

Trials

Standing Regulations

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The National Sporting Code of the ACU and these Standing Regulations shall apply to all Trials together with the Supplementary Regulations and any Final Instructions issued for individual events.

DESCRIPTION

A Trial is a test of riding skill and balance over a variety of observed obstacles with riders incurring penalties for footing or for failing to fulfil other conditions.

INFORMATION REGARDING AUTHORISATION AND LAND USE

Most events depend on goodwill from landowners, local authorities, nearby residents and other users of the countryside. For the continuance of orderly motorcycle sport, a Code, formulated by LARA has been adopted by the ACU. The Code for events with no speed element is reproduced below and will supplement the Standing Regulations. It is to be noted that where necessary disciplinary action will be taken if the Code is not fulfilled.

- 1 Any competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area, unless the route of the event is on a highway of higher status.
- 2 The Organiser is responsible for obtaining authority from the landowners over whose the event passes, unless the route of the event is on a highway of higher status.
- 3 Where the event requires use of public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the RAC Motor Sports Association, Authorisation Dept.
- 4 The Organiser is responsible for ensuring the event meets all requirements of the Road Traffic Act 1988 and the Statutory Instruments made thereunder.
- 5 The regulations, final instructions of an event should display the following sign: "This event is routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary".
- 6 The Organiser should appoint an officer responsible for event liaison. The Liaison Officer should, if appointed submit his name and address to the local Highway Authority, the Parish Council, the Police and landowners over whose land the event passes. The Liaison Officer will thoroughly investigate any complaints and try to resolve any problems arising from the event.
- 7 Wherever possible the Liaison Officer should maintain good relations with other path users in the area such as horse-riders, walkers, cyclists, recreational motoring groups and orienteers. The Liaison Officer should notify these groups in advance of an event where they are known to him.
- 8 All competitors must follow the Country Code.
- 9 Ensure that all aspects of the ACU Environmental Code are adhered to.

10 **Emergency information**

Supplementary regulations should include either a map reference or a postcode relating to the venue in order to assist the Emergency services.

NB In addition it is recommended that the map reference, farm name, address and postcode should be available at each Section together with the Mobile telephone number of the Secretary of the Meeting. The preferred method is to have this information on a card encased in a plastic wallet on a lanyard. Examples of these are available from ACU Offices.

Dogs

At some venues Dogs may be prohibited. Where they are allowed, they are to be kept under control and owners are responsible for clearing up any fouling which may occur.

TSR1 ELIGIBILITY/LICENCING

All riders and passengers must hold a current ACU Trials Registration/Membership card or a SACU licence. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

Where the Trial includes the use of public highways, then this will be stated in the Supplementary Regulations. If public highways are used then it is the sole responsibility of the rider to ensure that their machine is roadworthy and that they and their machine comply with all legal requirements.

RIDERS AGE

- a) **Adult riders:** A rider must be at least 16 years of age to participate as an Adult.
- b) **Sidecar passengers:** In principle a Sidecar passenger must be an Adult however riders may be allowed to compete in Adult events subject to the discretion of the Trials and Enduro Committee.
- c) **Youth Riders:** A rider must be at least 4 years of age to participate on an Electric powered machine and 6 years of age to participate in a trial using a combustion engine machine. After their 16th birthday a rider may compete as an Adult or as an A Class Youth until the end of the calendar year that they reach 17yrs and may alternate (on an event to event basis) between Youth and Adult classes subject to the following:

- whilst riding as an A Class Youth Class the rider is restricted to machines of an A Class Youth
- whilst riding as an Adult, capacity restrictions do not apply.

Any rider who competes as an Adult in the Championship Class of the Adult British Solo Trials Championship relinquishes the possibility to revert to Youth in the future.

YOUTH AGE GROUPS

A Class	Seniors born between	01.01.97 and 31.12.98
B Class	Inters born between	01.01.99 and 31.12.2001
C Class	Juniors born between	01.01.2002 and 31.12.04
D Class	Combustion Engined machines	Minimum age 6 years at the date of the competition and not born before 01.01.05
D Class	Cadets born between	01.01.05 and 31.12.07
E Class	Pre-Cadet Electric class	Minimum age – 4 years at the date of the competition and not born before 01.01.08

ENGINE CAPACITY CLASSES: The maximum engine capacity permitted for machines used in the age groups set out in this Regulation are as follows:

A Class	125cc Mono or 250cc Twinshock, and Electric up to 10 bhp measured at the rear wheel
B Class	125cc Mono or 250cc Twinshock, and Electric up to 10 bhp measured at the rear wheel
C Class	Standard Wheel 80cc, and Electric up to 7 bhp measured at the rear wheel
C Class	Medium Wheel 80cc, and Electric up to 7 bhp measured at the rear wheel
D Class	Medium wheel 80cc, and Electric up to 7 bhp measured at the rear wheel
D Class	Small wheel 50cc Mono and 80ccTwinshock, and Electric up to 2 bhp measured at the rear wheel
E Class	Small wheel Electric powered machines up to 2 bhp measured at the rear wheel

Wheel sizes

Standard Wheel – 21" Front – 18" Rear

Medium Wheel – 19" Front – 17" Rear

Small Wheel – 16" Front – 14" Rear

The above is based on the wheels of combustion engined machines using motorcycle tyres.If other wheels are used as on current Electric powered machines then the outside diameter (total circumference) of the tyre must not exceed that of the corresponding tyre size

Engine Sizes

Rebores are permitted subject to the resulting engine capacity not exceeding a tolerance of +3cc.

Criteria for riders wishing to ride in any higher class:

- Events below National status – a rider may compete in any class higher than that of his/her age group at the discretion of the organizers.
- National status competitions – a rider may at the discretion of the Trials and Enduro Committee be permitted to ride in the higher class. Written application supported by written approval from the riders Centre must support such a request.

Criteria for riders wishing to ride in any lower class:

- A rider may enter any event in a class below that of his/her age group on a “no award, no points” basis.

In all cases the rider must always comply with the maximum capacity and wheel size for their actual age.

TIME AND OBSERVATION RULES FOR YOUTH TRIALS (A & B CLASS RIDERS)

- 1 Qualified First Aid Personnel with equipment and transport must be in attendance.
- 2 The course must be marked in such a manner that excludes sharp corners and blind bends wherever possible.
- 3 Travelling Marshals will be provided to give at least one per two miles of course.
- 4 The Regulations must include the note “This Event is not recommended for Novice Riders”.
- 5 The general public are to be discouraged from entering the area of the course.
- 6 Any other Youth class riders are only allowed to participate after prior approval of the Trials and Enduro Committee.
- 7 A Steward appointed either from ACU Headquarters or from the Local Centre should be in attendance.

TSR2 ENTRIES

An Event Entry Form must be completed in every detail, and signed by each rider and passenger. Each completed entry form, together with the entry fee (which includes riders/passengers insurance premiums for personal accident and off road risks) and Entry Subscription (see NSC 7.05) shall be forwarded to the Secretary of the Meeting. Where third party insurance cover to meet RTA requirements on the Public Highway is offered by the organiser, this will be at a supplementary cost. All riders, passengers and appointed persons responsible for minors, must register arrival at an event by signing-on at the event control office, or other designated area, not less than 30 minutes prior to commencement of the competition.

Any entry once accepted by the organizer renders the rider eligible for awards and Championship points.

Riders and Passengers under 18 years of age (Minors): In order to conform with the Children Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. This is incorporated in the Annual Competition Licence and Trials Registration form and once completed will serve as the riders Annual Parental Agreement. All minors will be bound by the directions of parent(s), guardian(s) or other appointed adult responsible for them at any event.

Child Protection: The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

TSR3 LIMITATION OF ENTRIES

Any limitation on the maximum or minimum number of entries to be accepted, together with the method of limitation (e.g. in order of receipt, by ballot, etc.) must be included in the Supplementary Regulations.

TSR4 WARNING NOTICES

Organisers should display Warning Notices at the event, recommended to be placed at any point of the course where the public is likely to congregate

TSR5 TEAM NOMINATIONS

TEAM-ONLY COMPETITIONS (E.G. INTER CENTRE).

All riders and passengers must sign an entry form and all entries must be made via an appointed Team Manager.

TRIALS INCORPORATING COMPETITION FOR TEAMS.

Teams shall consist of riders who have entered individually and such riders must complete a declaration on the entry form signifying their consent to nomination as a team member.

TYPE OF TEAM

- a) **Club Teams.** A rider must be a registered member of the nominating Club and may be nominated as a member of one Club Team only.
- b) **One Make of Manufacturers' Teams.** Teams shall consist of riders all riding machines of the same manufacturer.

Details of further teams if any shall be contained in the Supplementary Regulations.

TSR6 CHANGE OF RIDER

All entries will be deemed to be in respect of the rider so named and no change of rider will be permitted except in the case of "Team Only" competitions where the Team Entry is submitted by a Team Manager. For "Team Only" competitions any change of an individual entry will be subject to the conditions of the Supplementary Regulations.

TSR7 CHANGE OF MACHINE AND/OR PASSENGER

Any request for change of machine and/or passenger must be made in writing and submitted to the Secretary of the Meeting at least one hour prior to the start of the event. The same machine must be used throughout the event. In the case of a sidecar this is deemed to be an integral part of the machine.

TSR8 MOTORCYCLES

Motorcycles must comply with Appendix D of the National Sporting Code. Prior to the start of each Event all machines may be examined to ensure that they comply with ACU specifications. When the event uses the public highway it is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements Organisers may at their discretion, allow riders to share the same machine in a Closed to Club Trial held on private land.

SOLO: Motorcycles propelled by the action of one wheel in contact with the ground and making only one track on the ground. Machines must have independent brakes on both front and rear wheels.

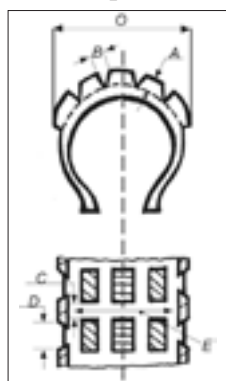
Brake and Clutch levers. All handlebar levers (clutch, brake etc.) must be in principle ball ended. These ends must be permanently fixed and form an integral part of the lever

Mudguards must be fit for purpose and corresponding to the original equipment.

Footrests must be of the folding type.

Throttle must be self closing when not held by the hand. The machine may be set with a "tickover".

Wheels If of cast, or fabricated construction (other than conventional spoked wheels) then protection must be provided to the rear wheel by the fitting of 'solid discs' to cover open areas.



Tyres. Only tyres which conform to the following specification may be used. All tyres will be measured mounted on the rim inflated to a pressure of 14 lbs/sq.in, and must have a nominal aspect ratio of 100/100. Overall width (O) measured at wheel spindle height must not exceed 115mm. (Refer to diagram). Tread depth (A) must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 9.5mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. (Tyre must have the same

appearance if reversed and conform in principle with these diagrams). The tyre surface must not be fitted with any subsequently mounted elements such as anti-skid devices, chains, etc. NB: Only tyres available from commercial sources and complying with these dimensions are permitted in competitions. Where the event uses the public highway, tyres must be manufactured to comply with European Tyre & Rim Technical Organisation and have the relevant markings.

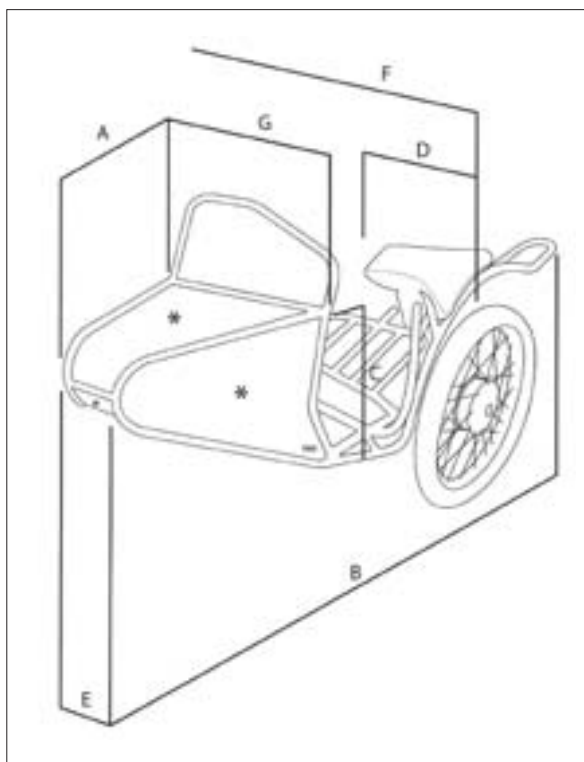
Tyres for Long distance Trials Only tyres normally available from commercial or retail sources for use on the public highway (specification as above under "Tyres") are authorised. They shall appear on the tyre manufacturers range catalogue or tyre specification list available to the general public. They must be manufactured to comply with European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M. The use of MX and Enduro-type tread patterns are not permitted. The space between adjacent tread blocks must in principal not exceed 15mm (distance between tread block corners at diagonal groove intersections may exceed this dimension).

Cutout Device. All combustion engine machines used by Youth competitors must be fitted with an operational lanyard operated cut out device rigidly connected to the rider by a lanyard (max length 1 metre) so as to stop the engine should the rider and machine be parted.

It is recommended that all combustion engine machines used by Adult riders be fitted with a lanyard operated cut out device.

Chainguards must be fitted to all motorcycles as per manufacturer's specification.

TRIALS SIDECAR SPECIFICATION



All motorcycles in Categories B (1), B (2) and B (3) shall comply with the following requirements:

- a) The entire body, including the floor, shall be either sheet metal or other substantial material, and the Sidecar must be rigidly fixed to the motorcycle
- b) Minimum dimensions shall be:
 - A. Measurement from the nose to dashboard – 450mm (18")
 - B. Overall length nose to tail – 1350mm (54")
 - C. The height of the body at the apex of the dashboard position – 375mm (15")
 - D. The overall distance between the outside of the Sidecar mudguard or bodywork and the inside of the passenger's seat measured at right angles to the machine track – 300mm (12")
 - E. Width of body at forward end – 150mm (6")
 - Depth of body at forward end – 150mm (6")
 - OR if the forward end is hemispherical and radius shall be not less than 75mm (3")
 - F. Track – minimum 876mm (34½")

The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

G. Overall width of cockpit at seating position – 300mm (12")

A seat measuring not less than 180mm (7.5") × 125mm (5") must be fitted. The height of the seat shall be not less than 300mm (12") from the floor of the sidecar.

- c) The fitting of grab rails, handles, straps etc shall be according to the driver's requirements.
- d) Protection for the passenger must be provided from the rear wheel, the primary and final drive of

the motorcycle, and from the sidecar wheel, by means of either a mudguard or the coachwork of the sidecar.

- e) The use of sidecar wheel drive is prohibited.

TSR 9 FUEL

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden.

- I Refuelling must not take place when the engine is still running. Mobile Phones must not be used in refuelling areas.

ENVIRONMENTAL MATS

All machines and generators must stand on an Environmental mat whilst being refuelled.

TSR10 TELEMETRY

The use of Telemetry between the rider/motorcycle and any other person/equipment by radio means is not allowed.

TSR11 RIDING NUMBERS

Riding numbers issued by the organisers, whether card or numbered bibs must be clearly displayed in a legible condition throughout the competition. Riding numbers shall not be defaced in any way and no event sponsors advertising shall be covered. Riding numbers shall be removed at the Finish. Where there are different section routes for different classes of rider, each rider shall be issued with a means of identification to reflect the route the competitor is riding.

TSR12 CLOTHING

Clothing must cover legs and body and it is recommended that arms should be covered. Boots of approximately knee length made of leather, rubber or plastic must be worn. The wearing of gloves is recommended. Motorcycle helmets, correctly fitted, **MUST** be worn by all Officials, riders and sidecar passengers when riding a motorcycle or quad.

Jewellery Competitors are advised not to wear hand, face or body jewellery which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum.

Youth All Youth competitors must have clothing covering arms and wear gloves covering hands and fingers.

TSR13 PILLION PASSENGERS

The carrying of pillion passengers is not allowed except where provision has been made for this in the Supplementary Regulations.

TSR14 CONTROL OF EXHAUST SOUND LEVEL

The sound level of a Trials machine controlled according to the ACU method and measured at 2 metres distance will not exceed 100 dBA (For precise method of testing, see Sound Control Regulations in this Handbook).

There may be one or more random sound level tests during the event for which the rider will not be allowed to make any adjustments. A rider whose machine exceeds the maximum permitted sound level or does not present his machine in a testable condition will face immediate disqualification and must return to the finish as directed. Additionally, at any time during the event, the Clerk of the Course or the appointed official is empowered to disqualify any machine he considers excessively noisy.

TSR15 START AND FINISH

Prior to Starting, the rider must have signed on, had his/her machine examined and be suitably dressed. All riders, including riders who have retired, must report to the Finish where they may be

required to sign off. The method of deciding the starting order will be stated in the Supplementary Regulations or, where applicable, in the appropriate Championship Regulations.

TSR16 TIME

For Trials other than Time and Observation Trials, where full details regarding the calculation of time penalties shall be included in the Supplementary Regulations, the following shall apply; if a time restraint is applied to part or all of the Trial, it shall be in the form of an individual allowance for each rider and the details given in the Supplementary Regulations or Final Instructions. Wherever a Time restraint is applied there must be a Clock showing the Official time visible to all riders at each time control point.

A rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should be at the last section, or as close as practical. Riders will be penalised one mark per minute or part of that minute up to a maximum of twenty for late starting, or arriving late at any subsequent Time Control, and thereafter disqualified.

It is recommended that the time limit shall not be extended other than in the case of Force Majeure as determined by the Clerk of the Course.

TSR17 COURSE/ROUTE

The Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders when planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the Public who may attend.

The onus of following the correct route rests entirely with the rider. A rider leaving the course must rejoin it at the same point. When public roads are used to connect areas of private land a map clearly showing their position must be displayed at the Start or in the programme. The onus of finding these areas of private land rests entirely upon the rider and any route making provided by the organisers is purely for assistance. The Clerk of the Course reserves the right to modify the route. To qualify as a finisher and be eligible for an award, the rider's machine must have travelled the whole distance under its own power or the exertion of the rider and passenger. Any rider, who on any private land is accompanied by another vehicle unconnected with the event, is liable to disqualification. Any competitor who is, in the opinion of the Clerk of the Course, considered to be riding the course for the benefit of another competitor is liable to disqualification and reporting to the Stewards for disciplinary action.

If route marking is appropriate it is recommended that discs (square, round, etc – not arrows) are used to signify the direction – red for right, blue for left and white to straight on. It is suggested also that where a red or blue disc is used then following the turn, there should be a white to assure the rider that the correct route has been taken.

TSR18 OBSERVED SECTIONS

The organiser must display which route each class is riding indicating the corresponding colours of the route marking. Details may be displayed at signing on, at the first section or contained in the Final Instructions or programme. Riders in the same class must all start at the same section

It is recommended that routes be marked as follows:

Route A – Principal Route – Blue (left) Red (right)

Route B – Yellow both sides

Route C – White both sides

Any further routes to be marked in a colour chosen by the Organiser

In the above, the letters denote the severity of the sections in descending order ie Route A would be hardest, Route B next hardest and so on.

Routes may be marked in their entirety in the colours shown – or the Organiser may mark appropriate diversions in these colours. Ideally – the coloured section of markers should be in the shape of an arrow – with the point toward the centre of the section

No penalty shall be imposed on a rider who wishes to inspect a section before riding it.

The lateral limits of an Observed Section or Sub Section may be defined by artificial boundaries such as markers or tapes, which shall be firmly placed and positioned in a way so as to clearly define the intended limits of the section. If tapes are to be used they shall always be clear of the ground but not exceed a height of 500mm from the ground.

The Start and Finish of each Observed Section or Sub-Section will be clearly defined, with the Section Begins and Section Ends identified as such.

Sections and Sub-Sections shall be numbered or lettered and ridden in the correct sequence unless otherwise instructed by the organisers.

A rider failing in a Sub-Section must restart in a forward direction from the Sub-Section in which he has failed.

To qualify as a Finisher and be eligible for an award, the competitor must be deemed to have made a bona fide attempt at least 75% of the course.

TSR19 PUNCHCARDS

If punchcards are used, the onus of looking after these rests entirely on the rider and only the rider/passenger may present the punchcard to the observer. Any disagreement over the score punched, or errors must be reported to the Secretary of the Meeting immediately upon completion of the event. The Observer must be informed that this action is being taken as any error not verified by the Observer shall not be accepted. Refusing to have the card punched, deliberately disfiguring or losing the punch card will result in disqualification for which no protest will be accepted. Any rider who does not return his punchcard to the appointed Official without delay will be classed as retired.

TSR20 OBSERVERS

An Observer is an assistant to the Clerk of the Course appointed to judge a competitor's performance in an Observed Section. No protest or appeal can be accepted against a judgement of performance made by an Observer, however, a protest may be accepted against any breach, or misinterpretation of the Regulations.

A mistake made by an Observer may be corrected by the Observer with the approval of the Clerk of the Course.

TSR21 INSTRUCTION TO RIDERS

Any instruction to riders not included in the Supplementary Regulations (Final Instructions) must be approved by the permit issuing authority if issued prior to the event, or approved by the Stewards of the meeting if issued at the event.

Subject to being issued in one of the following ways they shall have the same force as these Standing Regulations

- Issued in writing and distributed to each rider
- Issued via a clearly situated notice board
- Via a riders briefing meeting, providing all riders have been informed formally of the venue and time of such a meeting.

TSR22 METHOD OF MARKING

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:

A. STOP PERMITTED

- | | |
|---|-------------------------|
| 0 | Clean |
| 1 | Footing once |
| 2 | Footing twice |
| 3 | Footing more than twice |

- 5 Failure
- 5 When requested by a rider rather than attempt the section
- 5 Entering a section before being called upon to do so by an official
- 10 Not attempting a section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

Graded Hills. Where a Section is to be termed a 'Graded Hill' a notice to that effect must be displayed at the Section Begins, and the following shall apply: Numbered boards must be placed at defined places along the Section, in order that a rider's performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

- 0 Clean
- 1 Reaching or passing the "1 Board" without Failure.
- 2 Reaching or passing the "2 Board" without Failure.
- 3 Reaching or passing the "3 Board" without Failure.
- 5 Failure to reach the "3 Board".
- 5 When requested by a rider rather than attempt the section
- 10 Not attempting a Section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

DEFINITIONS

Clean: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".

Footing: Footing will be considered to have occurred if any part of the rider's body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefit from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.)

Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing.

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 rider is requested to leave the section by the observer for "unnecessary delay".
- f) A machine does not stay within the intended limits of the section and within each marker.
- g) If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section ends" sign.
- h) 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.
- i) Travelling in a forward direction against the direction of the Section.
- 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 all trials other than those for which Championship Regulations apply the organiser may, with the

agreement of the Permit Issuing Authority, apply a time limit to each section. The time allowed must be the same for each and every Section and the penalty for a rider not completing the Section within that time would be failure. If a time limit is to be applied to the Sections then this must be clearly stated in the Supplementary Regulations.

B. NON-STOP (SOLO & SIDECAR)

- 0 Clean
- 1 Footing once
- 2 Footing twice
- 3 Footing more than twice
- 5 Failure
- 5 When requested by a rider rather than attempt the section
- 5 Entering a section before being called upon to do so by an official
- 10 Not attempting a section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

Graded Hills. Where a Section is to be termed a ‘Graded Hill’ a notice to that effect must be displayed at the Section Begins, and the following shall apply: Numbered boards must be placed at defined places along the Section, in order that a rider’s performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

- 0 Clean
- 1 Reaching or passing the “1 Board” without Failure.
- 2 Reaching or passing the “2 Board” without Failure.
- 3 Reaching or passing the “3 Board” without Failure.
- 5 Failure to reach the “3 Board”.
- 5 When requested by a rider rather than attempt the section
- 10 Not attempting a Section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

DEFINITIONS

Clean: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a “CLEAN”.

Footing: Footing will be considered to have occurred if any part of the rider’s body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefit from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.),

Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing.

Failure: A failure is considered to have occurred if:

- i) The machine ceases to move in a forward direction.
- ii) 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.
- iii) A machine does not stay within the intended limits of the section and within each marker.
- iv) If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the “Section ends” sign.
- v) 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/marker 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
- vi) The machine or rider travels in a forward direction against the direction of the Section.

- vii) The machine, or rider or passenger receives outside assistance.
- viii) 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.

For Sidecar events only.

A failure is considered to have occurred if:

The passenger foots i.e. if any part of the passenger's body touches the ground, or benefit is gained from any part of his body leaning on an obstacle (tree, wall etc.).

TSR23 TIES

A) Ties in an Event

Ties will be resolved by the following method in the sequence shown

- a) In favour of the rider with the highest number of cleans.
- b) In favour of the rider with the highest number of one mark.
- c) In favour of the rider with the highest number of two marks.
- d) In favour of the rider with the highest number of three marks.
- e) In favour of the rider who travelled furthest with the least marks lost.
- f) In favour of the rider who completes the course with the least marks lost on time.

If not resolved by the above **and the organiser has stated so in the Supplementary Regulations** then a special test may be used for final deciding of ties.

If the event is part of a Championship and if a tie cannot be resolved in accordance with the above those involved in the tie will be allocated the Championship points of the highest place for which the tie exists.

B) Ties at the end of a Championship Series.

Should a tie occur in a Championship series it shall be decided as follows:

- a) In favour of the rider with the greatest number of wins in ALL rounds held.
- b) If not resolved then the greatest number of second places and so on down to 15th place in ALL rounds held.
- c) If not then resolved, by the rider with the best performance in the final event held

TSR24 FINAL ASSESSMENT OF CHAMPIONSHIPS

The Championship Regulations for any Championship must state the number of rounds to count for the Final Assessment eg; "All rounds to count" or "All rounds held less one, or all rounds less two to count". If no indication is stated then it will be assumed that all rounds held will count.

TSR25 BAULK

A baulk is deemed to have occurred when 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 his discretion, allow a rerun of the section. The Observer's decision as to whether a rerun is permitted is final. Should a re-run 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.

Regarding any time allowed for the section the re-run shall start from the Section Begins and the time will be measured for the total section as if no obstruction had taken place.

TSR26 PRACTISING

Unofficial practising at the venue is prohibited. A breach of this regulation renders the rider liable to disqualification from the event and to be reported to the stewards of the meeting for disciplinary action. If official practice is to be allowed, either in a suitable area away from the paddock, or on the sections to be used, then full details must be stated in the Supplementary Regulations.

Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

TSR27 PREJUDICIAL ACTION

Any person having an interest in a rider's performance, who takes any action prejudicial to the sport may result in the disqualification of that rider. Riders, parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or appeal procedure, may render the rider liable for disqualification and/or being reported to the permit issuing authority for further action.

TSR28 LEGAL ACTION

A rider who is convicted following a police prosecution for an offence committed by them whilst taking part in the competition may be liable to disqualification.

TSR29 INSURANCE

The organisers will be required to cover riders and passengers against Personal Accident risk and for Third Party Insurance for 'off-the-road' risks whilst taking part in the event and the premium for such insurance will be included in the entry fee. Where the Trial involves the use of Public Highways each rider will be required to declare that there will be in force in relation to the use of the vehicle which they intend to ride during the event such a policy of insurance or such a security in respect of third party risks as complies with the requirements of the current Road Traffic Acts. Where the organiser wishes to offer (through the ACU Insurance Broker), Third Party Insurance cover necessary to meet the Road Traffic Act requirements on Public Highways, this must be stated in the Supplementary Regulations. It is the rider's responsibility to request this insurance, complete the necessary forms and pay the required premium.

TSR30 ABANDONMENT

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise which in their opinion, render such action necessary.

TSR31 MEDICAL SERVICES

It is recommended that a person holding a certificate of First Aid competency be present at all events. In addition it is recommended that the organiser shall be conversant with the nearest Accident/Emergency Services and ensure they have a means of contacting them. Organisers must also refer to the "Medical Services and Definition" section of this Handbook.

TSR32 LIABILITY FOR DAMAGE

A rider is liable for any damage caused by themselves, their passenger, or any agent, representative or servant acting on their behalf, during the meeting. The promoters may act as agents for such persons to agree and pay for any such damage, and the rider shall on demand reimburse the promoters any sum so paid.

TSR33 DISCLAIMER

It is condition of acceptance of entry that the promoters shall not be responsible for any damage to, or loss of a motorcycle or its accessories whether by fire, accident or any agent, representative or servant acting on their behalf, during the meeting.

TSR34 OFFENSIVE BEHAVIOUR

Any rider, or party with an interest in a rider's performance, reported to the Clerk of the Course for arguing or being offensive to an Observer, or other Official, renders that rider liable to disciplinary action. Where the organiser issues the Observer with a Yellow Card, any rider who is shown the "Yellow Card by an Observer is liable to disqualification by the Clerk of the Course.

TSR35 YOUTH AWARDS

Cash awards and gift vouchers are not permitted for Youth classes.

TSR36 JOINT ADULT/YOUTH EVENTS

Subject to the agreement of the Permit issuing Authority a Youth Class/Classes may be included in Adult events. Youths to ride the route as decided by the Clerk of the Course. A Youth must ride a machine of a maximum capacity/power and wheel size as appropriate to their age.

Adults and Youths must compete for separate awards.

TSR37 COMPLIANCE WITH REGULATIONS

Every rider, by entering or being nominated, thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any right to have recourse to any arbitration or tribunal not provided for in the said Rules and Regulations.

TSR38 RESULTS

The method to be used for the publication of the results must be shown in the Supplementary Regulations or the Championship Regulations.

TSR 39 PROTESTS

See Appendix B of this Handbook

Where it has been previously stated in the Championship Regulations or Supplementary Regulations and the full results are displayed, signed by the Clerk of the Course (or appointed official) with the time of day, on a board within 30 minutes of the last rider finishing any protest must be submitted within 30 minutes of the time of signing.

Where results are sent by post, sent by email or published on a web-site any protest must be submitted within 14 days of publication. The date of publication of results on a Web site or by email should be shown on the results, or confirmed by postmark if mailed and the Protest period will commence from this date.

Protest against the Capacity/power of a motorcycle must be accompanied by a deposit of £200 to cover associated costs.

TSR40 INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or Instructions to rider will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the National Sporting Code.

TSR41 POWER WASHERS

It is prohibited to use power washers, unless the organisers offer suitable facilities which comply with the ACU Environmental Code.

TSR42 FIRE EXTINGUISHERS

There shall be at least one fire extinguisher at the start of each event and at any subsequent designated refuelling areas. (Mobile phones must not be used in designated refuelling areas).