



# BON ACCORD MOTORCYCLE CLUB LTD

## A guide to riding and marking trials



This document is an explanation for the rules of solo observed trials as used by the Bon Accord Motorcycle Club. These rules are based on the ACU 2003 rules for non-stop solo trials (TSR22) As ambiguity exists in TSR22 this document is the Bon Accord Motorcycle Clubs 'take' on them and will therefore form the rules for all solo trials events held by the club.

### Clean

Penalty = 0 points.

A rider traversing a section without footing or failure penalty as described below shall be unpenalised and given a clean.



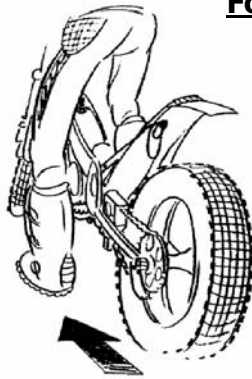
### Footing

#### Penalties – Footing

Footing once = 1 Point.

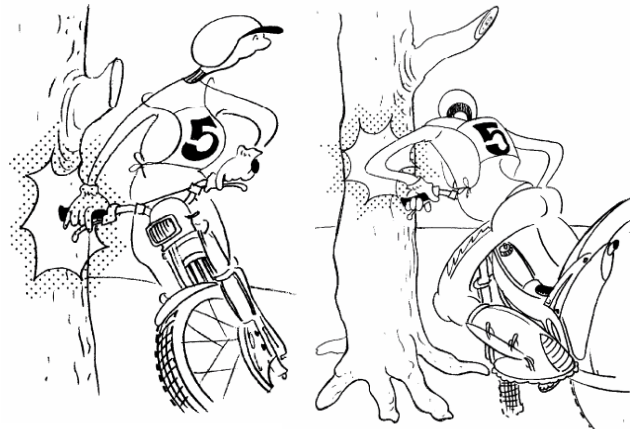
Footing twice = 2 Points.

Footing three or more times = 3 Points.



Footing will be considered to have occurred if any part of the rider's body touches the ground or the rider benefits from any part of their body leaning on an obstacle (tree,

wall etc.), without stopping the progress of the machine. Footing outside the lateral limits of a section does not constitute a failure but should simply be classed as footing. Forward motion must be maintained at all times otherwise the rider will be penalised for stopping as outlined below.



### Failure

Penalty for failure = 5 Points

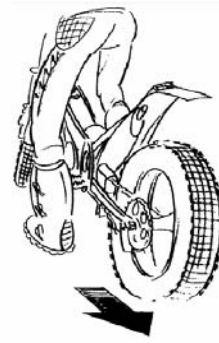
A failure is considered to have occurred if:

1. The machine ceases to move in a forward direction no matter how brief the period.
2. 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 or behind of the machine.
3. The machine does not stay within the intended limits of the section and within each marker.
4. If any wheel of the machine crosses any boundary tape or marker of the 'intended route' whether the wheel is on the ground or airborne before the front wheel spindle passes the 'Section End' markers. (The intended route where section markers are used is a straight line between markers or in the event that the markers are placed on a corner the intended route is as follows. For marker on the inside of a turn, the limit should be taken as a straight line between the markers. **Inside = Straight**. For markers on the outside of a turn the limit should be taken as the natural curve between any three consecutive markers. **Outside = Curve**.)
5. The rider is held responsible for displacing a flag, marker, support or tape in an observed section. Displacing a card style marker by striking its support (rock, stone etc) whilst staying within the section will not be penalised a failure and no marks should be given.
6. Travelling in a direction against the direction of the section or a machine crossing its own tracks **to** complete loop.
7. The machine, or rider receives outside assistance within an observed section.
8. 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 a recognised official.

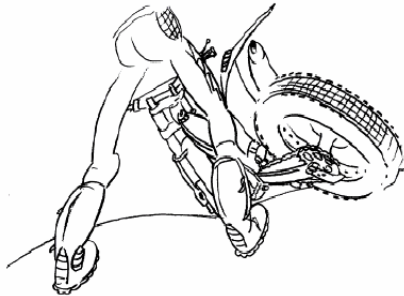
The **observer** shall use their discretion and apply the rules fairly and consistently at all times.



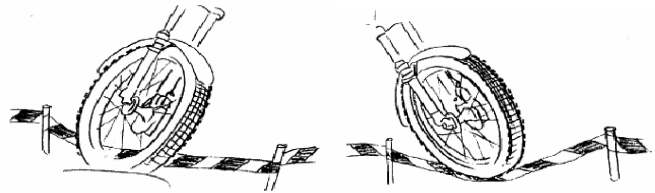
If the rider moves either wheel to the side without forward motion = 5 Points



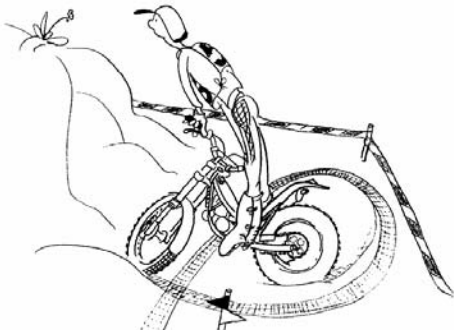
If the rider is moving backwards, with or without footing = 5 Points



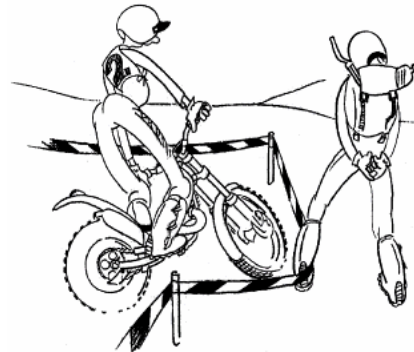
The rider dismounts the machine and has both feet on the ground, on the same side or behind the machine. The handlebar of the machine touches the ground = 5 Points



The machine crosses a boundary with either wheel on the ground or airborne. The machine passes the wrong side of a boundary marker = 5 Points



The machine crosses its own tracks by doing a complete loop = 5 Points



A third party touches the rider or machine. To push on the tape or remove a natural obstacle. The rider or assistant changes the severity of a section = 5 Points

*The rules are clear that the machine must stay within the intended route and within the markers. On this basis, touching a marker with the machine is a failure. Similarly, it is a failure to displace a marker. By definition, to touch a marker is to displace it from its static position. An exception would be if the marker, tape or flag were to be blown against the machine.*

## **Baulk**

A baulk is deemed to have occurred if 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 their discretion, allow a rerun of the section. The observer's decision as to whether a rerun is permitted is final. Should a rerun 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.

## Observing Tips

- Chose your observing position carefully. Avoid having to move around whilst observing.
- Be prepared to define the section route(s) and its limitations to riders that ask.
- If on arrival at your section the route (s) is unclear to you please bring this to the attention of the clerk of the course who should check the section prior to the first competitor arriving.
- The observer is responsible for replacing any dislodged markers and checking that they have been replaced in the correct position, so walk the section carefully so as to be familiar with the route and all the markers.
- Make rider's aware that you are the observer.
- Give a clear signal to the waiting rider that you are ready and that they can begin the observed section.
- Don't allow yourself to be distracted whilst observing.
- Make sure that the section is clear and that any moved markers are replaced before permitting the next rider into the section.
- It is always the responsibility of the rider to inspect a section before riding it. The Observer is not responsible for pointing out any changes that may occur in the section, moved rock etc, to following riders. The only exception to this being a Clerk of the Course authorised change, in which case the observer need only advise all subsequent riders that there has been a change.
- In case of uncertainty, give the rider the benefit of the doubt and don't be swayed by other competitors or spectator's comments or advice.
- The observer's decision is final. If a dispute arises mark the card as observed and take a note of the riders name or number and report it to the Clerk of the Course at the end of the event or before hand if the Clerk of the Course reports to your section.
- In the event that a card is wrongly punched take a note of the rider number or name and record the correct score for passing to the secretary at the end of the event. A card can also be clearly corrected by punching out all the columns with the exception of the correct score (i.e. leave the correct score as the only hole unpunched) If this is done it is also a good idea to mark the error by also punching out the section number column. A record should also be kept for passing to the secretary at the end of the event.
- Report any abusive behaviour and the perpetrator to the Clerk of the Course.
- The Bon Accord Motorcycle Club use three routes on many trials. They will usually start and end at the same set of cards. The main route is the B route and is marked with blue markers on the left and red markers on the right. The A route is incorporated by 'splits' marked out with green cards on both sides. The right and left route markers should be easy to follow as they will be proceeded by the red and green ones identifying the entry direction. The yellow route is aimed at first year licence holders and is marked out with yellow cards on both side similar to the A route. The bike enters the section when it's front wheel spindle passes between the start cards and end when the front wheel spindle passed between the end cards. The only exception to this is where a 'double' section is run. This is two sections ridden as one without a break between. These sections should be observed as **if** they were single sections but a separate score is recorded for each part. The transition from one section to the next is then marked with one end card and one start card. When the front wheel spindle passes between these cards the rider has left the first section and entered the second one.

## Be prepared

Each observer should carry the following to assist in his or her duty.

- A card punch issued by a club official. (Please test punch a card at the signing on area prior to leaving for the section. The club endeavours to keep it's punches in good working order but not all of them produce a good clear punch hole.)
- A waterproof pen. (This will be issued by the club). The pen is used for noting any disputes and card punching errors (Please check that the pen is working before leaving for the section).
- A piece of paper for taking notes on. (This will be issued by the club)
- Trials are often held at places and times of the year when the weather can change rapidly. You will be on duty for a prolonged period and should ensure you carry suitable clothing for changes in the weather. An umbrella is also worthwhile. (None of this is provided by the club)
- You will be issued with a 'goody bag' containing a cold drink and a snack. In winter a flask containing a hot drink is a good idea though the club does not provide this.

## Remember its only fun

The object of the trial is for everyone, not just the riders, to enjoy themselves. Almost all the riders will have observed a trial or trials in the past and understand how important your duty is. They should treat you with respect and appreciate the time you are giving up for them to ride. Don't take your job too seriously. Disputes are extremely rare and should be left for a club official to sort out at the end of the event. Inform the rider that you are going to leave any difficult decision to the club officials and send them on their way. Good humour will usually win out.