

GUIDE FOR NEW RIDERS TO THE SPORT OF MOTOTRIALS



The following is a guide for new riders to the sport of Motorcycle Trials.

These rules are to assist in the understanding of what a Trials Competition entails and how it is scored. These rules maybe supplemented by specific Club rules and are only presented as a guideline. In general, clubs across the country follow these rules or ones that are very similar.

TRIALS COMPETITION FORMAT:

When conditions and attendance allow the preferred format shall be to divide the classes into a morning / afternoon format as to allow maximum participation. When attendance, conditions or the Trials Master dictate that the riding may be in groups. When riding in Groups and a section's severity or safety is questioned it can be changed by majority agreement among all the riders of the class affected. Remember the intent is for it to be a challenge, not dangerous.

Terminology:

Sections: Sections are the areas over which the competition is scored. They are usually cordoned off with RED and BLUE ribbons. RED on the RIGHT, BLUE on the LEFT. Sections are laid out over a course called the Loop. This is to be ridden in the direction explained by the Trials Marshall at the Riders Meeting. Please avoid if at all possible riding the course in the opposite direction to that intended.

Clean – No error to incur penalty points.

Footing / Dab – Any intentional contact between the rider's foot (or any other part of the body) and a supporting surface or object. (example: A situation in which some part of the body comes in contact with an object (i.e. tree, rock) and assists the rider in maintaining balance shall be considered a Dab. Brushing against an object is not considered a dab.)

Splits/Markers – A split or marker within a section identifies the intended route for only the class specified with the split/marker. The Novice class may not have a marker or split designating their direction within a section. When this is the case a Novice can ride anywhere between the red and blue ribbons excluding any path designated for another class. Failure to comply with a split or marker will result in a five point penalty. Splits or markers are intended to increase the difficulty of the section in order to provide sufficient challenges for a variety of skill levels; sections should be set up with this in mind. Dislodging of ANY split mark to the extent that it has to be reset will be scored as a FIVE. Colored splits are used to help clarify the specific class lines.

Scoring shall start when the front axle passes between the start markers and stop when the front axle passes between the end markers.

ERRORS / PENALTY

1 Fault 1-Point

2 Faults 2-Points

More than 2-faults 3-Points

Failure 5-Points,

Missing a section (no Punch) 10-Points

Fault Definitions:

1. Footing - any contact providing support between any part of the rider's body or machine (exception; tires, foot pegs or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the boundary.
2. Foot rotation counts as one point.
3. Sliding a foot counts as three points
4. Both feet placed on the ground simultaneously counts as two points.

Failure Definitions:

1. The machine is moving backwards with or without the rider footing.
2. Any displacement of markers with the machine or rider, requiring that they be reset, i.e. breaking or knocking down. Touching a boundary is not a failure. The rider or machine must make direct contact with the marker.
3. The rider dismounts from the machine and has both feet on the ground on the same side of or behind the rear wheel.
4. The rider does not have both hands on the handlebar 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 while footing or while any other part of the motorcycle, except for the tires, is used for support, without forward motion.
9. The handlebar of the motorcycle touches the ground.
10. The motorcycle does a complete loop, crossing both its own tracks, with both wheels.
11. The rider fails to pass through all the gates for their class. (Missing a split)
12. The front wheel must precede the back wheel when passing through the gates.
13. The rider passes, in either direction, through a gate of another class - that is, breaking the plane of a gate.
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 a taped boundary, for a failure to occur there must be ground visible between the tape and the tire 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 and end gates, and all other gates for the class. The front axle is only allowed to pass between the start gates once.
16. Only the greatest penalty, as defined above, shall be counted for the section. However, the following points may be added.

Other Penalties:

1. A rider may report to the observer and receive a five for that section, even though he does not attempt it.
2. Sections are to be ridden in designated order only. The penalty for missed sections or sections ridden out of order is ten (10) points per section. Any sections not punched are considered to be missed sections. *(When riding in groups a majority vote can override this rule)
3. If blank or unmarked spaces on the scorecards exceed 10% of designated rides, the rider will be considered a non-finisher.

4. A rider waiting in line to enter a section must not leave their machine. If they do, they must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct.

5 Any section ridden more than once per loop will receive 10 points, in addition to their first attempt score. *(This rule can be flexed if time or weather are affecting the outcome of the event)

6. Practice in any of the sections before or during the event will result in disqualification of the rider from the trial.

7. When a split start is employed, the rider must start and end each loop on their designated section, or be considered a non-finisher.

IF THERE ARE ANY QUESTIONS DON'T HESITATE TO ASK ANYONE, ADVICE IS FREE.

PLEASE BE CONSIDERATE OF SPECTATORS, THEY MAYBE YOUR FUTURE COMPETITION!!!

Thanks for competing, we hope you have fun and continue to support this sport.