousseau
4. Jeremy Mason
5. Daiki Watanabe
6. Jason Waldo
7. Mike Deleersnyder
8. Yuki Watanabe

Advanced

1. Gray Howard
2. Scott DeBolt
3. Eric Radwick

Sportsman

1. Martin Kerr
2. Kip Labelle
3. Cal Crum

Senior

1. Doug Radwick
2. Bill Smith
3. Graham Staffen

Intermediate

1. Dick DeBolt
2. Andy Bijansky
3. Lester Mason

Novice

1. Deb Boardman
2. Kristina Howard
3. Adam Arsenault

Beginner

1. Cody Boucher
2. Mason DeBolt
3. Matt Deleersnyder

Youth

1. Daniel Arsenault
2. Travis Howard
3. John Deleersnyder

2003

Expert

1. Brad Howard
2. Jim Gawne
3. Jason Waldo
4. Yuki Watanabe
5. Daiki Watanabe
6. Paul Rousseau
7. Jeremy Mason
8. Gray Howard

Advanced

1. Eric Radwick
2. Scott DeBolt
3. Mike Deleersnyder

Sportsman

1. Bob Capistrant
2. Nick Nazak
3. Doug Radwick

Senior

1. Martin Kerr
2. Bill Smith
3. Martin Meida

Intermediate

1. Craig Boardman
2. Kip LaBelle
3. Andy Bijansky

Novice

1. Joseph Mason
2. Randy Arndt
3. Deb Boardman

Beginner

1. Kristina Howard
2. Adam Arsenault
3. Matt Deleersnyder

Youth

1. Daniel Arsenault
2. Travis Howard
3. Skye Wolfe

2002

Expert

1. Brad Howard
2. Jim Gawne
3. Gray Howard
4. Jeremy Mason
5. Yuki Watanabe
6. Jason Waldo
7. Daiki Watanabe
8. Paul Rousseau
9. Eric Radwick
10. Jon Mason
11. Cory Tope

Advanced

1. Kenny Sprague

2. Duane Tope
3. Andy Sprague

Sportsman

1. Art Szafarek
2. Doug Radwick
3. Matt Boardman

Senior

1. Bill Smith
2. Mark Palansky
3. Graham Staffen

Intermediate

1. Gerry Sprague
2. Craig Boardman
3. Andy Bijansky

Novice

1. Victor Clement
2. Ryan Howard
3. Deb Boardman

Beginner

1. Tony Rowe
2. Dana Bijansky
3. Joseph Mason

Youth

1. Adam Arsenault
2. Matt Deleersnyder
3. Daniel Arsenault

2001

Expert

1. Brad Howard
2. Jim Gawne
3. Jason Waldo
4. Paul Rousseau
5. Yuki Watanabe
6. Eric Radwick
7. Daiki Watanabe
8. Jon Mason
9. Jeremy Mason
10. Gray Howard

Advanced

1. Bob Capistrant
2. Mike Deleersnyder
3. Bill Resh

Sportsman

1. Don Keener
2. Brian Aherne
3. Cal Crum

Senior

1. Bill Smith
2. Martin Meida
3. Ed Logan

Intermediate

1. Matt Boardman
2. Lester Mason

3. Jeff Pollack

Novice

1. Terry McGran
2. Andy Foy
3. Rob Brinkley

Beginner

1. Ryan Howard
2. Deb Boardman
3. Jordan Mrosewske

Youth

1. Joseph Mason
2. Kristina Howard
3. Matt Deleersnyder

2000

Expert

1. Brad Howard
2. Jim Gawne
3. Gray Howard
4. Yuki Watanabe
5. Jeremy Mason
6. Daiki Watanabe
7. Jason Waldo
8. Rusty Debolt

Advanced

1. Paul Rousseau
2. Bob Capistrant
3. Daiki Watanabe

Sportsman

1. Doug Radwick
2. Don Keener
3. Cal Crum

Senior

1. Bill Smith
2. Dave Waldo
3. Pat Robinson

Intermediate

1. Lester Mason
2. Craig Boardman
3. Robert Arsenault

Novice

1. Jeff Pollack
2. Brandon Bezaire
3. Glen Wesley

Beginner

1. Jordan Mrosewske
2. Ryan Howard
3. Deb Boardman

Youth

1. Adam Arsenault
2. Matt Deleersnyder
3. Kristina Howard

1999

Expert

1. Brad Howard
2. Jim Gawne
3. Chris Johnson
4. Brian Borgman
5. Fred Fischmeister
6. Rusty Debolt
7. Jeremy Mason
8. Scott Geller

Advanced

1. Cody Norton
2. Bob Capistrant
3. Ron Brehm

Sportsman

1. Will Beattie
2. Bill Resh
3. Doug Radwick

Senior

1. Dave Waldo
2. Martin Meida
3. Bill Smith

Intermediate

1. Art Szafarek
2. James Finney
3. Lester Mason

Novice

1. Jason Waldo
2. Mike Shanaver
3. Rex Ann Vantatenhove

Beginner

1. David Brehm
2. Amanda Brehm
3. Jason Waldo

Youth

1. Jordan Mrosewske
2. Levi Norton
3. Mike Szafarek

1998

Expert

1. Brad Howard
2. Jim Gawne
3. Rusty Debolt
4. Larry Bernier
5. Fred Fischmeister
6. Jeremy Mason
7. Chris Johnson
8. Brian Borgman

Advanced

1. Ron Brehm
2. Scott Geller
3. Cody Norton

Sportsman

1. Keith Dunlop
2. Dan Malott

3. Doug Radwick

Senior

1. Don Keener
2. Dave Waldo
3. Bill Smith

Intermediate

1. Al Bodrie
2. Eric Radwick
3. Pat Robinson

Novice

1. Mike Shanaver
2. Rex Ann Vantenhove
3. Matt Malott

Beginner

1. David Brehm
2. Amanda Brehm

Youth

1. Jordan Mrosewske
2. Levi Norton
3. Bandon Borgman

1997

*Expert...*Brad Howard

*Advanced...*Ron Brehm

*Sportsman...*Brian Aherne

*Senior...*Bill Smith

*Intermediate...*Doug Radwick

*Novice...*Eric Radwick

1996

Expert

1. Brad Howard
2. Jim Gawne
3. Rusty Debolt
4. Scott Debolt
5. Jeremy Mason

Advanced

1. Dave Waldo
2. Bob Capistrant
3. William Resh

Sportsman

1. Cody Norton

Senior

1. Martin Meida

Intermediate

1. Henry Hogben

Novice

1. Don LaPine

1995

*Expert...*Brad Howard

*Advanced...*Dave Waldo

*Sportsman...*Cody Norton

*Senior...*Martin Meida

*Intermediate...*Calvin Crum

*Novice...*Duncan Wright

1994*Expert*

1. Brad Howard
2. Jim Gawne

1993*Expert*

1. Brad Howard
2. Sam Schwarck

Advanced

1. Scott Debolt
2. Brian Aherne
3. Bob Capistrant

1992

1. Gray Howard
2. Brad Howard
3. Dave Waldo
4. Sam Schwarck
5. Martin Kerr
6. Jim Gawne
7. Jeremy Decker
8. Rusty Debolt
9. Jeff McCloud
10. Mark Decker

1991

1. Gray Howard
2. Brad Howard
3. Dave Waldo
4. Jim Gawne
5. Rusty Debolt
6. Sam Schwarck
7. Al Davis
8. Chuck Dinsler

1990

1. Gray Howard
2. Dave Waldo
3. Brad Howard
4. Greg Barlow
5. Bob Capistrant
6. Harold Williams
7. Jim MacArthur
8. Graham Staffen
9. Gerry Bonkink
10. Greg Barlow

1989

1. Gray Howard
2. Bradley Howard
3. Dave Waldo
4. David Richardson
5. Bob Capistrant
6. Martin Kerr
7. Jim Gawne

1988

1. Gray Howard

2. Bradley Howard
3. Greg Muscott
4. Dave Waldo
5. Bob Capistrant
6. Greg Krist
7. Gerry Bonkink
8. Martin Kerr
9. Todd Coffey
10. Ron Russ

1987

1. Todd Coffey
2. Bradley Howard
3. Greg Krist
4. Ron Russ
5. Bob Capistrant
6. Gerry Bonkink
7. Martin Kerr
8. Dave Waldo
9. Sam Bowman
10. Greg Muscott

1986

1. Gary Wilkerson
2. Todd Coffey
3. Brad Howard
4. Greg Krist
5. Greg Muscott
6. Bob Capistrant
7. Dave Waldo
8. Ron Russ
9. Martin Kerr
10. Gerry Bonkink
11. Paul Crowder
12. Gray Howard
13. Ron Van Aken
14. Jason Perrera
15. Jonathon Perrera

1985

1. Gary Wilkerson
2. Brad Howard
3. Gray Howard
4. Greg Krist
5. Todd Coffey
6. Dave Waldo
7. Bob Capistrant
8. Ron Russ
9. Martin Kerr
10. Gerry Bonkink
11. Ron Van Aken
12. Bruce Gray

1984

1. Robert Roosen
2. Gary Wilkerson
3. Greg Krist

4. Brad Howard
5. Dave Waldo
6. Gerry Bonkink
7. Ron Van Aken
8. Bob Capistrant
9. Todd Coffey
10. Brian Aherne
11. Gray Howard
12. Martin Kerr
13. Don Lusk
14. Bruce Gray
15. Mike Kerr

1983

1. Gary Wilkerson
2. Robert Roosen
3. Gray Howard
4. Brad Howard
5. Greg Krist
6. Roger Pozezniak
7. Bob Capistrant
8. Dave Waldo
9. Gerry Bonkink
10. Brian Aherne
11. Don Lusk
12. Bruce Gray
13. Graham Staffen
14. Martin Kerr
15. Steve LaBelle

1982

1. Gary Wilkerson
2. Robert Roosen
3. Gray Howard
4. Greg Krist
5. Bob Capistrant
6. Dave Waldo
7. Gerry Bonkink
8. Roger Pozezniak
9. Brad Howard
10. Rich Walsh
11. Brian Aherne
12. Martin Kerr
13. Bill Smith
14. Mike Kerr
15. Sam Bowman

1981

1. Bob Hopkins
2. Gary Wilkerson
3. Robert Roosen
4. Gray Howard
5. Greg Krist
6. Bob Capistrant
7. Ron Golden
8. Rich Walsh

9. Gerry Bonkink
10. Paul Fairbairn
11. Dave Waldo
12. Brian Aherne
13. Bill Smith
14. Roger Pozezniak
15. Bob Hartbarger, Sr.

1980

1. Bob Hopkins
2. Gary Wilkerson
3. Gary McCowan
4. Robert Roosen
5. Bob Capistrant
6. Gerry Bonkink
7. Greg Krist
8. Dave Waldo
9. Brian Aherne
10. Steve LaBelle
11. Tom Burns
12. Gray Howard
13. Rich Walsh
14. Don Lusk
15. Gary Schultheis

1979

1. Bob Hopkins
2. Ray Hatfield
3. Gary Wilkerson
4. Gary McCowan
5. Steve Smith
6. Tom Burns
7. Greg Krist
8. Gerry Bonkink
9. Steve LaBelle
10. Brian Aherne
11. Bob Capistrant
12. Terry Cheney
13. Rich Walsh
14. Dan Mock
15. Roger Johnson

1978

1. Bob Hopkins
2. Terry Cheney
3. Earl Borgman
4. Ray Hatfield
5. Gary Wilkerson
6. Steve Smith
7. Gary McCowan
8. Ron Golden
9. P.J. Iden
10. Tom Burns
11. Bob Capistrant
12. Tom Golden
13. Greg Krist

14. Brian Aherne
15. Rich Walsh

1977

1. Bob Hopkins
2. Terry Cheney
3. Earl Borgman
4. Ray Hatfield
5. Gary McCowan
6. Bob Yankus
7. Ron Golden
8. Rich Walsh
9. Joe Szabo
10. Bob Capistrant
11. Tom Walsh
12. Greg Krist
13. P.J. Iden
14. Brian Aherne
15. Don Wilcox

1976

1. Bob Hopkins
2. Terry Cheney
3. Earl Borgman
4. Ray Hatfield
5. Gary McCowan
6. Rich Walsh
7. Joe Szabo
8. Neal Trevarrow
9. Don Wilcox
10. Tom Ostrowski
11. Brian Aherne
12. Tony Frattaroli
13. Rick Kinney
14. Tom Walsh
15. Tom Kawecki

1975

1. Bob Hopkins
2. Terry Cheney
3. Ron Timothy
4. Tom Kawecki
5. Mike Markley
6. Tim Seely
7. Neal Trevarrow
8. Dick DeBolt
9. Ray Hatfield
10. Tony Frattaroli
11. Brad Oulette
12. Virgil Goforth
13. Earl Borgman
14. Ron Golden
15. Tim Hufford

1974

1. Bob Hopkins
2. Tom Kawecki

3. Dick DeBolt
4. Terry Cheney
5. Ray Hatfield
6. Tim Seely
7. Gary Wilkerson
8. Ron Timothy
9. Tony Frattaroli
10. Bob Petty
11. Rod Ott
12. Paul Rousseau
13. Bob Spriggs
14. Brian Aherne
15. Dennis Jarboe

1973

1. Bob Hopkins
2. Mike Markley
3. Tom Kawecki
4. Dick DeBolt
5. Ray Hatfield
6. Terry Cheney
7. Doug Gawne
8. Rod Ott
9. Paul Rousseau
10. Tim Seely
11. Gene Mutter
12. Mike Konners
13. Bill Scott
14. Wes Wilcox
15. Bob Spriggs

1972

1. Bob Hopkins
2. Dick DeBolt
3. Doug Gawne
4. Terry Cheney
5. Tom Kawecki
6. Ray Hatfield
7. Bill Scott
8. Rod Ott
9. Mike Konners
10. Dave Dunklee
11. Ed Logan
12. Bob Spriggs
13. Paul Rousseau
14. Brian Aherne
15. Gene Mutter

1971

1. Doug Gawne
2. Dick DeBolt
3. Tom Kawecki
4. Bob Hopkins
5. Bob Mrozinski
6. Gene Mutter
7. Tony Frattaroli

8. Gerry Bozik
9. Daryle Bertram
10. Ray Hatfield
11. Jim Wright
12. Bill Scott
13. Bill Bertram
14. Ed Logan
15. Phil Yurow

1970

1. Gene Mutter
2. Doug Gawne
3. Daryle Bertram
4. Robert Lyness
5. Tony Frattaroli
6. Dick DeBolt
7. Tom Kawecki
8. Bill Scott
9. Tom Clark
10. Bill Bertram

1969

1. Gene Mutter
2. Bud Miklossy
3. Ben Stierle
4. Gary Smith
5. Tony Frattaroli
6. Warren Tihart
7. Bill Scott
8. Daryle Bertram
9. Rich Friend
10. Tom Clark

1968

1. Jerry Felster
2. Bud Miklossy
3. Bill Scott
4. Les McCracken
5. Tom Jeannette
6. Tom Clark
7. Ben Stierle
8. Gary Smith
9. Warren Tihart
10. Ron Mayville

1967

1. Les McCracken
2. Bill Scott
3. Bud Miklossy
4. Tom Clark
5. Jerry Felster
6. Gary Smith
7. Frank Cullimore
8. Warren Tihart
9. Ray Bossman
10. Clive Kelly

Sportsperson of the Year Awards

2018 Mont Annis

2017 Jim Fischmeister
2016 Lester Mason
2015 Kristi Bondeson
2014 Don Tudethout
2013 Brian Aherne
2012 Jon Mason
2011 Krystof Buniewicz
2010 Scott DeBolt
2009 Sam Markley
2008 Dave (Biff) Knapp
2007 Aaron Brandenburg
2006 Tom Brandenburg
2005 Andy Bijansky
2004 Mike Deleersnyder
2003 Deb Boardman
2002 Victor Clement

Rider

2001 Jim Gawne
2000 Bob Capistrant
1999 Jordan Mrosewske
1998 Dan Malott
1997 John Cline
1996 Bill Resh
1995 Calvin Crum
1994 Brad Howard
1993 Harold Williams
1992 Bill Decker
1991 Harold Williams
1990 Martin Meida
1989 Al Davis
1988 Al Morgan
1987 Bob Capistrant
1986 Gerry Bonkink
1985 Graham Staffen
1984 Michael Carty
1983 Gary Wilkerson
1982 Bill Scott
1981 Les Rutledge
and Nick Hobling
1980 Dave Waldo
1979 Chuck Howard
1978 P.J. Iden
1977 Bill Decker
1976 Dave Sigafoos
1975 Joe Szabo
1974 Tim Seely
1973 Ed Logan
1972 Risty Sisler

NonRider

Melissa Radwick
Crystal Pollack
Katie Crum
John Cline
Beth Crum
Lorie Norton
Beth Crum
Connie Howard
Nancy Meida
Darlene Decker
Mariane Dickinson
Virginia Dickinson
Felicia Roland
Phyllis Roland
Michele Waldo
Teleene Bonkink
Jean Bowman
Nan Patrice
Win Rutledge
Linda Kinney
Carol Hobling
Debbie Decker
Bev Howard
Rody Leffler
Darlene Decker
Jim Leffler
Vera Seely

Constitution

ARTICLE I: NAME

This non-profit organization shall be known as the Michigan-Ontario Trials Association and may also be known as the M.O.T.A.

ARTICLE II: AFFILIATION

The Association may be affiliated with any motorcycle governing body as deemed appropriate by the Association Committee.

ARTICLE III: PURPOSE

The purpose of the Association shall be to further the sport of Observed Trials through the co-operative and co-ordinated efforts of the member clubs.

ARTICLE IV: MEMBERSHIP

Section 1. Executive Officers:

- A. Chairman
- B. Treasurer
- C. Recording Secretary
- D. Competition Director
- E. Mailing Secretary
- F. Webmaster

Section 2. Association Committee:

A. Members and Votes:

- 1. Two (2) representatives from each member club.
- 2. Each member club shall have one vote maximum.

B. Advisory Members (non-voting):

- 1. Chairmen of the past years. (If not seated in regular process)
- 2. Representatives of trials competitors and others as invited and seated by the approval of the Committee.

ARTICLE VI: AMENDMENT

This Constitution may be amended by a two-thirds (2/3) vote of the Committee members present at any regular, or special meeting of the Committee, provided that written notice of the proposed amendment or amendments has been mailed to the last known address of each member club, postmarked at least twenty-one days prior to the date of the meeting.

By-Laws

ARTICLE I: MEMBERSHIP

Section 1. Any club which is actively promoting trials within the geographical area in which the Association functions shall be eligible to apply for membership.

Section 2. The application for admission to the Association shall contain a complete list of the names and addresses of all members of the applying club and shall verify that such application for membership has been supported by at least two-thirds majority and that said club is willing to abide by the Constitution and By-Laws and such action as is approved by the Committee.

Section 3. The applying club will be placed on probation for a period of one (1) year from the date of their application for membership. The applying club must promote a trial of their own within the one year probationary period with the assistance of a M.O.T.A. club of their choice or assigned by the Committee. Following the probationary period, the Committee will review the applying club's performance and vote on permanent membership. The applying club must submit a constitution and have it approved by the Committee.

Section 4. To remain an active member of the M.O.T.A., a club must promote a minimum of one trials event per year. Failure to comply with this clause shall result in an automatic suspension of a club for the entire year in which no events were scheduled and promoted. A suspended club may reapply for membership under the terms specified by Article I of the By-Laws.

ARTICLE II: FINANCE

Section 1. Each member club shall pay annual dues of an amount to be determined by the Association Committee. These dues must be paid prior to the annual election meeting. New clubs shall tender dues equal to the annual dues upon acceptance of membership.

Section 2. An amount of each rider's fee, as determined according to ARTICLE II, Section 5, excluding the Youth class, shall be remitted to the M.O.T.A. Treasurer no later than fourteen (14) days after the date at which the entry fees were received. The amount of each rider's entry fee remitted by clubs to the M.O.T.A. will be nine dollars **(\$9.00)**

Section 3. The Treasurer shall keep a current record of Association finance and it shall be available for examination by any Association Committee member or officer upon request. An abstract report shall be submitted to the Recording Secretary to be incorporated into the minutes.

Section 4. The Treasurer shall be bonded and shall be responsible for the safe-keeping of the treasury.

Section 5. Following the annual elections, the newly elected Executive Committee shall review the financial status of the Association and adjust dues

and fees as they deem necessary. The member clubs shall receive notice of motion fourteen (14) days prior to meeting.

Section 6. In the event of the Association disbanding, the Association treasury shall be donated to an organization or organizations that shall be:

- A. Involved in the promotion of motorcycling, or
- B. A recognized charity.

ARTICLE III: GOVERNMENT

Section 1. The government of the Association shall be vested in an executive committee reporting to and subject to, the will of the Association Committee.

Section 2. The Executive Committee shall have control and management of the Association, subject to the will of the Association Committee, and within the limitation as set forth in these By-Laws.

Section 3. The Executive Committee shall have legislative control of the Association and its activities.

A. The Committee shall be empowered by a two-thirds (2/3) vote, to suspend from Association membership any member club failing to comply with these By-Laws and other rules and procedures, providing that the concerned club has fourteen (14) days notice of such action.

B. Re-instatement of a suspended club shall require two-thirds (2/3) approval of the Committee.

ARTICLE IV: ELECTIONS

Section 1. The Chairman shall be elected by the Association Committee at the annual election meeting.

Section 2. Qualifications and limitations of eligibility or nomination to the office of Chairman shall be as follows:

- A. Have been active in trials promotion.
- B. Be a member in good standing of a member club.
- C. Not be, at the time of nomination, then holding the office of Chairman for his second consecutive term.

Section 3. Nominations for the office of Chairman shall be delivered to the Secretary, in writing, on or before November 1. The Secretary shall send to each nominee a form to be returned, stating his acceptance or declination. If the nominee accepts, he shall also include on this form the names of the persons he intends to appoint to the offices of Secretary, Treasurer, Competition Director, Mailing Secretary. A list of the nominees and intended appointees desiring the offices shall be mailed to the clubs twenty-one (21) days prior to the annual election meeting.

Section 4. Upon election of the Chairman, the Executive Committee shall immediately take office and hold these offices until the next annual election meeting.

Section 5. In the event that the Chairmanship is vacated during the regular term of office, the Executive Committee shall appoint a chairman who will fill the office for the remainder of the regular term.

Section 6. Any member of the Executive may be removed from office if his actions are determined detrimental to the Association by a two-thirds (2/3) majority at a regular or special meeting. Notice of this pending action must be given twenty-one (21) days prior to the meeting.

ARTICLE V: MEETINGS

Section 1. Meetings of the Association Committee shall be held at the call of the Chairman.

Section 2. Meetings of the Association Committee shall be arranged by the Committee. Upon petition by one-third (1/3) of the member clubs, the Chairman shall call a special meeting of the Committee. Ten days notice shall be given for any special meeting.

Section 3. Representation of at least one-half (1/2) of the member clubs shall be necessary to form a quorum.

Section 4. Annual meetings shall be held for the following purposes:

- A. Determination of the schedule. (December)
- B. Election Meeting (December)
- C. Annual financial meeting and review of Constitution, By-Laws, and Rules and Procedures. (At earliest meeting following election.)

ARTICLE VI: DUTIES OF THE OFFICERS

Section 1. The Chairman as chief executive officer of the Association shall supervise the activities of the Association Committee. The Chairman shall, with the approval of the Committee, be empowered to appoint assistants to himself and other offices of the Executive.

Section 2. In their absence, they can designate another member of the Executive Committee to conduct the business of the Association.

Section 3. The Recording Secretary shall give notice of regular and special meetings; keep permanent records of the minutes, including a condensed Treasurer's Report; handle general correspondence; retain all records and documents other than financial records of the Association.

Section 4. The Treasurer shall receive monies due to or collected on behalf of the Association; keep the books of the association; there shall be an allowable petty cash fund in the amount of fifty dollars (maximum); all other monies shall be deposited in the Association bank account; checking account set up will require any two or three signatures as determined by the Chairman; report as directed on the financial affairs and condition of the Association; and shall be subject to various provisions as stated in Article II of these By-Laws.

Section 5. The Mailing Secretary shall be responsible for the maintaining of an up-to-date mailing list. Mailing of all announcements of the coming events and competition results.

Section 6. The Competition Director shall be responsible for:

- A. Maintaining competition records.
- B. Drawing up official results for each trial and for season standings when deemed appropriate and submitting same to the Mailing Secretary and the Webmaster. Every possible effort shall be made to insure timely distribution of official results and season standings.
- C. Computing championship and team points.
- D. If requested, advising meet referee.
- E. Reporting to the Association Committee all practices not in line with the Association's Rules and Procedures.

Section 7. The Webmaster shall have responsibility for:

- A. M.O.T.A. web site layout and design.
- B. Maintaining the integrity and security of the web site.
- C. Posting event schedules and event information on the web site in a timely fashion.
- D. At the direction of the Competition Director, posting official results for each event and for season standings.
- E. At the direction of Executive officers, posting notices and information as appropriate.

ARTICLE VII: AMENDMENTS

Section 1. These By-Laws may be amended by a two-thirds (2/3) vote of the Association Committee members present at any regular, or special meeting of the Association Committee, provided that written notice of the proposed amendment or amendments has been mailed to the last known address of each member club, postmarked at least twenty-one (21) days prior to the date of the meeting.

History of the M.O.T.A.

2018 HISTORY

Zero points for the day is relatively rare at our events but three riders, MarkVanDiepenbos, Lee Wehner, and Evan Brandenburg, distinguished themselves by recording "clean cards" at the East Side October 14 event.

Both the East Side and Great Lakes clubs continued their efforts to sustain interest in Vintage events but, to help defray the associated costs, a supplementary modern-bike class was included at their Saturday Vintage events.

After many years at Walli's, the Banquet Committee determined it was time to try a new venue for the year-end awards banquet. Walli's had been a gracious host since 1989 but there were underlying negatives and the move to Dunham Hills Golf Course seemed a better option. The new venue in rural Hartland, was a visually more appealing facility and more central for the Indiana and Western Michigan members.

One highlight of the evening was seeing Lana Leenheer demonstrating her balance and throttle control as she silently glided around the room on her electric flashing-lights hoverboard.

Mark VanDiepenbos was declared the innovator of the year for providing professional quality MOTA 2019 calendars which included the 2019

MOTA schedule, other events of interest, and several photos of our riders displaying their skills on each page. Mont Annis served as the Chairman for 2018.

2017 HISTORY

It appears the disappointing attendance encountered in 2016 was in fact just a blip because the attendance rebounded nicely in 2017. The average attendance was 52.4, the best it had been since 2009.

Due to the generosity of landowner John Sadowy, Eastside was allowed to the host one of their events on John's Applegate property. John was an accomplished rider himself in the 1970's and some events had been held on his property back then. John seemed excited to be part of the activities once again.

Eastside also "hopped" onto the vintage events bandwagon and hosted their inaugural vintage event during their two-day weekend at the Rose City property. While participation at our vintage events continue to be lower than anticipated, both the Eastside and Great Lakes clubs intend to try again in 2018.

2016 HISTORY

MOTA was alive and still kicking as it reached the half century mark of it's existence. Yes, fifty years of competition with so many excellent events, all the memorable sections that provided the challenge and enjoyment our riders thrive on, the worthy champions, and countless dedicated individuals who served us so well during our first fifty years. As we reflect on our fifty years of history, it seems appropriate to highlight the thirteen riders who have been honored with our premier award; the Expert class year-end Number 1 plate.

Les McCracken 1967

Jerry Felster 1968

Gene Mutter 1969, 1970

Doug Gawne 1971

Bob Hopkins 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980,1981

Gary Wilkerson 1982, 1983, 1985, 1986

Robert Roosen 1984

Todd Coffey 1987

Gray Howard 1988, 1989, 1990, 1991, 1992

Brad Howard 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2012

Jim Gawne 2006, 2007, 2009, 2011, 2013, 2014, 2015

Aaron Brandenburg 2008, 2010

Daike Watanabe 2016

At the annual awards banquet, Dick DeBolt was presented with a special award which represented grateful recognition and appreciation of Dick's outstanding dedication and service to the Michigan-Ontario Trials Association and the sport of observed trials. Among Dick's contributions to our sport are; past Chairman, organizer of the first and second National Trials events held in the U.S.A. and our World Round in 1976, member of the original NATC Council, member of the NATC Hall of Fame, providing his Metamora property for events, and section builder par excellence. Many of those natural-looking rock sections at Dick's Metamora property were built rock-by-

rock until they met his high standards which has led to suggestions that Dick's section building expertise ranks along side those of Mother Nature herself.

One disappointment in 2016 was 10 percent decrease in rider participation. The Committee expressed hope this was just a blip and not a trend.

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2015 History

The season opened in memorable fashion with Michiana's March 29 super-COOL event - cool as in frigid. The temperature at noon was in the low twenties but fortunately it was otherwise bright and sunny with little wind and except for a strange unexplained phenomenon whereby an icebound section of the frozen course turned into an oozing quagmire, the event went well.

In July, the Great Lakes club "HOPPED" onto the bandwagon of surging interest in vintage events. The event was a two-day at Dick Debolt's Metamora property and while there was a nice representation of out-of-state riders, the average participation of around 20 was disappointing. Great Lakes has indicated it will try again in 2016 using a different format.

Another sad loss for MOTA when on December 7 we were informed that Nancy Meida had succumbed to failing health. In her earlier years, Nancy was an active observer and a forceful voice at MOTA meetings.

Father and son, Gray and Travis Howard swelled with pride as they stood side by side after they were presented with their Expert class top ten year-end number plates. Initially it was thought that this was a first time occurrence but buried in our history it was discovered that Daryle and Bill Bertram received similar recognition in 1970, so Gray and Travis are joining illustrious company.

Bob Capistrant, our Treasurer and AMA Liaison Officer for 28 uninterrupted years, somewhat reluctantly suggested that he pass the baton. Events don't happen unless the finances and AMA sanctions are in order and Bob handled both in exemplary fashion for all those years. Bob completed his Marathon so it was his time for some R&R. Luckily, Tom Ostrowski was waiting in the wings to receive the baton and the responsibilities it represented

2014 History

MOTA took two hard body blows in 2014. The first one when the Windsor Motor Cycling Club (WMCC) announced it was unable to host an event in 2014. The second and more serious blow rocked the foundation of the organization when the Windsor club decided it was no longer able to continue operating as an active member club of MOTA. From the beginning, WMCC represented the "O" in our logo and the strong international connection which made us a unique trials organization. The Windsor Motor Cycling Club started out as the Beaver Motorcycle Club in the 1920s and was an active road racing and trials club during the 1930s and 1940s. Following the second World War, it became ever more focused on observed trials. In 1967, the club, and in particular Bill Scott, was instrumental in the formation of the Michigan Ontario Trials Association and WMCC members have actively participated in the organization since then. Unfortunately, 2013 was a watershed year for WMCCs. In July, WMCC sponsored what we now realize was their last event and the club is now inactive. When WMCC club members chatted about this in early 2014, there was obvious disappointment over its inability to continue and a sorrowful recognition that they were sacrificing a very long tradition. But as always, life goes on. Thanks to all who supported Windsor events and special thanks to Bill Scott, Graham Staffen Al Morgan,

Rob Charron, Mike Deleersnyder, Paul Rousseau, Bob Arseneault and all the other members who over the years made the club vital to MOTA. It's often said that trials is a family oriented sport and that premise was in full bloom in 2014. Husband and wife, Craig and Deb Boardman, made a nice tandem by taking the number one plates in the Senior and Intermediate classes respectively. For the DeBolt family, Scott DeBolt, Mikhail DeBolt and Evan DeBolt were awarded number one plates in their respective classes while family patriarch Dick placed well in the Senior Class. Former MOTA Chairman, Bill Decker, sadly deceased but not forgotten, was also well represented. Bill's wife Darlene, who observed many sections over the years and looking quite spry again having recovered from her recent back surgery attended a few events, while son Mark and grandson Jeremy both recent returnees to the trials arena were regular visitors to the podium to collect their awards. The "property-rich" East Side club decided to utilize two venues for their events this year; Rose City for one and Keith Alexander's Oxford property for the other. Two-event weekends at Rose City had become a popular format for the riders but logistical considerations swayed the decision to revert to two single day events and incorporate the excellent Oxford property. Keith had been using his property for his annual Gate Trial but this was the first event using the MOTA format. Long time Bent Fenders President, Jeff Pollack, served as Association Chairman.

2013 History

Despite the concerns expressed in our 2012 History, the Senior class returned virtually intact despite continuing to nurse various skeletal ailments. It seems an appropriate time to remember a former senior rider who has served the Association so well for many years. Graham Staffen reluctantly retired from riding at the end of the 2011 season when he required double hip replacement surgeries. Graham was a mainstay of the Executive Committee and likely filled all the Officer positions over the years. It's also recalled that his calm, reflective demeanor helped diffuse many heated discussions at MOTA meetings. The Michiana club deserves accolades for accurately assessing the rider feedback from their 2012 events and making adjustments that were appropriately challenging and safe for all classes at their 2013 events. What a year for young Michiana rider Miles Nine. In the Beginner class he challenged the Beginner class favorite, Mikhail DeBolt, for the number 1 plate to where Miles and Mikhail were virtually tied entering the season-ending Vermontville two-event weekend. After wise counseling, Mikhail responded to the challenge by refusing to drop a point either day. Miles found his glory at the Forth of July weekend Youth Nationals at the Trials Training Center with three first place finishes and the overall championship for his class. The Association expressed thanks and appreciation to Craig Boardman for becoming our longest-serving consecutive year Chairman. When Sam Markley had to step down in 2011, the Association appointed Craig to complete Sam's term and he followed that with elected terms in 2012 and 2013. Jim Gawne and Jon Mason continued to add luster to their reputations on the National circuit. A number 1 plate for Jim and a number 2 plate for Jon in their respective classes. Additionally, Jim had a fantastic ride at the August 24 event in Duluth. Just the single "he didn't need it" dab in Section 5 on the 3rd loop deprived him of a clean card. Jon has indicated that he intends to compete in the Scottish Six Day Trial in the near future where he might have the opportunity to renew his acquaintance with legendary trials rider Jordi Tarres who he met when he visited Scotland as a young teenager. MOTA hasn't been represented at the SSDT since Bob Hopkins and Ray Hatfield participated twice in the 1970's.

2012 History

Brad Howard and Jim Gawne took the battle for our premier number plate to a higher level of competitiveness in 2012. After four tiebreakers, the Championship went to

Brad. Our 2000 historian had speculated that Jon Mason might someday be one of our future “top guns” in the Expert class. Jon has now fulfilled that notion as he repeated as our #3 rider, and perhaps more significantly, Jon garnered some national laurels when he convincingly reeled in the 2012 NATC #1 plate in the National Support class. Participation edged slightly upward in 2012. Novice was the biggest contributor with an influx of new riders and one not-so-new rider; Tom Ostrowski, a former top ten rider who hadn’t ridden an event since 1975, reappeared on a fresh out-of-the-box Beta and proceeded to dominate the Novice class. The Michiana club unveiled some new property in Ligonier. Although new terrain is always appreciated, some of the sections were, to say the least, very challenging and might appropriately be referred to by some riders as the “infamous” Michiana sections of 2012. Nevertheless, riders are looking forward to the events Michiana will offer in 2013 with the hope that skills will be tested in a way that will be appropriately challenging and safe for all classes. When mother nature unleashed her wet fury at it’s Saturday event, Mid Michigan ingeniously averted a potential tabulating catastrophe by simply encapsulating the score cards with “scotch-type” adhesive banding tape. The cards remained dry and looked quite pristine when they were returned to signup so it seemed fitting to declare Mid Michigan our Innovation Champion of the year. Dick DeBolt, Bob Capistrant, and Don Keener among others were incapacitated in some manner by season’s end and one wonders is age and the cumulative effect of having ridden so many trials beginning to take it’s toll on our Senior riders or were there just some freak injuries? For many years, these riders have represented the heart of the Senior class and it would be a grievous loss if they were unable to ride in 2013. Four stroke bikes, while still few in number, have maintained their foothold at MOTA events and word has it that we’ll see additional riders convert in 2013. Youth class riders are now almost exclusively on Oset electric bikes which, because of the simple operating mechanics, allow our young riders to begin competing at a very young age. Like the old Yamaha 80’s, the Osets are starting to recycle back through the organization for the next generation of young riders. Once again, FIM has implemented “no-stop” for World Round events effective 2013, and once again the pros and cons discussions have resurfaced. For the moment, it appears AMA/NATC, MOTA and other local organizations are not aligning their rules but are adopting a wait and see what happens position. Craig Boardman graciously served as Association Chairman for 2012.

2011

In 2005, this Handbook proclaimed the 4-strokes were coming, expecting they would soon be the choice of most riders. That hasn’t quite happened but with Jim Gawne’s performance on a Beta Evo 4T this year, riders may wish to re-evaluate. Jim took the Number One Expert plate in convincing fashion having sewn up the win well before the season ended. It has been over fifty years since a four stroke took a Michigan number one trials plate and this was all the more noteworthy since Jim was returning from an injury that prevented him from competing during 2010. It is little praise to say, “Well done, Jim”! To add lustre to Jim’s performance, it is important to note that his club, Great Lakes, took away the annual Team Trophy. As for the trophy itself, years of adding team winners had exhausted the available space on the wooden base and there would have been no room to add this year’s winner. However, thanks to Wendy, Mark and Jeff Staniszeski, the base was beautifully enlarged and there is space for years to come. In addition, the Trophy, which had gone for years without any indication of its purpose, now sports a shiny new nameplate of its own. With all the time and work invested, it can be argued the Trophy has become the most valuable artefact in the M.O.T.A. Sam Markley began the year as the M.O.T.A. Chairperson but had to relinquish those responsibilities for personal reasons. Those same reasons kept Sam from competing and his easy going playfulness and perpetual smile were missed by

fellow riders. Our hope is that the way will be clear for him to return to competition in 2012. Our gratitude is expressed to Craig Boardman who willingly volunteered to step in and finish out Sam's term. Finally, the oldest active riders in the M.O.T.A. cannot remember riding a Windsor event anywhere other than the North Side Road property. Events have been held there since the 1930's but this season saw a break in that tradition. An event was moved to Wardsville, Ontario and was promoted as an International Challenge. The event provided remarkable terrain and riders attended from Ontario and Michigan. Comments were unreservedly enthusiastic and the Challenge award went narrowly to M.O.T.A. riders who edged their Ontario counterparts by a mere 6 pts.

2010

The year 2010 saw a full schedule of 14 events. Compared with past years, it began late and, finished early, with enthusiastic competitors primed for the April 24 weekend ride in New Paris, Indiana. Sam Markley and the Michiana club didn't disappoint and the eagerness carried through all season until Craig Boardman's Metro event on September 26 closed the competitive curtain for 2010. In between, we all enjoyed some riding, particularly Aaron Brandenburg who this year would not be denied top Expert honours.

Still, Spring might have seemed a long way off and riders may have begun pining profusely except for Keith Alexander's gate trial on November 7. Keith picked a one of a kind day under an ultimate blue autumn sky. Riders turned up with hungry enthusiasm and did the only thing that could make Spring seem less far away. And they did it standing up.

On the national scene, Brad Howard demonstrated he still has the competitive edge by topping the N.A.T.C. Senior 40 class. Other M.O.T.A. riders, including Scott DeBolt, Jeff Staniszeski, and Jon Mason also made their presence felt. The M.O.T.A. may not have access to the most challenging trials terrain but our riders are the equal of many of the best national riders and, without apology, often prove better than most.

The improved website completed its second year and has become the focal point of the M.O.T.A. It offers news, photos and videos while providing a major forum for trials in the Midwest. Webmaster Mont Annis continues to deserve recognition for the work he has done in making it the full feature site we enjoy today.

2009

The M.O.T.A. experienced a good year. Rider participation remained constant and the season featured 3 two-day events. Except for some nasty rain and mud at Rose City, these events proved popular and attracted good rider turnouts. The only real concern was new border documentation requirements which may affect attendance at Windsor events.

Jim Gawne and Aaron Brandenburg closely contested the expert class with Jim wresting top spot by a narrow 5 points. Jim managed this in spite of a severe knee injury which required surgery at the end of the season. At banquet time in January, Jim reported the surgery had gone well but complete recovery would require most of 2010 so he would not be defending his number one plate in the coming year.

The M.O.T.A. has been in existence since 1967 but this year was the first time three generations of riders from the same family were actively competing. The name DeBolt seems to have become synonymous with the M.O.T.A. The patriarch Dick remains a constant threat in the Senior class, along with Rusty and Scott in Expert, as well as

Mason in Sportsman, followed by Youth riders Mikhail, Austin, and Mahlee. The M.O.T.A. was initially established with a goal of promoting family participation and it is clear the DeBolt family is an embodiment of that goal.

Keeping a close eye on the administration of the organization was our able Chairman, Lester Mason. One of the key accomplishments was the migration to a more sophisticated website at www.motatrials.com. The new site offers a range of fresh features including photos, videos, exclusive member areas, and forums. Instrumental in this was our own site mechanic, Mont Annis, from the Michiana club.

2008

This has been a good year for the M.O.T.A. The season began in earnest on April 5/6 with a two day event in Indiana sponsored by the new Michiana club organized by Sam Markley. To say the events were successful is little said. Close to 100 riders participated on both days and given Sam's property and the fantastic spring weather, Sam offered us all a little piece of trials heaven. He has set a high standard for all clubs to meet in the coming year. This was also a year in which a long time M.O.T.A. rider and supporter received well deserved recognition. Dick DeBolt was honoured by being elected to the North American Trials Council Hall of Fame. Dick was a very competitive rider in the early 1970's and served as the M.O.T.A. chairperson in 1971 and 1972. But of more import was Dick's instrumental role in organizing the very first North American Trials Championship in 1972 and creating the North American Trials Council which has coordinated National trials and promoted the United States championships ever since. More recently, he has reactivated as a rider and these days an event without Dick competing seems surprisingly incomplete. Congratulations Dick! Craig Boardman completed his second term as chairperson. Craig gave two years of superb service to the "evil M.O.T.A. empire" and he deserves fulsome praise and recognition. However from his perspective, he is very happy to now refocus his full attention on riding.

2007

The Michigan Ontario Trials Association promoted 12 events in 2007 starting on April 22 in beautiful Spring sunshine at the Bulldog Motorcycle track near Millington and concluded in the fall rain October 14 at Vermontville. Jim Gawne successfully retained the Expert no. 1 plate and his club Great Lakes defended its team championship. Craig Boardman more than capably handled the duties of M.O.T.A. Chairperson and the organization ran smoothly all year. On a sadder note, Bill Decker, 77, was killed in an accident on March 26. Bill started riding trials when he was forty and became a stalwart of the M.O.T.A., serving for several terms as Chairperson and competing for years on his old TY250 Yamaha. Although he hadn't ridden trials in a number of years, Bill was a regular spectator at Bent Fenders club events. He was liked and respected and will be sorely missed.

2006

The M.O.T.A. schedule returned to 12 events this year as Mid Michigan sponsored two excellent events on property near Vermontville. Tom and Aaron Brandenburg played a significant role in providing access to this property and their enthusiasm for the sport is noteworthy. Not only did they lead a contingent of M.O.T.A. workers at the World Round in Sequatchie, Tennessee, they also very generously donated to the M.O.T.A. the expense money they received for participating. They both deserve special recognition and the appreciation of all of us involved in M.O.T.A. After years of finishing close to the top, Jim Gawne very quietly unseated Brad Howard for the number 1 plate. Jim's

low key approach has always belied his determination and this year saw him dominating early and sealing his win well before the last event was ridden. Although Brad's very long run is over, everyone in the M.O.T.A. is expecting the competition to resume in earnest again next year.

Rider participation increased in 2006 and averaged over 48 riders per event. This was good news for the individual clubs and for the M.O.T.A. Larger turnouts add to the vitality of the sport and contribute to the diversity of events.

2005

The four strokes are coming! The four strokes are coming! This year saw the first appearance within M.O.T.A. of modern four stroke trials machines. They were much anticipated and not unexpectedly Doug Radwick's Montesa was the focus of attention. In actuality, four stroke technology is making a reappearance after an absence of almost half a century but with a big difference. The new bikes are very light, very responsive, and very much in tune with cleaner air standards. In all likelihood they will soon replace the conventional two stroke machines most of us have ridden our entire life in trials.

The M.O.T.A. schedule was reduced to 9 events this year. The untimely death of Don LaPine was received with sadness by everyone and resulted in the East Side club cancelling their second event in the Fall. Mid-Michigan was also unable to schedule events this year to the chagrin of most riders. However, this was only a temporary setback and there is every expectation M.O.T.A. will have 12 events back on its schedule in 2006.

We never get tired of saying this but Brad Howard took the top trophy for the 13th consecutive year. Brad has become the iron-man of the M.O.T.A. and still shows no sign of allowing the "kids" to usurp his number 1 status.

Rider participation remained relatively stable for the year averaging out at forty riders per event. The M.O.T.A. fraternity remains relatively small but nevertheless it is still tightly knit and enthusiastic. It is a community dedicated to the enjoyment of keeping both feet firmly on the pegs.

2004

Don Keener, a long-time member of the East Side Competition Riders and the AMA District 14 Trials Division Chairman for several years served as Chairman of the Association in 2004.

Ties with District 14 were completely severed and our AMA business is now conducted directly with AMA. The immediate and obvious benefits of this decision were: no D14 membership fees and no \$2.00 rider fee for the D14 year end awards fund. The year end awards revenue we saved was used to enhance the quality and quantity of the M.O.T.A. year end awards.

It was a quiet and routine year in many respects. The attendance remained stable, Brad Howard took our premier championship award once again, and the quality of the events remained at a high level. As usual, the banquet was held at Walli's but it wasn't quite routine because a very heavy snowfall the day of the banquet forced a postponement. The telephone and email lines became very busy in order to spread the word and it was quickly rescheduled.

Particularly noteworthy was that Deb Boardman took the Novice class number 1 plate

for the year. Since 1995, when all classes were formally recognized and awarded, Deb's achievement was the highest accomplishment by a female rider within the M.O.T.A. organization.

2003

The Association and the individual clubs continued to flourish. While the average attendance remained in the upper forties, the percentage of riders who were M.O.T.A. members rose to 80%. This increase benefited all clubs who found they were now able to run their events with qualified observers from within their membership. The Committee acknowledged the contributions of Lester Mason and his Oakland Vocational Class for providing our Trials Handbook since 1996. This gratis contribution helped the organization survive the attendance and subsequent financial difficulties we encountered in the late eighties and early nineties. The baton was passed to Christine Keener who had access to improved printing technology which reduced the time and effort required to incorporate the annual changes and print the books. The traditional pocket-size book became larger to accommodate the bulging history section and the expansion of the rider standings section. Brad Howard continued with his winning ways and broke the Bob Hopkins record which he had equaled in 2002. This gave Brad eleven consecutive Expert Championships. Jim Gawne also recorded some successes; he made it ten consecutive Expert class number 2 plates and also won the Trials Incorporated Master Class Championship. Ed Logan drove 14,526 miles to successfully retain his AHRMA Premier Lightweight #1 plate. After a twenty-seven year hiatus from riding an event, Dick Debolt returned to the arena in 2003. Dick was one of the real visionaries of national trials competition and the driving force behind the first and second ever national trials events held in the United States. Both 2-day events were held along the Black River in the Port Huron area. He was also involved in the early North American Trials Council (NATC) meetings, which led to the creation of the NATC National Series. A special Committee meeting was convened on November 23 to discuss M.O.T.A. affiliation with District 14. After lengthy discussion, it was agreed that M.O.T.A. should continue to operate under its AMA Charter for events held in the U.S. but divest itself of the affiliation with District 14.

2002

Brad Howard made it ten (10) Expert championships in a row, equaling the record of Bob Hopkins, which had stood since 1981.

Two clubs introduced the riders to some fresh property this year. East Side held their two events on Don LaPine's property in North Branch and Mid Michigan went further a field to Ligonier, Indiana. Ligonier residents and long time trials riders Gerry Sprague and his sons Kenny and Andy were instrumental in securing the property and also became members of the Mid Michigan club.

El Nino took a rest this year, which provided us with more normal but extremely hot and dry summer. Although there was a noticeable dip in attendance during the hottest months, the overall average participation remained in the upper forties where it has been for several years. FIM and NATC finessed the riding rules again by reverting back to "stop and hop". AMA decided not to mandate the change but left it to the discretion of the local organizations to decide which scoring system they preferred. Sideways movements without penalty was back but "backward movement" would be scored a failure. For M.O.T.A., it was just another item to be evaluated by our Rules Committee. We were all saddened on December 2 when we heard that Jamie Mason, the wife of Jeremy Mason, had passed away as the result of injuries sustained in an automobile accident. Jamie had been working at events for several years and had ridden her first event this season.

2001

A M.O.T.A. tradition dating back to 1971 sadly came to an end this year when the East Side Club lost the use of the Richmond property. Once they got over the shock, the East Siders were able to regroup and salvage one of their events using the Auto City Speedway property in Flint.

The anticipated influx of some of our talented young riders into the Expert class became a reality and dramatically increased participation in the class. Brad Howard and Jim Gawne waged another of their season long battles for the #1 plate including a tie breaker ride-off at their last head-to-head event of the year. Brad took our premier award again, this time by a mere 5 championship points.

Distribution of results and flyers by Email also became a reality. Participation was slow at the start of the year but got up to thirty-five by the end of the year.

M.O.T.A. was well represented at national events with around twelve riders participating at several events. Ryan Young, six time national trials champion conducted a trials school at Dick DeBolt's Metamora property in September. Ryan had requested limited participation at the Saturday school but stayed to ride the Great Lakes trial on Sunday so everyone had an opportunity to see how a national champion does it. Bob Capistrant presided as second term Chairman with his patented style of low-key efficiency.

2000

Bob Capistrant, long-time president of the East Side Competition Riders club was elected Chairman for the year 2000.

At the M.O.T.A. meeting on March 5, the West Michigan Trials Club notified the Committee that it was terminating its membership in the Association. The deep rooted philosophical differences that existed were never fully resolved by time or discussion and it was agreed that this decision was in the best interests of both organizations. Thanks to some sterling work and long hours by Christine Keener, the M.O.T.A. web page (www.mototrials.org) was put in place before the first event. The site provided access to the schedule of events, flyers, results, championship standings, and some links to other trials organizations. There was also some preliminary discussion regarding the distribution of flyers and results directly to each rider via E-mail with its obvious advantages of instant delivery without the costs associated with the traditional mailings. The summer of 2000 was the wettest we had seen in many years and several events were in jeopardy, but thanks to the efforts of seasoned event organizers the show went on, and newer riders were introduced to some 'old time' Michigan mud sections. In spite of the inclement weather, participation at seven of the eleven events exceeded fifty riders, while participation at the revitalized Windsor Motor Cycling Club events doubled from that of recent years.

While Brad Howard repeated as the M.O.T.A. #1 Expert Rider, it was noted that a strong contingent of young but experienced riders who had been developing and honing their skills for several years have moved into the upper classes and it is anticipated that they will soon be challenging Brad, Jim Gawne and other Experts for the top awards. Time will tell if the likes of Jon Mason, Eric Radwick, Jason Waldo and the Watanabe brothers Daiki and Yuki become our top guns in the new millennium.

1999

The discussion regarding the "Stop with Penalty" started in 1998 and continued until it was time to cast votes at the annual rules meeting. When the M.O.T.A. votes were counted, there were unanimously for adoption of the "Stop with Penalty Rule". This revised method of scoring had previously been adopted by the FIM and NATC for both World and National Championship rounds, and the indications were that the majority of local trials organizations had followed suit.

July 10, 1999 was a sad day for M.O.T.A. It was the day Mike Geno, a friend to all who

knew him, passed away after a long illness. Mike was known for the rubber bulbed horn that he had attached to his bike, and every time he had a clean ride he tooted his horn. The East Side Club inaugurated the first annual Mike Geno memorial trial a few weeks later and presented horns to the first place finishers in memory of Mike. Rider participation was almost identical to 1998 - 46, 49 when Youth riders were included. Bill Scott former M.O.T.A. chairman and long-time expert rider came out of retirement in an attempt to rejuvenate the Windsor Club. Windsor had fallen on hard times in recent years due to their declining membership, and the fact that their events had been classified as non-championship. Brad Howard repeated as the M.O.T.A. #1 Expert rider, and Lester Mason continued with a second term as Chairman. West Side Trials Club disbanded after the '98 season, with their members joining the West Michigan Trials Club.

1998

Lester Mason was elected Chairman for the year and his term started on a high note when the newly formatted rules book and overdue revisions to the Constitution and By-Laws were accepted by the Association Committee at the annual rules meeting. Don Keener, an East Side Senior class rider, accomplished a rare feat at the September 13 Metro trial by turning in clean card - zero points for the day. The average participation was up to 45.7; 50.3 when Youth riders were included. The hot topic for discussion during the off-season was the "no stop rule" also known as the "stop with penalty rule" which has been implemented by FIM and NATC for World Rounds and U.S. National events and is expected to be evaluated by M.O.T.A. and other local organizations around the world. Broken record time again - Brad Howard #1 rider, and the awards banquet was at Walli's.

1997

Two new clubs joined the Association this year. At the M.O.T.A. meeting held on January 5, the president of the West Michigan Trials Club, Scott Beattie, made a formal request that his club become a member club of the M.O.T.A. and after extended discussion on the membership requirements, particularly the unconditional acceptance of the M.O.T.A. rules that govern M.O.T.A. events, the West Michigan Trials Club decided to divide their membership and form a second club, the West Side Trials Club, which was admitted on April 20. The Rules Committee was convened earlier than normal this year so that it could prepare a presentation to District 14 on trials membership that would result in a unified rules system for all trials events in our area. It was determined that the current M.O.T.A. rules should be arranged so that they were numerically aligned with the appropriate chapters of the AMA Amateur Competition rules and it was in this format that the M.O.T.A. riding rules were presented to and accepted by the District 14 membership at their December meeting. Chuck Howard was presented with a freestanding crystal plaque at the awards banquet to recognize his contributions to M.O.T.A. for the past quarter century, particularly for his dedication to providing year-end number plates to our top riders. Our long time M.O.T.A. and National rider Dave Waldo was seriously injured in a non-trials motorcycle accident early in the season and after a lengthy rehabilitation was welcomed back toward the end of the season attempting to regain the form for which he is well known. This is getting repetitive, but once again the #1 rider was Brad Howard who was recognized at the awards banquet at Walli's.

1996

The Mid-Michigan club came through again with another new event location, this time at Fred Fischmeister's property in Jackson. There were some heated battles for the individual championships, the notable being in the Expert class where Brad Howard and Jim Gawne (son of Doug Gawne the 1971 #1 rider) were tied until the

Brad prevailed by a narrow margin. There was some preliminary discussion regarding the West Michigan Trials Club joining M.O.T.A., in order to eliminate the duplication of effort and run all Michigan trials under a unified banner. The awards banquet was again held at Walli's but in response to a rider survey it was held in November while the season's memories were still fresh.

1995

Rider participation continued to increase, averaging around 37 riders an event. The Mid-Michigan club obtained the use of some new property in Woodland, and hosted their first trial at that site. The Muskegon Motorcycle Club again hosted a trials event, and Brad Howard continued as Chairman.

1994

Brad Howard was Chairman for 1994. Rider participation was around 30 riders per event, up somewhat over 1993. The year also saw the Muskegon Motorcycle Club host its first trials event. A number of riders also moved to the new trials bikes, making the Yamaha monoshock trials bike a little less common.

1993

Rider participation averaged just over 20 riders per event. After a number of years near the top, Brad Howard won the Championship in 1993. The annual banquet was held again at Walli's in Flint. Bill Decker was again elected as Chairman.

1992

Bill Decker, a member of MOTA for 22 years was elected Chairman for 1992. We saw some new riders because of our affiliation with District 14 of the AMA. We believe ridership will grow even more next year. It was also a year for ironing out some problems and we feel this has been accomplished. Our annual banquet was held at Walli's in Flint and was a success. We hope for more participation next year so our workers and riders can be honored. The ex board would like to see more turnout from younger members in the future.

1991

Our Chairman for the year was Jim MacArthur. Our objective was to try to generate more interest in the sport, but sadly we lost another long standing Detroit club, Slow Spokes. However, one of our clubs did obtain some new land in the Flint area and we saw a few new faces emerge. Our banquet was held at Walli's in Flint for the third year in a row and was a great success. Our association with the West Side Club and District 14 will hopefully bring us greater participation in the coming year.

1990

For the past 23 years, MOTA has been the sole trials organization operating in the Lower Michigan/Southwestern Ontario region. This year saw the advent of another organization operating in western Michigan. This development has caused some reflection within MOTA in respect to its relationship with the new organization and with the AMA through District 14. The questions posed by this development and the manner in which these are resolved may have very a significant impact on the future of MOTA and on trials in this area. Jim MacArthur, as chairperson, oversaw an eventful year and begins a 2nd term in 1991 which may be even more interesting.

1989

Bev Coffey completed her second year as chairperson and Gray Howard repeated as top rider. The Banquet was held in November, close on the completion of the season, to attract a larger number of people. The location at Walli's in Flint made it one of the more enjoyable banquets in recent years.

On other fronts, MOTA finished what may be called a pivotal year. Ridership declined to the point where many clubs began to find it uneconomical to sponsor events. This has raised serious concerns about the future of the MOTA. All the clubs are looking toward 1990 in the hope the new season will see riders in greater numbers. MOTA, under Jim MacArthur as chairperson, is resolved to make every effort to keep our sport alive and healthy.

1988

It was a much more relaxed year without a National event. Bev Coffey put a woman's touch to M.O.T.A. as Chairperson and excepted the nomination and election for the following year. M.O.T.A. held fourteen Championship events and with the number one rider for 1987 (Tod Coffey) not competing, the top spot was ready for the taking. Gray Howard did just that. Gray edged out his younger brother Brad with Greg Muscott a very close third. Rider participation was about equal to the previous year, possibly down a rider or two. But a positive sign near the end of the year was a larger Novice class. Let's hope we can keep the fun in the competition for these riders. The banquet was held at the Princeton Motel in Windsor. Number plates and awards were given to the deserving, along with many Challenge Cup awards.

1987

The 20th anniversary of M.O.T.A. had a new club chairperson Dave Waldo, and M.O.T.A. joining forces with the American Motorcycle Association (AMA). It was a good year for trials in Michigan, with M.O.T.A. being chosen to hold the last and deciding round of the U.S. Nationals. Fewer riders were coming to the meets this year. M.O.T.A. also lost the Bogwheelers club, which left us with only 7 clubs and 14 events. But Michigan riders were a force to be reckoned with as our riders did very well in both the U.S. National and Challenge cup series. Les Rutledge retired and moved to Montana in early 1987, and will be missed as a long-time contributor to M.O.T.A. The death of Rody Leffler after a long fight with cancer was a great loss to M.O.T.A. She was a big part of M.O.T.A. for many years, and she will be missed. Our own Greg Barlow designed the 20th anniversary Nationals shirt.

1986

Ron Van Aken accepted the task of heading the M.O.T.A. for a second term, bringing with him an executive that remains essentially unchanged from the previous year. Our hope of last year for obtaining a National event did not materialize, primarily due to an acute inability to obtain a suitable site. Efforts to locate property will be redoubled this year and with some luck and a commitment of M.O.T.A. members, a National should be obtained for 1987.

Ron Van Aken was unable to complete his year of chairmanship for M.O.T.A. in 1986, and Les Rutledge assumed the task for the remainder of the year.

Several M.O.T.A. riders campaigned in National events during 1986, and Todd Coffey was crowned National High School Class champion for the year. M.O.T.A. riders again dominated the Challenge Cup Series with Greg Krist taking the Championship class, Jeff McCloud taking the Sportsman class, and Les Rutledge the Senior class. Gary Wilkerson won the M.O.T.A. championship. Congratulations to all. M.O.T.A. will host the final National trials event for 1987, and will be celebrating its 20th year anniversary. We look forward to this event keeping M.O.T.A. at the forefront of national clubs.

1985

Ron Van Aken assumed the job of M.O.T.A. Chairman for 1985 assisted by an able executive. The major objective on the horizon is to obtain a National Trials Round for 1986. The M.O.T.A. has performed a significant surgery on its rules and procedures.. For 1985 all trials events scheduled will be championship events and a new formula has been introduced for determining the overall season championship. M.O.T.A. membership seems to have stabilized but with new Trials machinery appearing in the States and the continued enthusiasm of veteran M.O.T.A. riders to promote their sport, we look for a new level of participation and a re-invigoration of the Trials sport.

1984

The Chairman for 1984, Graham Staffen, began his term with a more compact M.O.T.A. Two clubs in the association had found it necessary to withdraw their membership, which reduced M.O.T.A. to 8 participating clubs. The two departing clubs Trap- masters and N.A.T.O. - will be sorely missed this year, but it is hoped that by next year the clubs will be revitalized and able to rejoin the association. Although this is a serious loss to M.O.T.A. it is pointless to dwell upon it. M.O.T.A. retains too many positive features that clearly demonstrate its inherent vitality. Foremost among these is the unflinching enthusiasm of the small nucleus of riders who continue to remain involved with the sport. The feeling of belonging to a close knit fraternity is much stronger today than it was during the explosive growth of the mid-70's. The attachment to the sport that is evident today and the high spirit of the membership tends to offset, to a great extent, the decline in ridership. In addition, M.O.T.A. has reason to be modestly proud of its Michigan National and Stadium event of 1983. They provided an opportunity for many club riders to become involved in promoting Trials at the highest competitive level and to observe National and World Class riders in action. For many club riders it was the first such experience, and for others, it was the first exposure since the World round of 1977. The experience gained will serve M.O.T.A. well in the years to come when future Nationals are organized. So, although numbers are smaller, the overall outlook for M.O.T.A. has to be optimistic. The organization will continue to encourage events at the local level that can be enjoyed and appreciated by all riders. As well, it retains the will and the depth of experience to originate events of the highest competitive caliber. It is these qualities that assure M.O.T.A. a viable future.

1983

Bill Scott, 1983 Vice-Chairman, assumed the Chairmanship of M.O.T.A. in February, when re-elected Chairman Mike Perrera found he was unable to continue and resigned. M.O.T.A. was grateful for Mike's leadership the past year, which resulted in the organization regaining a sound financial basis, as well as assignment of a long-sought National event. We extend thanks to him for all the effort spent on our behalf, and wish him the very best in future endeavors. Bill quickly joined forces with "Human Dynamo", Gary Wilkerson, to see that organization and planning for the National, as well as M.O.T.A.'s first Stadium Trials, continued smoothly. Their preparation and effort, along with the assistance of many M.O.T.A. members, culminated in the National Stadium Trials Event held at the McMoran Arena, Port Huron, Michigan, the last week in August. Three days later, September 3, the Scott Challenge National was held in the same area with top riders from across the nation competing. For Bernie Schreiber, U.S. National Champion and former World Champion who walked away with the National win, it was just another day of great riding. At our local events, Novice B, added to M.O.T.A.'s class structure last year was dropped and all Novice riders rode the same sections on the Novice course. Our trials season ended in October with Gary Wilkerson taking top honors as M.O.T.A.'s No. 1 for the second consecutive year.

1982

Mike Perrera was elected M.O.T.A. Chairman. Goals for 1982 were to get our organization on a fiscally sound basis, and to actively recruit more rider participation. The January Annual Awards Banquet, held at the K of C Hall, Farmington, was a success, thanks to the efforts of Chairperson, Diane Walsh, who handled the job for the umpteenth time!! M.O.T.A.'s top fifteen (15) riders were honored, as well as top observers. Bob Hopkins was awarded a framed drawing of himself done by M.O.T.A. artist, Rod Lloyd, to commemorate his tenth consecutive year of earning the Number One position in M.O.T.A. New class structure was set up on the hope of helping all riders gain skill and experience before being promoted. A Novice B class was added to accommodate newly promoted Y/PP, Enduro, and trail bike riders, and beginning trial bikers, with easier routes on the Novice course. Novice A rode the harder routes on the Novice course. Sportsman class was limited to Senior riders, 35 or older or female, who chose to ride it. The Championship Senior course now offered two options to the Senior riders; they could choose to ride for Championship points on the Championship routes with the Experts, or ride the challenging, but easier routes in the sections.

The promotion system for riders from Junior through the Intermediate class was changed to a percentage basis, determined by the number of riders finishing in each class. The end of the 1982 riding season found a new rider in the Number One position, the first time in eleven years, Gary Wilkerson.

Year-long planning and countless hours of hard work and effort expended by Gary and Chairman Mike paid off in December when M.O.T.A. was named to host a 1983 National round.

1981

Dave Sigafoos was elected Chairman as M.O.T.A. entered its fifteenth year. Two new positions were added to M.O.T.A.'s governing body of Executive Officers: Vice-Chairman and N.A.T.C. Representative. In an effort to increase our declining number of riders, Dave initiated a drive among member clubs to contact former active riders to try to rekindle their interest in the sport. In addition, with hopes of recruiting new riders, M.O.T.A. sponsored a two-day Elliot Schultz Trials School near Ann Arbor in April.

Mid-year M.O.T.A. members were saddened when they lost their Chairman. Despite his long, hard battle, Dave succumbed to illness he no longer had the strength to handle. Dave's presence will be missed, not only as a friend, but for the dedication and commitment he brought to our organization and to the sport of Observed Trials. Les Rutledge, appointed by Dave as his Vice-Chairman, with quiet strength and determination, stepped into the Chairmanship, and guided M.O.T.A. through the remainder of the year. His steady influence was felt by all as he addressed the many problems with which he was confronted. From April through October, a total of sixteen (16) events had been held. The 1981 season drew to a close with the hope that our financial situation would improve in 1982, so that M.O.T.A. could again host a National in 1983.

1980

Dennis Jaworski, of NATO, was unanimously elected as M.O.T.A. Chairman for 1980. It was a relatively quiet year for M.O.T.A. overall, with seventeen (17) events held and a Trials School sponsored by Metro Trials Club. A national was not held this year although M.O.T.A. may co-sponsor one in 1981. The increasing cost of trials bikes and gasoline reduced rider participation by almost 30%. A Bicycle Trial was held by Central Michigan Bogwheelers late in the year and it is hoped additional

Bicycle Trials will encourage new Junior riders. M.O.T.A. lost three longtime riders in 1980, Barb and Terry Cheney moved to Colorado to pursue new career interests. Ray Hatfield pursued his interest in Archery. M.O.T.A. wished them all the best. Everyone closed out the year with a New Years Resolution to promote trials and recruit new riders for 1981.

1979

Jim Leffler, one of the dedicated people who has helped M.O.T.A. throughout the last several years, was elected Chairman. The goals for the 1979 season were to provide enjoyable competition for all levels of riders, and to further expand the number of enthusiasts attracted to trials riding. There were special demonstrations of trials riding at local events, and increased publicity of our regular events. In April, M.O.T.A. members were saddened by the loss of sixteen year old Senior rider and Trials Demonstration Team member, Diane Szabo, in an auto accident. Showing the dedication and character of which M.O.T.A. members are made, a Memorial Trial, headed by a Committee consisting of Chuck Howard and Richard Coffey, was planned and well publicized. Volunteers from all clubs set up, worked, and took part in the August trial. Each club donated three trials-related gifts for awards, in lieu of medals. From the tremendous turn out and support of members and spectators, contributions of over \$800 were donated to the Diane Szabo Memorial Fund, Girls Athletic Department, Milan High School - a fitting tribute to a fine athlete and friend. The M.O.T.A. riding season ended with a total of seventeen (17) events held, and for the eight consecutive year, with Bob Hopkins still firmly entrenched in the Number One rider position.

1978

Terry Cheney was elected to his second term as M.O.T.A. Chairman and presided over one of the most smoothly operating seasons yet. Riders were pleased with the events held, rules having reached a state of refinement where they are fair to all, and several new trials sites were unveiled during the season.

For 1978, an all new Championship and class promotion system was initiated. The Championship points system was patterned after the existing National and International procedures. In addition, the Expert classification was revised in concept to make it a yearly classification awarded to the riders who have accumulated the required points during the Championship season. Thus, the "Expert" number plate will be the badge indicating a riders top-rank riding ability during the previous season. The class promotion systems were also revised to award the same points for finishing position as the Championship system. Riders who have accumulated enough points to indicate top ability in their class are automatically promoted. The intent of these revisions was to insure that a rider was fully capable before he was promoted, and to allow all riders to compare their standings at any time during the season. The first test of this system worked so well that no changes at all were needed for the next competitive season. M.O.T.A. did not host a National Series trial this year, allowing other areas in the country to show their sections to the Nationals riders. Many local riders competed in the series and did quite well. Terry Cheney collected a fifth place overall season finish, with Bob Hopkins winning the sixth place award.

1977

Terry Cheney was elected Chairman of M.O.T.A. This rulebook has been completely rewritten for the first time since Roger Erickson published it in May 1973. A new "Sportsman" class has been instituted in an attempt to provide a competitive class for the "occasional" riders that M.O.T.A. feels should be encouraged to remain active in the sport. Ray Hatfield, along with Brian Aherne, again tackled the demanding job of laying out the course and sections. Held near Port Huron, the twenty-five (25) mile two-lap event was a refined and toughened version of the Fall 1976

National. Dick DeBolt coordinated the organization, utilizing the system that worked so well in 1976. This enabled M.O.T.A. to condense the time required to set up the event to “only” four (4) months, with even better results than in 1976. The winner’s trophy was the now famous abstract rider made of engine parts. Finishers received a handsome commemorative belt buckle and printed T-shirt. Again, the assistance of scores of M.O.T.A. members was invaluable to the success of this venture. Entrants represented a “Who’s Who” list of International Trials. Top honors were taken by Charles Coutard of France, with Marland Whaley and Mark Griffiths of California in the number two (2) and three (3) positions. The maturity of American trials was demonstrated by the fact that seven of the top ten finishers were from the U.S. Locally, M.O.T.A. completed another season with Bob Hopkins winning the Number One plate for the sixth consecutive year.

1976

Gary Kahle was elected as M.O.T.A. Chairman. M.O.T.A. spirits were high and it accepted the ninth and final round of the 1976 U.S.T.C. with great enthusiasm. M.O.T.A. has never responded with so many people, accepting so many responsible jobs and completing each job so well, with so little supervision in its entire history. The outcome of this effort was a demanding twenty-five (25) mile course (including “Hatfield’s Hill”) hacked out of virgin wilderness, twenty-five (25) sections manicured to perfection, complete radio and medical communication, hand selected observers who were pre-assigned to sections and mailed a special instruction booklet one month prior to the event, a program with “complete event information,” rider packets containing a program, number plate, braided card-clamp holder, scorecard, custom T-shirt and chocolate bars. The Premier trophy was a beautiful custom made twelve (12) inch high abstract sculpture of the M.O.T.A. insignia. The event was headquartered at the Four Square Sportsmans Club on the Black River and was a resounding success. It was won by Marland Whaley who also clinched the U.S.T.C. at the same time, narrowly beating out Don Sweet for the title. To cap off the year, M.O.T.A. worked with Trials Incorporated of Ohio and procured for them a die set, using T.I. artwork, giving them a high-class “coined” custom medal for their organization.

1975

Roger Erickson was elected M.O.T.A. Chairman. M.O.T.A. took a well earned rest year, and rather than promote a National, Roger directed a major push to organize new clubs and rejuvenate the existing ones in order to further strengthen the M.O.T.A. Roger obviously succeeded in the venture as new clubs began to spring up all over the State of Michigan, raising the total clubs from nine (9) to twelve (12) and adding even more members to existing clubs.

About mid-year, Roger and his lovely wife Connie moved to West Virginia. It is a gross understatement to say “they will be missed by M.O.T.A.” Don Wilcox, being the responsible gentleman that he is, unselfishly agreed to again devote his spare moments to M.O.T.A. by chairing it for the remainder of the year.

1974

Don Wilcox was elected Chairman of M.O.T.A. M.O.T.A. hosted the sixth Round of the nine Round United States Trials Championship Series adopted by the newly formed N.A.T.C. and sanctioned by the AMA. The event was moved from the Black River site to Fitzgerald Park in Grand Ledge, Michigan. Lane Levitt won the event, and the Championship for the third consecutive year.

M.O.T.A. also cooperated with the N.A.T.C. and ordered the coining dies used to make both the U.S.T.C. and the U.T.C. support class medals used in the series.

1973

Bill Scott was elected as M.O.T.A. Chairman. M.O.T.A. organized the Second North American Trials Championship which was an overwhelming success. The first Championship (Sept. 23-24, 1972) and the second (Sept. 29-30, 1973) were now history. The 1973 Championship had almost double the entry of 1972 with ninety-five (95) riders, plus world championship rider Geoff Chandler from England. Lane Levitt won the trial, for the second consecutive year, beating the Englishman by a narrow margin. Shortly after the 1973 Championship, the North American Trials Council was incorporated (Dec. 7-9, 1973) by Wiltz Wagner in Denver, Colorado. The council opened up formal communication channels between all areas by which future rules changes could be agreed upon, as well as locations and scheduling of forthcoming North American Championship events. M.O.T.A. is extremely proud to have played an instrumental role in trials history by laying the groundwork for the first two North American Championships and proving that the United States was ready for a National Trials Championship program.

1972

Dick DeBolt was re-elected to his second term in which a number of landmark accomplishments were made. Mid-Michigan Trials Club was admitted at the first meeting of the year. Early in the year a trials school and trials was conducted by Montesa works rider Rob Edwards. Traveling the same route was Lane Levitt whom we would see again at the two day. Rob took first place in the trials with Lane taking second. Later on in the summer, Mick Andrews made a visit to the Flint area and conducted a school. This was shortly after his crash which cost him a shoulder separation and kept him from riding. About mid-summer Bob Hopkins got feet-up on a factory Bultaco of his own. He was the first rider in M.O.T.A. to earn the honor of being sponsored. In September, M.O.T.A. became an incorporated body. The Association can now own property and the legal positions of its members are now protected. The work of preparing the National Two-Day was by mid-summer a reality and Dick started drinking Maalox rather than Stroh's! When the Two-Day arrived in September, there were license plates representing New York, Pennsylvania, Oklahoma, Kansas, Colorado, California, and Minnesota as well as many states in-between. The top riders from the various sections of the U.S. Agreed that it was a fine trials and well worth the trip to Michigan. The Two-Day was also a debut of our second sponsored rider in the person of Mike Konners who took first place in the light weight class on a Penton. The M.O.T.A. business year was rounded out with final approval of the medal designed by Clyde Foles. The annual awards banquet was again held at Shores Hall. The well deserved awards were given out, and among those being given was the Trencherman Award given for a fantastic third consecutive year win in the race to the buffet table.

1971

On the sixth ballot, Tom Clark won the nomination for Chairman. This is a record that should stand for some time. On February 19, the Tie Breakers Competition Club was admitted to M.O.T.A. The spring saw the annual rules change meeting which brought further refinements to the guides. In July, Tom Clark opened a motorcycle shop in Richmond, Kentucky. This was a gain for the South-land but a loss for M.O.T.A. Dick DeBolt was elected to the vacant position of Chairman at a special meeting on July 23. A two-day event was discussed this year but the fall arrived before the planning started. The gala annual banquet was held at Shores Hall. Top ten number plates, Sportsman Award and Observer Club Awards were given out to put a shiny cap on 1971.

1970

Paul Volkman won the vote for M.O.T.A. Chairman at the January 9 meeting. The same night it was announced that the Trial Blazers of Mt. Clemens had changed their name to the East Side Competition Riders. At the April 17 meeting, the North American

Trials Organization (NATO), Metro Trials Club, and Suburban Slow-Spokes were admitted into M.O.T.A. These together with Detroit M/C, East Side Competition Riders, Great Lakes, Red Wings, and Windsor comprised M.O.T.A. at the start of the 1970 trials season. The wives, daughters, and girl friends formed a Powder Puff class which was the start of a lot of discussion as to what to do regarding promotions and so forth. The trials went well and the year-end banquet at the Flamingo Hall was a big success.

1969

Chairman Bill Scott oversaw a year of regrouping and reorganization. The rules and procedures had a thorough going through to eliminate some of the growing pains which had crept in with the numerous changes. A newly formed club, the Great Lakes Trials Promotion Club, was admitted into M.O.T.A. on November 21. The season closed with twelve (12) trials conducted from March 23 through November 16.

1968

Tom Jeannette was elected Chairman for the year of the great Sammy Miller visit. Sammy conducted a school July 27 and of course, won the trial on July 28. The fact that Sammy Miller rode a M.O.T.A. trial was and has been an immense prestige boost and inspiration to all those in M.O.T.A. His inspiration tended to align the Association goals toward providing a system through which internationally competitive riders might develop. Further rule changes were made to adopt a new scoring system of 1,2,3,5 and a score card system discussed. This was a year of further growth and organization. The Red Wings M/C was admitted to M.O.T.A. and to give a mark of unity, a shoulder patch was developed. As an aid to handling the increasingly burdensome task of addressing, mailing equipment was purchased at the year's end.

1967

The Michigan-Ontario Trials Association was conversation over beer on February 19, 1967, in Barner's Bar, 12501 Gratiot, Detroit. The clubs that drew together are all but gone now with only Detroit M/C and Windsor M/C remaining. But now we are getting ahead in the story. The other clubs at the discussion were Red Wings M/C, Chatham Archons' M/C, Sarnia Competition Team, Huron Trial Blazers, and Petrolia Road Knights. M.O.T.A., also referred to as the Association, was formally agreed upon on April 2, 1967, by all but the Red Wings M/C and the Petrolia Road Knights. Tom Clark volunteered and was accepted as interim Chairman. The spring was filled with many long evenings hammering and molding the Rules and Procedures, By-Laws and Constitution into a workable and agreeable set of guides. (Shades of 1776.) Trials were held in 1967 and the guides tested, changed, and modified. One item of debate that year was the scoring system. Footing was counted to five; out of bounds, stops, dismounting, and restarting engine counted five each with an accumulative maximum total of fifteen if the section was attempted. Twenty-five points were given if the section was not attempted. It's a wonder we don't have a few adding machines. Blue Water M/C joined M.O.T.A. June 25, which raised the member clubs to six. More trials were held and more guides were modified. Ah, the structure proved to be workable! A practical means for distributing the administrative and functional responsibilities of the Association was discussed at an August meeting. Funny how getting work done in a volunteer organization quickly gets to be a problem. However, the Association's existence today is proof that those early trialers must have found a way. The Trial Blazers of Mt. Clemens were admitted as members, November 12. The club list grows to seven. Thus the first year draws to a close with much work and a trials season complete. Merriment and top ten rider presentation filled out the year with Tom Clark still interim Chairman.

