

30 MOTO TRIALS

- 30.1 The object of Moto Trials is to test the ability of Riders in varying terrain and over obstacles, within prescribed bounds, with the least support from feet or other parts of the body and normally maintaining forward motion.
- 30.2 Protective Clothing
No competitor may practice, start or compete in any Trials competition unless wearing the following protective equipment and clothing:
- 30.3 Helmet
An approved and correctly fitting helmet which must be an approved design (see Chapter Eight for helmet standards).
- 30.4 Clothing
Full length trousers and a shirt.
- 30.4.1 Footwear
Calf length boots constructed of leather or similar durable material.
- 30.5 Championship classes in Moto-Trials are:
- Open solo
 - Open sidecar
 - Juniors - under 17 years
 - President - for competitors 40 years of age and over
 - Classic - for machines manufactured before 1965
 - Post Classic (Twin Shock) – for machines manufactured before 1986. The machines may not be fitted with disc brakes or monoshocks,
 - Women,
- 30.5.1 Championship class sizes
As per rule 4.10.8 - At closing date for entries, if a minimum of 6 entries have not been received then the championship class MNZ award will not be presented should the organising club continue to run that class.
- 30.6 Non Championship (Support) Classes in Moto Trials are:
- A Grade
 - Intermediate
 - Clubman
 - Social
- 30.7 Identification Plates
Identification plates must:
- Measure 120mm x 80mm minimum
 - Have the rider's name displayed on the identification plate, using lettering 25mm high minimum.
- 30.8 Rider and Grade Identification
The following grades will have the following identification plates:

CLASS/GRADE	BACKGROUND COLOUR	LETTERING COLOUR
Expert	Orange	Black
A Grade	Red	White
Intermediate	Yellow	Black
President	Green	White
Juniors & Clubman	Blue	White
Women	Blue	White
Sidecars	White	Black
Classic , Post Classic & Social	White	Black

30.9 FRAMES & PARTS

30.9.1 Tyre Types

With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trials Universal pattern on all machines.

30.9.2 Ignition cut-out switch

All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit and attached to the handlebars.

30.10 Classic Trials

30.10.1

The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component.

30.10.2 Major components are:

- a) All engine and gearbox external castings,
- b) Frames,
- c) Brakes,
- d) Wheel hubs,
- e) Forks, and
- f) Carburettors.

30.10.3 Mk1 Amal Concentric carburettors may be used. **No Japanese or Italian carburettors on British machines.**

30.10.4 Major components that were manufactured outside the period, but which are visually indistinguishable from period components shall be eligible for that period.

30.10.5 All other components shall be considered as minor components.

30.10.6 Minor components may be modified or updated provided that they remain visually compatible with the period being depicted.

30.10.7 For the purposes of determining eligibility machines are categorised as follows:

- a) Pre-1965:
 - i) Manufactured before 31st December 1964,

- b) Pre-1965 heavyweight solo:
 - i) Non-unit construction engines with an original capacity of over 250cc, or
 - ii) Unit construction engines with an original capacity of over 350cc.
- c) Pre-1965 lightweight solo:
 - i) Non-unit construction engines with an original capacity of 250cc or less,
 - ii) Unit construction engines with an original capacity of 350cc or less.
- d) Post Classic (Twin Shock):
 - i) For models designed and first manufactured between 1st January 1965 to 31st December 1986,
 - ii) Disc brake models are not eligible,
 - iii) Pre-1965 machines that have been modified so as to provide a ground clearance or chassis performance more in keeping with this era shall compete as specials in this Post Classic category.

30.11 Sidecar - Moto-trials

30.11.1 Designs and Dimensions

There must be a platform and nose cone or platform and front plates with the following dimensions:

- a) Overall length must be at least 775mm,
- b) The wheel track must be at least 750mm,
- c) The nose cone or front plate must be at least 200mm wide and 200mm high at the rear. The nose cone must taper to at least 100mm at the front,
- d) The width from the rear of the nose cone to the rear of the sidecar must be at least 200mm,
- e) The inner sideboard of the platform must be either 130mm high or there must be a gap of no more than 50mm between the sideboard and any adjacent point on the motorcycle.

- 30.11.2 The sidecar and machine wheels, if exposed, must be valanced on the inside.
- 30.11.3 Passenger grab rails, handles and straps may be fitted.
- 30.11.4 Sidecar wheel drive is prohibited.
- 30.11.5 An effective cut out switch must be attached to the handlebars.
- 30.11.6 Identification plates are required
- 30.11.7 Efficient brakes must be fitted to the front and rear wheels.

30.12 Competition Rules – Moto-trials

30.12.1 General

The result of a Moto-Trial or any class of Moto-Trial [with the exception of 'Gated Trials'] is decided on the total number of points lost, the winner being the competitor who loses the least number of points.

30.12.2 In the hearing and determination of any protest or appeal arising out of a Moto-Trial, video evidence may not be used.

30.13 In the event of a tie in points, the tie is to be broken as follows:

- a) The competitor who completes the greatest number of sections without loss of points wins,
- b) The tiebreaker for individual Moto Trials shall be the most number of sections ridden without penalty, and if still a tie the most number of sections ridden with only one penalty point shall decide, then two/three or five points likewise. If riders have identical scores after that procedure then it will be decided in the following order, by the better placing in the last lap, the last but one and so on to the first lap if required.
- c) If riders have identical scores after the above procedure then they shall be declared equal and share among themselves any awards being presented.

30.14 Meetings may be held in the following categories:

- a) Trials,
- b) No-Stop Trials,
- c) Arena Trials,
- d) Gated Trials,
- e) Scott Trials

30.14.1 Unless otherwise stipulated in Supplementary Regulations all meetings will run using the trials rules described under MNZ rule 30.12

30.15 Sections

The course shall be divided into a number of parts known as sections which shall be sequentially numbered from 1 up.

30.16 Courses

30.16.1 Observed sections:

- a) Must be clearly numbered,
- b) Must have a clearly marked start and finish,
- c) Must have clearly marked boundaries,
- d) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
- e) May be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.

30.16.2 A machine is deemed to be in an observed section from the time the front axle passes the "Section Begins" gate until the front axle passes the "Section Ends" gate.

- 30.17 Riders must attempt sections in numerical order or as directed by Clerk of Course
- 30.17.1 Passage through sections shall be clearly defined with coloured markers or tape. Where markers are used, red markers shall be placed to the right of the section and white to the left. These markers or tape will define the extreme outer bounds of the section and coloured arrows may be placed between them to indicate different courses for each grade. Where coloured arrows are used they will be Orange, Red, Yellow, Green and Blue. There will be a maximum of two Orange and two Green arrows or "gates" per section.
- 30.17.2 Riders must follow the coloured arrows of their grade which is indicated by the colour of their identification plate. Arrows for other grades may be ignored with the exception of the Expert grade which must follow Red and Orange and the President grade which must follow Blue and Green. Classic, Post Classic and Social have no coloured arrows to follow
- 30.17.3 Competitors may dislodge arrow markers within the bounds of a section provided that those markers do not pertain to the course that the competitor concerned is required to ride.
- 30.17.4 Markers should have visible area of not less than 60sq cm for boundary markers, 50 sq cm for arrow markers and 40 sq cm for arrows on a "traffic light peg". Pegs should be flexible with non impaling tops and pegs and tape should be no more than 50cm from ground.
- 30.18 Different start and end lines may be provided for Clubman/President/Junior, Intermediate and Social/Twin Shock riders by the placement of Blue, Yellow and White markers respectively, which shall be marked Start or End as required. (End pegs should be placed at least two metres clear of the last obstacle where possible).
- 30.19 Sections may be divided into subsections, which are to be ridden as one section but scored as more than one. The start of each subsection is to be clearly marked "SUB".
- 30.20 The bounds of the section between markers shall be defined by the Clerk of the Course. Where no specific instruction has been given by the Clerk of the Course, the Observer at the section shall define the section's bounds.
- 30.21 Gardening or altering of the state of the section as it is found is not permitted by the rider or a minder during the full course of the day. Sections must be ridden in the same condition they are found in. the clerk of the course or the observer, are the only persons able to alter the sections during the competition based on safety, unfair or impassable conditions.
- 30.22 Clerk of the Course
- a) May nominate at which section a competitor must begin the event and advise riders at or before riders briefing. Any objection to allocated starting section will be settled at event by Clerk of Course and MNZ Steward.

- b) May modify the design of a section between the passage of the last competitor on 1 lap and the first competitor on the following lap, and
- c) Must give adequate notice to competitors of these modifications provided that such modification will not justify a supplementary time allowance for the modified section to be inspected.

30.23

Penalties - Competitions

The following terms have the following respective meanings:

- a) Footing occurs when:
 - i) Each contact that is used to gain/maintain control, of any part of the rider or their machine (excluding tyres, footrests and engine protection plate) with the ground or fixed object (tree, rock, bank etc).
 - ii) Sliding a foot along the ground is deemed to be footing more than once,
- b) Stopping occurs when:
 - i) Stopping occurs when the machine fails to maintain forward progress relative to the direction of the course,
- c) Failure occurs when:
 - i) Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.
 - ii) Course [section] was not completed or bike went outside of markers
 - iii) Handlebars touch ground or rider takes hand off handle bar while stationary and footing

30.24

The full list of penalties on the following page apply:

INFRINGEMENT	POINTS LOST		
	TRIALS	NO-STOP TRIALS Scott Trial	ARENA TRIALS
Footing once	1	1	1
Footing twice	2	2	2
Footing more than twice	3	3	3
Stopping without footing	0	5	0
Stopping whilst footing once	1	5	1
Footing twice whilst stopped	2	5	2
Footing more than twice whilst stopped	3	5	3
Moving backwards without footing	5	5	0
Moving backwards whilst footing	5	5	5
Moving either wheel sideways whilst stopped, without footing	0	5	0
The machine crosses a boundary with either wheel, that wheel being on the ground	5	5	5
The machine passes the wrong side of a boundary or grade marker for a riders own grade with either wheel, that wheel being on the ground.	5	5	5
The machine jumps over a boundary or marker for a riders own grade with both wheels to avoid part of a course.	5	5	5
Breaking a boundary tape or dislodging a boundary marker	5	5	5
Riding over or riding on or dislodging a grade marker for a riders own grade.	5	5	5
Missing a gate or riding through a gate in the wrong direction, for riders own grade.	5	5	5
Rider does not have both hands on the handlebar when he foots, whilst stationary	5	5	5
Engine stopping whilst rider stationary and rider footing or leaning	5	5	5
Engine stopping whilst stationary (Side cars only)	5	5	5
Crossing machine tracks whilst moving forward with either or both wheels	5	5	5
The handlebar of the motorcycle touches the ground	5	5	5
Dismounting from the machine with both feet on the ground, on the same side or behind the machine	5	5	5
Any part of sidecar passenger touching ground or other obstacle	5	5	5
Rider receives outside assistance	5	5	5

INFRINGEMENT	POINTS LOST
	ALL TRIALS
Practising on course prior to event	Exclusion
For disorderly conduct towards an official	30
Rider or Minder arguing with an official	20
Not vacating a section after failure	10
Handing in scorecard after finish time (per minute)	1
Handing in scorecard more than 30 minutes after finish time	Exclusion
Losing a scorecard (per section)	5
Rider or Minder altering a section	5
Missing a section	5
Refusing to attempt a section	5
Minder obstructing or conversing with observer regarding scoring	5
Not attempting sections in numerical order (unless otherwise instructed by clerk of course)	20

- 30.24.1 The greatest penalty incurred in a section is the only one to be taken into account for each competitor.
- 30.24.2 A competitor who receives the maximum 5 point penalty in a section must vacate that section either:
- a) At the first available opportunity, or
 - b) As directed by an official.
- 30.25 Riders must not argue with any Observer but may consult the Clerk of the Course and if not then satisfied may put forward an official protest as provided for in Chapter 7.
- 30.26 If there is any question concerning penalties, the rider will always be given the benefit of the doubt.
- 30.27 The finishing time and an official timepiece must be displayed by the organisers in a conspicuous place throughout the meeting. The finishing time shall be stated by the Clerk of the Course at rider's briefing. (Time allowance of six minutes per section has been found adequate for most Championship Moto Trials. More time may be necessary for factors such as: long distances between sections; unusually difficult sections; queuing due to observation difficulties or subsections; large numbers of Riders). There will be penalty of one point per minute added to all riders returning their last lap card past the official finish time. Sections will close no later than 30 minutes after the official finish time.
- 30.28 Minders:
- A: All minders must be entered into the event by the rider on the official entry form. They must also sign on, on the day and attend the official riders briefing.
 - B: Minders may use any form of motorcycle to get around the course but must be of a safe operating standard, and is at the discretion of the Steward of the day.
 - C: Minders must wear supplied Bibs (if available) to clearly define them from the riders.
 - D: Minders are only allowed in the section whilst their rider competes, and must stand clear while other riders attempt the section. Minders should make themselves known to the observer and advise them that they will remain in the section to catch and call at particular hazards while their rider passes through.
 - E: Minders must wear helmets and gloves at all times while riding on the course or minding in sections.
 - F: Minders must not enter any discussion about their or any other riders score with an observer or any other official.
 - G: It is the rider's responsibility to get their cards punched by the observer and not the minders.
 - H: Any other competitor on the day that is also fulfilling the role of a minder from time to time must also adhere to all of the above points except points B and C.
- 30.29 CHAMPIONSHIP MOTO TRIALS (GENERAL)
- 30.29.1 Sections at Championship Trials shall generally be marked over natural terrain.

- 30.30 At Championship Moto Trials a minimum of ten sections must be set. The number of times they are ridden must be such that the total number of sections ridden is thirty or more.
- 30.31 At Championship Moto Trials competitors must be scored at every section by an Observer nominated by the Clerk of the Course.
- 30.32 The Championship year will be from 1 January to 30 December every year.
- 30.33 When Moto Trials are held as a series competitors will be awarded series points according to their placing in each Trial, where points will be added together to determine series placing. Where a tie exists in a series refer to rule 6.14.1.
- 30.34 At NZ and Island Championship events, a rider must attempt 80% of the sections to gain Championship points. If a rider attempts over 80% but fewer than 100% of sections, a penalty of 5 points per non attempted section shall apply.
- 30.35 NEW ZEALAND MOTO TRIALS CHAMPIONSHIP
30.35.1 The New Zealand Championship will be decided over three one-day events held on consecutive days. Riders will gain Championship points (see 6.15.1) for each one day event. Points will accumulate over duration of event or series. The event will alternate between the North and South Islands providing that it is applied for by a club from each island in turn.
- 30.36 NORTH AND SOUTH ISLAND MOTO TRIALS CHAMPIONSHIPS
30.36.1 The North and South Island Championships will be decided over an unlimited number of rounds in each island. Riders will gain Championship points (see 6.15.1) for each one day event. Points will accumulate over duration of event or series.
- 30.37 A South Island rider may compete for the North Island title and vice versa.
- 30.38 Island Trials coordinators may decide not to include some of every rider's worst scores when calculating series totals. The number of scores not counted shall not exceed 20% of the rounds contested and must be made known to the preceding year's Championship organisers and to the MNZ Office before each year's first round.
- 30.39 NORTH vs. SOUTH ISLAND MOTO TRIALS CHAMPIONSHIPS
30.39.1 The Trial is to be a one day event held alternately in the North and South Islands.
- 30.40 A selected team of riders shall compete from each Island.
- 30.41 The team's selector shall be appointed by the MNZ Trials Commissioner.
- 30.42 The team will be selected over various competition grades, by agreement of the individual Island selectors.

Within each grade the winning rider will be allocated championship points equal to the number of selected riders in that grade of competition. The next rider will be allocated one less down to the last rider who will receive one point.

- 30.43 Summation of the individual rider's Championship points will determine the winning Island Team.
- 30.44 The shield is to be presented to the highest placed rider in the winning team and remain his/her responsibility until the next challenge.
- 30.45 NEW ZEALAND EXPERTS TRIAL:
- 30.45.1 This will be a one day event which riders who have qualified may compete for.
- 30.45.2 Qualifiers will be all riders who have previously competed in Championship Trials at Expert level.
- 30.46 **ARENA TRIALS**
- 30.46.1 Definition of an Arena (Indoor) Trial
An event held within the confines of an Arena (usually indoor) in which the skill and regularity of the riders form the basis of the results. Man-made sections are included within the arena where the skill of the rider negotiating them is observed and penalties given. A time limit is usually set for part of, or for the whole course. Special sections in the form of a "high jump" or "double lane" section (where two or more riders ride in parallel) may also be included.
- 30.47 **ADDITIONAL PENALTIES**
Sections marked with a (speed) double lane:
- When a section is marked in a double lane for the passage of two riders simultaneously then the following penalty shall be added to the rider's total score together with any time penalties:
 - first riders finished: 0 point
 - second rider finished: 1 point
 - if both riders arrive at the same time with the same section penalty points the section is repeated with different section penalty points: 0 additional points to either rider
 - If both riders fail (5 points) 0 additional point to either rider
A maximum of 5 points per section, including the time penalty and the additional penalties would be applied to the riders.
Any penalty awarded by the section observer which is subsequently agreed by the Clerk of the Course to be within the Trial Appendices, shall be deemed a statement of fact.
- 30.48.9 Elimination
When the event consists of a single lap then the results will be decided on the total points lost, the winner being the rider with the lowest score. When the event comprises several laps, it is the total of points gained in the last lap that will count. For the riders not selected for the final lap it shall be their performance in the final lap for which they qualify that shall decide their result.

30.48 **GATED MOTOTRIAL**

30.48.1 Each event will comprise a minimum of 32 sections

30.48.1.1 Each lap will comprise eight sections

30.48.1.2 Each section will comprise several 'gates' including a numbered start gate and a numbered end gate

30.48.2 Each section has defined boundaries (usually taped).

30.48.2.1 Each gate is defined (usually by a pair of inward-pointing arrows).

30.48.3 Sections are to be ridden consecutively in ascending numerical order.

30.48.3.1 No practice riders within any section will be allowed – every attempt is to be scored

30.48.3.2 No rider is to attempt a section unless observed by an independent person.

30.48.4 Finishing positions are determined by the marks gained.

30.48.4.1 The rider who gains the most marks over the course of the event is the winner.

30.48.5 A rider is given +5 marks each time his front wheel spindle passes through a gate.

30.48.6 After his front wheel spindle has passed through the start gate, the rider is given -1 mark each time he gains/maintains control by making bodily contact with a fixed object (including the ground). This action shall be termed a "footing".

30.48.7 If a rider suffers a 'failure' within a section:

- They cease to accumulate points beyond the position at which they suffered the failure
- They retain the marks gained up to the position at which they suffered the failure.

30.48.8 A failure is defined by:

- Both of the rider's legs are on one side of the bike
- Both of the rider's legs are in front of the bike
- Both of the rider's legs are behind the bike
- The handlebars touch the ground
- Either wheel touches the ground outside the section
- The rider's bike travels in a backwards direction (relative to the direction of the section)
- The rider fails to make forward progress within the time limit (set at rider's briefing)
- The rider fails to pass the end gate within the time limit (set at riders' briefing)

31 Scott Trial

- 31.1 Trial: A Scott Trial shall cover a minimum distance of 30 kilometres, with a minimum number of 30 sections.
- 31.2 Prior to the start of competition, a machine examination as provided for in Rule 10.1 shall be carried out.
- 31.3 Tyres shall be trials tyres as provided for in Rule 30.5
- 31.4 A circuit inspection and exploratory lap shall be held prior to the start of the competition.
- 31.4.1 Starting: Two or three competitors at a time should start at one minute intervals (depending on number of entries, length of circuit and conditions). All competitors should be away from the start before the first rider completes the first lap.
- 31.4.2 First lap: Competitors are timed from the start, but may (at organisers discretion) have a free rider through the observed sections; the observers mark the score sheet with a tick to indicate that the rider has passed through his/her section on his/her first lap. (This avoids a build-up on the first lap or riders stopping to inspect sections before attempting them).
- 31.5 Circuit Markers: Marking shall consist of red pegs on the right; white pegs on the left.
- 31.6 Observed Sections: as per Observed Trials Rule _ _ _ _
- 31.7 Observers: There shall be a minimum of two (2) on every observed section, one to control riders entering the section, the other to be the points marker.
- 31.8 Points Lost on Observation: As per Observed Trials Rule _ _ _
- 31.8.1 Plus: 10 points for barging into a section with another rider still under observation unless permitted by observer.
- 31.8.2 Points Lost on Time: 1 point lost for every two (2) minutes in excess of standard time.
- 31.8.3 Standard Time: This shall be the time as set by the rider who completes the trial in the shortest time.
- 31.9 Finish Time: To determine Finish Time, take the average time of the first three finishers, plus 50%. This time is then added to each rider's starting time to give individual rider's maximum finishing time. Provided individual lap times are recorded on the master sheet, officials will be able to notify any rider not able to complete the trial inside his/her finishing time.
- 31.9.1 The Clerk of the Course will leave control and proceed around the circuit and close the sections. Any competitor on his/her last lap in front of the Clerk of

the Course then has time to complete his/her last lap, providing s/he has no breakdowns.

31.10 Result: This is determined by the lowest points on observation and time combined. In the event of a tie the rider with the most clean sections should be declared the winner. If still a tie, the rider furthest clean shall be declared the winner.

31.11 **Trials Sidecars**

31.11.01 Trials Sidecars will observe the same rules as for solo riders with the following exceptions:

30.11.02 A failure will occur when the machine ceases to move in a forward direction relative to the course.

30.11.03 A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.