

A Guide to both Riding and Observing at Trials

1. METHOD OF MARKING:

1.1 A machine will be deemed to be in an Observed Section or Sub-Section when the front wheel spindle has passed the 'Section Begins' Card and until the front wheel spindle has passed the 'Section Ends' Card. Marks will be lost as follows:

STOP PERMITTED (Ref: TSR 22A, ACU Handbook): This system must be used for all SACU Premier Championship Events. **At organisers discretion**, Stop Permitted may be used at any Classic Championship, National, National Restricted, Open to Scotland and Closed to Club events.

Trial will be ended by back markers at time specified by organising club.

NON STOP (Ref: TSR 22B, ACU Handbook): If all forward motion of the machine ceases, riders will incur 5 marks. i.e. Stopping; reversing; moving sideways all create a cessation of forward motion which is classed as a stop. This system may be used for all National, National Restricted, Open to Scotland and Closed to Club events.

Trial will be ended by back markers at time specified by organising club.

1.2. **OBSERVING GUIDANCE:** See point 1.1 above for marking a riders' performance.

STOP PERMITTED (Ref: TSR 22A, ACU Handbook):

5 marks for Failure

Failure: A failure is considered to have occurred if:

- a) The machine moves backwards.
- b) The rider does not have both hands on the handlebar WHEN HE FOOTS WHILST STATIONARY.
- c) The engine stops WHILST ANY PART OF THE MACHINE, WITH THE EXCEPTION OF THE TYRES, TOUCHES THE GROUND OR THE RIDER IS FOOTING.
- d) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of, or behind the machine.
- e) A machine does not stay within the intended limits of the section as defined by the Observer.
- f) If any wheel of the machine crosses any boundary tape or goes over or on the wrong side of a marker, whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section ends" sign.
- g) The rider is held responsible for displacing a marker or support in an observed section whereby the observer considers it necessary to reinstate the flag/marker prior to the passage of the next rider.
The displacing of any marking not relating to the competitor's route will be considered to constitute a failure.
- h) Travelling in a forward direction against the direction of the Section.
- i) The motorcycle crosses its own track with either wheel.
- j) The machine or rider receives outside assistance.
- k) A rider or person having an interest in a rider's performance, who in any way alters the severity of a section without the authority of an official.

For Non-Stop TSR 22B rules, if a rider's machine fails to maintain *forward motion*, within the boundaries of a section, the observer must award 5 marks to the rider. This is known as a "stop". There is no time delay applicable, a "stop" means 5 marks is lost. Hopping the machine sideways may also incur a 5-mark penalty if the observer deems that all *forward motion* of the machine had ceased with the operation of this sideways movement. The observers' decision on whether a rider has stopped or otherwise is final. This rule should be applied universally to all riders, in all classes, irrespective of which category they compete in and irrespective of the severity of the section.

Not considered a failure. The engine stops whilst riding a section and forward motion does not cease. The rider manages to restart and continue, without footing. There should be no penalty awarded.

Failure: A failure is considered to have occurred if:

- a) The machine ceases to move in a forward direction.
- b) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of or behind the machine.
- c) A machine does not stay within the intended limits of the section as defined by the Observer.
- d) If any wheel of the machine crosses any boundary tape or goes over or the wrong side of a marker, whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section ends" sign.
- e) The rider or passenger is held responsible for displacing any marker or support in an observed section whereby the observer considers it necessary to reinstate the flag/marked prior to the passage of the next rider.
The displacement of any marking not relating to the competitor's route will also be considered to warrant a failure.
- f) The machine or rider travels in a forward direction against the direction of the Section.
- g) The motorcycle crosses its own track with either wheel.
- h) The machine, or rider or passenger receives outside assistance.
- i) A rider or person having an interest in a rider's performance, in any way alters the severity of a section without the authority of an official.

Clerks of Courses should give consideration and lay out their event with this guidance in mind.

1.3 SECTION MARKERS:

Five marks will be awarded to a rider if his/her machine passes the wrong side of, runs over, or displaces a section marker, with either wheel, before the front spindle passes the 'Section Ends' cards.

1.4 COLOURED GATE SYSTEM:

In order of severity/difficulty the routes will be:

RED ROUTE: This route will usually facilitate the Premier Championship.

BLUE ROUTE: This route will usually facilitate the Sportsman, Over 40 Sportsman and Youth A Championships.

GREEN ROUTE: This route will usually facilitate the Clubman, Over 40, Over 50, Youth B and Classic A Championships.

YELLOW ROUTE – This route will usually facilitate the Youth C, Adult C and Classic B Championships.

This route should be widely used by clubs to attract new entrants into the sport of motorcycle trials.

CONDUCTED ROUTE – A conducted route should be used for the Youth D & E Championships.

It is possible to have any combination of these cards grouped together to indicate or provide a common route within a section. A competitor must ride between all the relevant coloured route markers within a section or sub-section or will incur a five mark penalty. The host club must stipulate the coloured gate system in the event supplementary regulations.

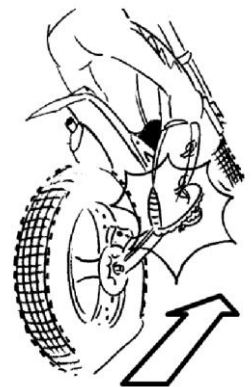
Sections must be ridden in lap order and in sequence for all routes.

This document is an explanation for the rules of solo observed trials as used by SACU affiliated clubs. These rules are based on the ACU rules for non-stop solo trials (TSR22B).

Clean

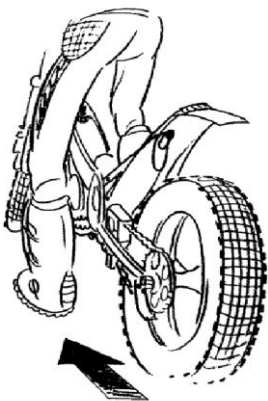
Penalty = 0 Marks.

A rider riding a section without footing or failure penalty as described below shall not be penalised and given a clean.



Footing

Penalties – Footing
Footing once = 1 Mark.
Footing twice = 2 Marks.
Footing three or more times = 3 Marks.



Footing will be considered to have occurred if **any part of the rider's body touches the ground or the rider benefits from any part of their body leaning on an obstacle** (tree, wall etc.), without stopping the progress of the machine. Footing outside the lateral limits of a section does not constitute a failure but should simply be classed as footing. **Forward motion must be maintained at all times otherwise the rider will be penalised for stopping as outlined below.**

Failure

Penalty for failure = 5 Marks

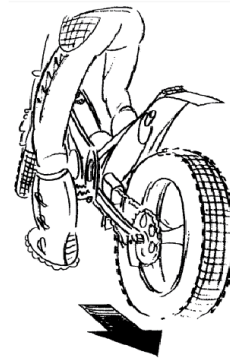
A failure is considered to have occurred if:

1. The machine ceases to move in a forward direction - no matter how brief the period – **A Stop!**
2. The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side or behind of the machine.
3. The machine does not stay within the intended limits of the section and within each marker.
4. If any wheel of the machine crosses any boundary tape or marker of the 'intended route' whether the wheel is on the ground or airborne before the front wheel spindle passes the 'Section End' markers. (The intended route where section markers are used is a straight line between markers or in the event that the markers are placed on a corner the intended route is as follows. For marker on the inside of a turn, the limit should be taken as a straight line between the markers. **Inside = Straight**. For markers on the outside of a turn the limit should be taken as the natural curve between any three consecutive markers. **Outside = Curve**.)
5. The rider is held responsible for displacing a flag, marker, support or tape in an observed section. Displacing a card style marker by striking its support (rock, stone etc) whilst staying within the section will not be penalised a failure and no marks should be given.
6. Travelling in a direction against the direction of the section or a machine crossing its own tracks to complete a loop.
7. The machine or rider receives outside assistance within an observed section.
8. A rider or person having an interest in a rider's performance, who in any way alters the severity of a section without the authority of a recognised official.

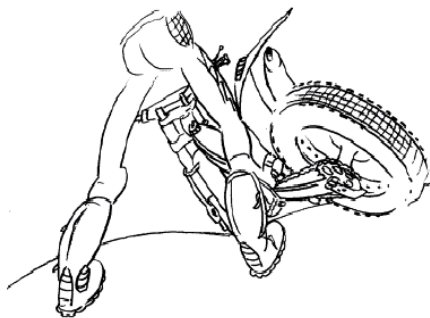
The observer shall use their discretion and apply the rules fairly and consistently at all times.



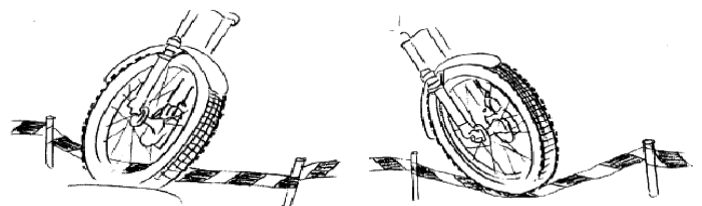
If the rider moves either wheel to the side
With-out forward motion = **5 Marks**



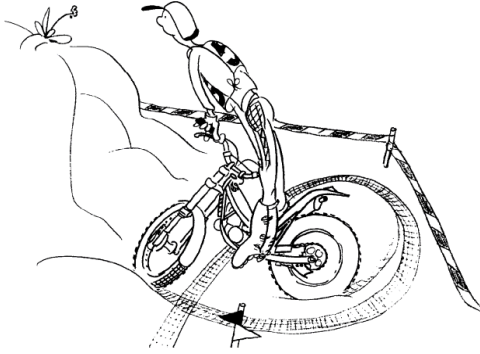
If the machine is moving backwards,
with or with footing = **5 Marks**



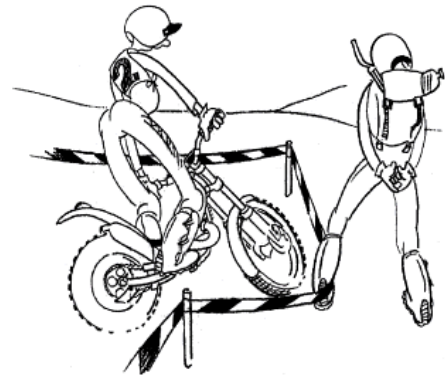
The rider dismounts the machine and has
both feet on the ground, on the same side or
behind the machine. The handlebar of the
machine touches the ground = **5 Marks**



The machine crosses a boundary
with either wheel on the ground
or airborne. The machine passes
the wrong side of a boundary marker = **5 Marks**



The machine crosses its own tracks by doing a complete loop = **5 Marks**



A third party touches the rider or machine. To push on the tape or remove a natural obstacle. The rider or assistant changes the severity of a section = **5 Marks**

It is a failure to displace a marker. By definition, to touch a marker is to displace it from its static position. An exception would be if the marker, tape, or flag were to be blown against the machine. (The Scottish Six Days Trial differs slightly in that if a machine touches or runs over a marker even although it is not dislodged this carries a 5 Mark penalty)

Baulk

A baulk is deemed to have occurred if a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some outside obstruction. Should a rider claim a baulk, the observer may, at their discretion, allow a rerun of the section. The observer's decision as to whether a rerun is permitted is final. Should a rerun be granted, any marks lost prior to the point of the baulk on the original attempt shall stand, and the section shall be observed from the point of the baulk.

Observing Tips

- Choose your observing position carefully. Avoid having to move around whilst observing.
- Be prepared to define the section route(s) and its limitations to riders that ask.
- If on arrival at your section the route (s) is unclear to you, please bring this to the attention of the clerk of the course who should check the section prior to the first competitor arriving.
- The observer is responsible for replacing any dislodged markers and checking that they have been replaced in the correct position, so walk the section carefully so as to be familiar with the route and all the markers.
- Make riders aware that you are the observer.
- Give a clear signal to the waiting rider that you are ready and that they can begin the observed section.
- Don't allow yourself to be distracted whilst observing.
- Make sure that the section is clear and that any moved markers are replaced before permitting the next rider into the section.
- It is always the responsibility of the rider to inspect a section before riding it. The Observer is not responsible for pointing out any changes that may occur in the section, moved rock etc, to following riders. The only exception to this being a Clerk of the Course authorised change, in which case the observer need only advise all subsequent riders that there has been a change.
- In case of uncertainty, give the rider the benefit of the doubt and never be swayed by other competitors or spectator's comments or advice, it is your decision that counts, not theirs!
- The observer's decision is final. If a dispute arises mark the card as observed and take a note of the rider's name or number and report it to the Clerk of the Course at the end of the event or beforehand if the Clerk of the Course reports to your section.
- In the event that a card is wrongly punched take a note of the rider number or name and record the correct score for passing to the secretary at the end of the event. **A card can be clearly corrected by punching out all the columns with the exception of the correct score (i.e., leave the correct score as the only hole unpunched)** If this is done it is also a good idea to mark the error by also punching out the section number column. A record should also be kept for passing to the secretary at the end of the event.
- Report any abusive behaviour and the perpetrator to the Clerk of the Course.
-

-
-
- The SACU recommend the use of up to four routes on all trials and in particular the Championship trials it is mandatory. They will normally start and end at the same set of cards. The Red route is marked with Red Arrows on both sides, forming a "gate" usually for Experts only. The main routes are Blue or Green and are marked with Blue/Green Arrows left and right pointing inwards again forming a "gate". The right and left route markers should be easy to follow as they will be preceded by start cards identifying the entry direction. The Yellow Route is aimed at newcomers/Youth C, D & E/first year licence holders and is marked out with yellow arrows on both sides similar to the above. **All routes are clearly visible on the rear of the markers, defined with circles of corresponding colours to the route.**
- The bike enters the section when its front wheel spindle passes between the start cards and end when the front wheel spindle has passed between the end cards. The only exception to this is where a 'double' section is run. This is two sections ridden as one without a break between. These sections should be observed as if they were single sections, but a separate score is recorded for each part. The transition from one section to the next is then marked with one end card and one start card. When the front wheel spindle passes between these cards the rider has left the first section and entered the second one.

Be prepared.

Each observer should carry the following to assist in his or her duty.

- A card punch issued by a club official. (Please test punch a card at the signing on area prior to leaving for the section. The club endeavours to keep its punches in good working order but not all of them produce a good clear punch hole.)
- A waterproof pen. (The club will issue this). The pen is used for noting any disputes and card punching errors (Please check that the pen is working before leaving for the section).
- A piece of paper for taking notes on. (This will be issued by the club)
- Trials are often held at places and times of the year when the weather can change rapidly. You will be on duty for a prolonged period and should ensure you carry suitable clothing for changes in the weather. An umbrella is also worthwhile. (None of this is provided by the club)

You may wish to take food/etc. with you for the day. In winter a flask containing a hot drink is a good idea though the club does not provide this.

Remember it's fun!

The object of the trial is for everyone, not just the riders, to enjoy themselves! Almost all the riders will have observed a trial or trials in the past and understand how important your duty is. They should treat you with respect and appreciate the time you are giving up for them to ride. Don't take your job too seriously. Disputes are extremely rare and should be left for a club official to sort out at the end of the event. Inform the rider that you are going to leave any difficult decision to the club officials and send them on their way. Good humour will usually win out.