

## ROUTES

Bikes with WHITE numbers are riding the easy route. They can ride anywhere within the section providing they go from start to finish and stay within the section boundaries.

Bikes with YELLOW numbers are riding the hard route. They must go through the yellow markers in addition to staying within the section boundaries etc.

## SCORING

Section Scoring shall begin when the machine's front wheel axle passes the "Start" gate markers and stops when the front axle passes the "End" gate markers. Valid scores are 0, 1, 2, 3, or 5 as described below:

## SCORING DEFINITIONS

**Clean:** No points (zero). The rider completes the section without committing an error.

### **Dabs**

- Rider removes a foot from the footpeg and touches the ground once or pushes off an object such as a tree, or removes hand from the handlebar to touch or push off an object = 1 point (or dab)
- Rider commits the error above twice = 2 points (2 dabs)
- Rider commits the error above three or more times, or "paddles" with both feet = 3 points.
- The following actions are *not* penalties:
  - Rider's feet are on the footpegs and hands are on the handlebars when any part of his/her body inadvertently brushes against or is hit by an object = 0 points.
  - Rider's foot is accidentally knocked from the footpeg after unintentional contact with a rock or other object = 0 points.
  - Machine momentarily (1 - 2 seconds) stops moving forwards without rider committing any other error = 0 points.

**Failure** The following examples will result in a score of five points:

- Rider or machine knocks over a section marker that requires the marker to be reset or repaired. (Touching the markers or boundary tape but not breaking or dislodging it, is not a penalty)
- Missing a marker: rider completely misses or goes on the wrong side of a marker, including gates within a section.
- Out of section: machine is ridden outside the boundaries of the section.
- Backwards motion, whether intentional or not, with or without the rider dabbing.
- Rider dismounts: both feet to the ground on the same side or behind the machine or falls from the machine.
- Machine stops moving forwards for more than "a moment" (2-3 seconds). A slight pause whilst a rider prepares for next part of the section is allowed. The machine may also move back slightly as the rider regains momentum.
- The motorcycle crosses its own path with both wheels (unless the section is so designed and is duly noted by the Observer or Clerk of the Course), e.g. the competitor cannot ride around in a loop to gain a better approach to an obstacle.

## **PUNCH CARDS**

After completing the attempt, the rider will present his or her punch card. The numbered rows represent the section numbers. Find your section number (row) and punch a hole through the number to record the score (0, 1, 2, 3 or 5). If you punch a hole in error, simply punch out all the scores *except* the one required.

## **GENERAL NOTES**

Riders are allowed to inspect the section on foot before riding it. They are not allowed to alter the section by removing objects such as rocks or logs and they must not move markers etc without express permission from you, the observer.

Riders inspecting the section must not impede or distract a rider on his / her attempt. If riders are standing in the way, ask them to move. You may have to shout at them if they are wearing crash helmets!

Riders may not begin their attempt without your permission. Remember, that they may not be able to hear you, so a nod or wave will be required.

If a rider claims that his / her attempt was blocked or influenced by someone in the section, you may award them another attempt, but any points lost up to the point of the blocking will stand and be added to any score lost beyond that point on the second attempt.

The observer is in charge. Riders are not allowed to argue with you. If a rider disputes your scoring decision, he / she may ask how you came to the decision, but not challenge it. All further comments must be directed to the Clerk of the Course, who will not contradict your decision unless it is a misinterpretation of the rules.

All riders realise that the trial could not take place without observers and will be polite to you. The club will not tolerate anyone who is not.

## **SAFETY**

There will always be spills and minor incidents, but thankfully trials riding is just about the safest motor sport. All riders must wear a correctly fastened crash helmet and be appropriately dressed (no shorts etc).

If you consider the section has become unacceptably dangerous, you may close it and consult the Clerk of the Course who will decide on a course of action.

Before the competition begins, riders are briefed on the safety arrangements.

Please remember to sign on before the trial starts. You are then insured the same as the riders.