



TRIALS MARSHAL NOTES

Questions regarding supplies: Text or call Keith Martinez at 206.324.2902

CLASSES:

AM group Blue START and END section placards

Classes: Vintage, Novice, Amateur, Intermediate

Vintage rides Novice line unless otherwise marked

Split cards: Novice – Yellow

Amateur - Magenta

Intermediate – Black

PM group Orange START and END section placards

Classes: Clubman, Advanced, Exp Support, Expert

Expert Support rides either Advanced or Expert as marked at the START

Split cards: Clubman - Blue

Advanced - Red

Expert – Green

Please use wire loop card holders instead of staples whenever possible. Cards are laminated and staples ruin them, requiring repair or replacement.

Write the group and section number on each START placard. i.e. *AM 2* or *PM 9*. Use only the supplied dry erase markers to write on cards (No Sharpies!). Return all wire loop holders/cards to the trials kit for re-use.

Each group shall have a minimum of 8 unique sections and a maximum of 12 unique sections. Running 3 or 4 loops, this will provide for a minimum of 24 and maximum of 32 attempts per round for each group.

RIBBON:

Mark loop trails with PINK ribbon for AM Classes and ORANGE ribbon for PM Classes. You can also use PST arrows to guide riders to the next section. If arrows are used, write AM or PM on them (with dry erase marker) to distinguish between loops.

Sections are ribboned with RED on right, BLUE on left, WHITE for splits.

Where possible and appropriate, use continuous ribbon. Do not spot ribbon sections.

Keep ribbon low to the ground away, below footpeg height to minimize damage due to inadvertent contact by bikes. Go around the outside of trees, stumps, rock, etc. to avoid having the ribbon become the obstacle.

The ends of sticks driven into the ground to anchor ribbon should be angled out away from the section, such that a falling rider is not inclined to be injured by the stick. Also, keep them as short as possible.

Place split signs directly at the gate, not before or after the gate, and easily visible to riders approaching them. Split signs and ribbon should be thoughtfully located where there is low risk of them being hit and/or displaced.

SECTION THOUGHTS:

Provide adequate space for riders to safely park their bikes near the START gate and walk the sections prior to riding them without blocking the START gate.

Provide adequate space beyond the END gates for riders (who may be hard on the throttle) to exit safely. This is especially critical where START and END gates or consecutive sections are close together.

Ensure good site lines exist for both riders and observers. Do additional limbing or brushing as required.

Check for and remove stobs on trees and stumps that may injure riders upon contact while either riding or falling

Obstacles must be stable, able to survive the entire trial without moving. Design sections such that the difficulty does not change (increased or decreased) during the trial due to displaced or broken obstacles.

Section layout should minimize how much an observer has to move around to see the rider as they attempt the section. Watch for blind spots behind large obstacles. This is especially important for group check trials where there is typically only one person observing. Cross check trials with two observers per section have more leeway on this.

ADMINISTRATIVE:

A Ticket Tailor document must be created. Generally, this is done after the previous scheduled PST event to minimize confusion between the two. Work with Doug Ross, club secretary, to complete this. Keith will post resulting information.

If there is not a permanent one at the event location, a port-a-potty (or two) needs to be ordered for event weekend. Specific directions regarding drop-off and pick-up dates and exact location of where to place it must be given to the sanitation contractor. Make certain the delivery driver has access on the designated drop-off and pick-up days. Work with Keith Martinez (Reiter) and Will Giese (F40).

Check with landowner to see if there is a need for any crushed rock to improve parking or access to the event. The club pays for reasonable quantities of rock for private landowners who host PST events.

Prior to the trial, receive a complete list of registered riders from Doug Ross (Ticket Tailor manager). Using that list, fill out one card for each rider to be distributed at the riders' meeting. NOTE: There is no registration allowed "day-of" any trial.

Marshals must be available to resolve any conflicts and answer questions that arise during a trial. Make certain you are carrying your cell phone, the ringer is turned up and your phone number is known to those who may need to contact you (whether you are competing or not).

Following the trial, punch cards and the scoresheets for each class go to Doug Ross.

Keith and his volunteers will help you pack up your trials kit at the end of the event. It is passed along to the marshal of the next event on site unless other arrangements have been made.

TRIALS HELD ON PUBLIC LAND:

A permit must be filed with the land manager for your event. The deadline for filing may be several months prior to the event. CHECK THIS EARLY!

All motorcycles operated on public land in Washington are required to have a USFS approved spark arrestor and current Washington State ORV tabs. Passenger vehicles on state land are required to have a Discover Pass and on USFS lands a Northwest Forest Pass is required. Make certain this information is provided to all riders on the event flier and consider providing a reminder via e-mail as well.

Course markings on public land may be subject to accidental damage or deliberate tampering by other trail users. To ensure this is not a problem, a check (and possible correction) of the loop trail and section markings on the morning of the event is critical for event success and rider safety.

Reiter Trails specific info:

You must fill out paperwork to obtain the upper gate lock code and sign for taking responsibility to keep it secure.

DNR has Release of Liability forms to be signed and turned in to them. A DNR official usually stops by the registration booth to collect them.

Find a volunteer to man the gate on the morning of the trial. The gatekeeper can gather signed release forms as well.

You are allowed to camp at upper Reiter the night before your trial, but you must let the DNR know you will be doing so beforehand

Log all volunteer hours including travel, so that the club can get credit with the DNR. BONUS: Individuals with enough volunteer hours in one calendar year may be eligible for a free Discover Pass!