

1. MACHINE ELIGIBILITY:

To be eligible machines must have been manufactured in Britain, prior to the 31 December 1958 for vintage twostroke machines; prior to 31 December 1964 for all pre-unit classes; prior to 31 December 1969 for twostroke and unit construction classes. All major components to include frames, forks, hubs, engines, gearboxes, **clutches** and **carburettors** must be of **British manufacturer** and available before the date of eligibility for the class concerned, with the minor concession that Amal carburettors up to Mk 1 Concentric may be fitted. Motorcycles fitted with non-British components during manufacture, such as Ceriani forks on certain Greeves models and Grimeca hubs on some DOT models, will be accepted as British, but those components will not be accepted on machines of other manufacture. Any model of British manufacture but with component parts that are **not date eligible**, such as **alloy slider BSA or Triumph forks (1972)** on unit models, may ride in the **Specials** class. Replica frames are accepted in the class of machine that they replicate provided they are dimensionally accurate replicas, i.e. components from the original models will fit without modification. Trail machines may be of any manufacture but must have fully working lights. Allocation of the correct class will be verified, if required, by the Series Coordinator. The decision as to which class a **hybrid machine** is allotted shall be made such as to place the machine in the more competitive class, for example an **Enfield Bullet** motor mounted in **Enfield Crusader cycle parts** is **deemed to be a unit model**. The essence of the eligibility rules is to encourage fair competition.

2. CLASSES:

1	Girder Fork Rigid	2	Telefork Rigid
3	Pre-unit Springer	4	Vintage Twostroke
5	Twostroke	6	Unit Construction
7	Pre-unit Sidecar	8	Unit Sidecar
9	Specials	10	Trail

Additional supporting classes may be included at the Organisers discretion, but their marks must be completely segregated in the Results.

3. COURSE:

The courses will be between 30 and 60 miles in length and include 25 to 35 sub-sections of a type suited both to the type of machines and to the fact that the **majority of riders are likely to be of a clubman standard**. All machines will ride the same sections, dual-marked routes are not allowed. Up to 5 sections may be set as 'solo only', and alternative sidecar sections may be set in lieu. To maintain fairness of competition the **rigid solo classes** are treated as sidecars insofar as they sections they ride. In no case are steep drops or excessive steep steps to be included and tight turns are to be avoided. It is unlikely that Organisers offering more than a single lap event will be successful in the competition to be awarded rounds in future years.

4. FAILURE:

In this series all trials operate as non-stop trials, riders are deemed to have entered a section when the front axle crosses the 'Begins' line and leave the section when the front axle crosses the 'Ends' line. It is a further requirement that riders attempt to ride the hazards as defined by the Organisers and therefore will be deemed to have failed any section where they cross an imaginary natural line drawn between the side markers of the section, **looping out of the section** to gain a better line is **not allowed**.

5. CHAMPIONSHIP POINTS:

The points system used for the Championship has proved successful during the past ten years, each year the Champions have not been decided until the final round, ensuring maximum entries to the end. There has never been a tie in the final Championship placings and the system will once again be used in 1998. The points allotted each round are:

1st	20 points;	2nd	18;	3rd	16;	4th	14;	5th	12;	6th	10;
7th	8;	8th	6;	9th	4;	10th	2;	All other finishers receive 1 point			

Ties are normally decided by a simple Special Test. In the event that ties for lesser places are not able to be resolved, the points for the disputed places are added together and then divided equally between the tying riders. All **riders who complete seven rounds during the year will be awarded a memento trophy**

6. FINAL ASSESSMENT:

At the conclusion of the Series, the points for each riders best eight rounds will be counted and the rider with the highest number of points to his credit will be the winner. In the event of a tie the riders' best nine results will be counted and the rider with the higher number of points over nine rounds will be the winner.