



PST Mototrials Terminology & Scoring

Mototrials – A slow-speed competition where the object is to ride specified routes called sections without making any errors. Sections are attempted by one rider at a time over terrain that includes multiple obstacles and/or tight turns that require skill to negotiate, rather than speed. Points are given for various faults and failures committed within the sections, up to a maximum of 5 points per section. The rider with the lowest total score is the winner.

EVENT ORGANIZATION

Round – A trials competition that is part of a series of events is referred to as a round.

Marshal – The marshal is the single point of accountability for a trial in charge of set-up and organization of the event. During a trial, the marshal is to answer any questions or concerns regarding the sections and loop trail and resolve any disputes. The marshal collects rider scorecards at the finish.

AM – Group of lower level classes, including: Vintage, Novice, Amateur, Intermediate. AM classes focus on development & refinement of clutch & throttle control, balance, technical turns and obstacles. Difficulty of sections increases with class progression.

PM – Group of upper level classes, including: Clubman, Advanced, Expert Support, Expert. PM classes encounter bigger obstacles, steeper hills, tighter turns and less space between obstacles than those for AM classes. Difficulty of sections increases with class progression.

Sportsman - The sportsman class is non-competitive and line through each section is up to the rider.

Loop – The loop is a group of 8 to 12 sections created for a trial plus the trails and roads connecting them. A typical trial is comprised of separate loops for AM riders and PM riders. Each competitor rides their designated loop (AM or PM) two or three times as designated by the trial marshal. Sections are to be ridden in order, starting at section 1, on each loop, unless otherwise directed by the trial marshal.

Section – A marked continuous route containing various obstacles and hills that test rider skill, not speed. The objective is to ride from start to finish without committing any errors, referred to as faults and failures. A typical trial has 8 to 12 unique sections, each of which is ridden two or three times (once

per loop). Riders are not allowed to practice ride any sections, but they may walk and visually inspect the sections prior to riding them. Only one motorcycle may be in a section at any given time.

Loop trail – The trails and roads connecting the sections in sequential order. There is no scoring done on the loop trail, it can be ridden at your leisure and has a lower level of difficulty than the terrain in the sections. The loop trail will be marked with flagging tape (typically pink for AM and orange for PM) and/or arrows. DO NOT ride backwards on the loop trail!

Observer – Each section is to be scored by an observer who has line-of-sight to the rider from the start gate to the end gate. A rider may not enter through the start gate of a section until after announcing their intent to do so and confirming the readiness of the observer. The observer will indicate the cumulative score for the rider with a raised hand, starting with a closed fist to indicate a score of 0 as the rider enters the section; fingers are then raised corresponding to any points given as the rider traverses the section. When a rider completes a section the observer marks their scorecard with their final score. Riders are not to mark their own scorecard.

Cross Check – A trial where the AM riders compete in the morning and PM riders compete in the afternoon. Each section is observed by a designated competitor from the opposite group of classes. Competitors from PM classes are assigned to observe each of the AM sections. Likewise, competitors from AM classes are assigned to observe each of the PM sections.

Group Check – A trial where all riders from both the AM and PM groups start at the same time on their respective loops. Sections do not have designated observers. Instead, competitors ride the loop in groups of two to four riders and act as observers for each other. Ideally, groups consist of riders from the same class. No competitors are allowed to ride alone without an observer.

Take down – After all competitors have completed all required loops, some go out to remove all flagging, signs and arrows on the loop trail and sections. It's a group effort of volunteers!

SECTIONS

Gate – A gate is the vertical plane between two adjacent markers in a section (cards, arrows, flagging tape ends or some combination). A section's length is bound by the start gate and end gate. Scoring begins when the rider's front axle breaks the plane of the start gate and ends when the front axle breaks the plane of the end gate. Start and End gates are marked with cards designating the section number and either AM or PM. Within a section there may be additional gates for specific classes (splits).

Line – The designated route what a class must take from the start gate through any applicable splits and the end gate is considered "the line" for that class.

Boundary – The terrain that must be ridden in a section is defined and restricted by the left & right boundaries, which are marked with blue & red flagging. Blue will always be to the rider's left while red will always be to the rider's right. Riders may ride anywhere within the confines of the boundary and are not to cross over either blue or red boundary. Note that white flagging will also be used in sections as supplemental boundaries to denote class splits.

Split – A split is used within a section to direct different classes to distinct lines (routes) of varying difficulty within the boundaries of the section. A split begins at a gate defined by arrows or cards with class names printed on them and white flagging is used to define the new left or right boundary associated with the class split. Riders are not to cross over the white boundary. The arrow points to the side of the white flagging that the designated class must ride. Riding through a gate designated for anything other than your class is a failure.

SCORING

Score – The greatest of either the total faults (0, 1, 2 or 3) or a failure (5) in a section. There is no 4 in trials scoring. No rider may be given more than 5 points in a single section.

Scorecard – Heavy cardstock with spaces to mark point loss for each section. Multiple rows are provided for each section to accommodate scores for each loop. The score is marked by punching out the number corresponding to the point loss: 0, 1, 2, 3 or 5. If the wrong number is punched, this is corrected by punching out all numbers on that row of the scorecard EXCEPT for the correct score. The total of points for all sections across all loops is a rider's final score. The rider with the lowest cumulative score within a class is the class winner. Loss of a scorecard results in the rider being disqualified from the event.

Fault – A fault committed within a section results in one point given. Generally referred to as a “dab” or “footing”, a fault is any contact between the rider's body (foot, leg, hips, shoulder, arm, head) or motorcycle (excluding the skidplate, footpegs and engine casings) and the ground or an object which provides support. Brushing against an object without gaining support is not considered a fault. Rotation of a foot while dabbing counts as one point. Sliding a foot while dabbing counts as three points. Dabbing with both feet simultaneously counts as two points. The maximum accumulation of faults for a given section is three; anything greater than three faults is recorded as three points.

Failure - An error committed within a section resulting in being give five points. There are many actions that result in failure:

1. Backward movement of the motorcycle by rolling, sliding or hopping that exceeds 6 inches (with or without the rider footing).
2. Any displacement of markers due to direct contact with the machine or rider, requiring that they be reset, i.e. breaking or knocking down flagging tape or markers. Touching a marker is not a failure. NOTE: Displaced or broken markers must be replaced in their original location prior to a section being attempted by subsequent riders.
3. The rider dismounts from the machine with both feet on the ground on the same side of or behind the rear wheel.
4. The rider uses their hand to reposition the motorcycle or perform mechanical adjustments to the motorcycle when footing while stationary.
5. The rider receives deliberate outside assistance.
6. The rider changes the condition of a section.
7. The rider begins a section attempt without the observer's acknowledgment.
8. The engine stops (dead engine) while footing or while any other part of the motorcycle, except for the tires, is used for support, without forward motion.
9. The handlebar touches the ground and the motorcycle is more than 45-degrees from vertical.

10. The motorcycle is ridden in a complete circle, crossing both its own tracks with both wheels.
11. The rider fails to pass through all the gates for their class. (Missed start gate, split or end gate)
12. The rear wheel precedes the front wheel when passing through a gate.
13. The rider passes, in either direction, through a gate of another class - that is, breaking the plane of a gate. It is a failure whether the missed gate is for an easier or harder line.
14. Either tire passes on the out-of-bounds side of the section boundary with the tire on the ground. In the case of running over boundary tape, for a failure to occur, there must be ground visible between the tape and the tire must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over a marker, but not both tires. Jumping the motorcycle over a boundary is a failure.
15. The front axle does not pass through the start, end gates and all other gates for the class. The front axle is only allowed to pass between the start gates once.

Clean – Completion of a section with no faults or failures.

Re-ride – If a rider is obstructed by a competitor, observer or spectator while traversing a section the observer may award the opportunity to re-ride the section. The rider's score will be the total of all faults recorded prior to obstruction on the first ride and all faults or failure after the point of obstruction on the re-ride.

Penalty – Additional point loss added to a rider's score. The following result in accrual of penalty points:

1. Choosing to not attempt riding a section. A rider may report to the observer and receive a score of 5 points for that section.
2. Missed sections results in a penalty of 5 points per section. Any sections not punched on the scorecard are considered to be missed sections.
3. Blank or unmarked spaces on the scorecards exceeding 10% of total number of sections for the trial renders a rider as a non-finisher (DNF).
4. Riding any section more than once per loop will result in a penalty of 5 points in addition to their first attempt score. *At the marshal's discretion, this rule can be flexed if time or weather are affecting the outcome of the event.
5. Practice in any of the sections before or during the event will result in a penalty of 5 points per section.

Tied scores - In case of ties, including penalties, the rider with the lowest number of points excluding penalties will win. If still tied, the competitor with the most cleans, then ones, twos or threes will win. If still tied, then the rider with the longest string of sequential cleans, ones, twos or threes will be used. If still tied, then the rider with the fastest overall time will win. In the case of a tie of overall season points at the end of the series, the rider with the lowest overall score on observation at those events where the riders competed against each other will win. If still tied, the total number of cleans, ones, etc. at the first event of the series where the riders competed against each other will be used. If the riders did not ride the same events and are tied, then the rider in the event with the largest number of class entries, meaning he or she beat more competitors, will win.

EXAMPLE OF A LOOP WITH 10 SECTIONS

