



23

MOTO-TRIALS

23.1 PROTECTIVE CLOTHING – MOTO-TRIALS

23.1.0.1 No competitor may practice, start or compete in any Trials competition unless wearing the following protective equipment and clothing:

23.1.1 Helmet

23.1.1.1 An approved and correctly fitting helmet which must:

- a) Carry the Standards Association of Australia "AS 1698" label, or
- b) Be approved under Rule 01.69 & 01.70 of the Road Racing FIM Technical Rules [see Appendix 1].

23.1.2 Clothing

23.1.2.1 Trousers and a shirt.

23.1.3 Footwear

23.1.3.1 Calf length boots constructed of leather or similar durable material.

23.1.4 Footwear in pits

23.1.4.1 Closed footwear must be worn in the pit area at all times.

23.2 CLASSES AND GRADES – MOTO-TRIALS

23.2.1 Classes

23.2.1.1 Classes in Moto-Trials are:

- a) Open solo- which may be subdivided into Expert, A, B, C and Clubman grades,
- b) Open sidecar- which may be subdivided into A & B grades,
- c) Juniors - 7 to under 16 years,
- d) Veteran- for competitors 40 years of age and over and will use the Venables handicap system. (This handicap system is based on a formula devised by the late Ralph Venables, in that the riders' age is subtracted from 70. The number

remaining is added to the riders points lost, as a handicap),

- e) Classic - for machines manufactured before 1965 **and excluding machines manufactured in Spain**,
- f) Post Classic (Twin Shock) - for machines manufactured before 1986. The machines may not be fitted with disc brakes or mono-shocks,
- g) Women,
- h) Masters - for competitors of 35 years of age and over. No handicapping system will apply,
- i) Youth - for competitors aged between 16 and Under 21 years at the first day of the event. This class will compete using the Masters lines.
- j) **Air cooled mono shock**,

23.2.2 Junior

23.2.2.1 The following age groups and capacity classes subject to GCR 12.16.0.1 may compete on courses for junior competitions:

CLASS	CAPACITY
Junior 7 - 12 years	Up to 200cc
Junior Open	13 to 15 years Open Capacity
Junior Women	7 to 15 years Open Capacity - Women Only

23.2.3 Identification Plates

23.2.3.1 Identification plates must:

- a) Measure 200mm x 150mm +/-10%,
- b) Have the rider's name displayed on the identification plate, using lettering 25mm high minimum.

23.2.3.2 Identification plates may include reference to:

- a) Where a rider completed the Australian Moto-Trials Championship in the first 10 places in the previous year, that rider's place in the Championship, and

- b) The rider's club or sponsor, providing the background colour of the plate remains prominent and clearly visible.

23.2.4 Rider and Grade Identification

23.2.4.1 The following grades will have the following identification plates:

CLASS/GRADE	PLATE BACKGROUND COLOUR
A grade and experts	Red
B grade	Yellow
Masters	Yellow
Youth	Yellow
C grade & Veterans	Blue
Juniors, Clubman & Post Classic	White
Women	White
Sidecars - A grade	Red
Sidecars - B grade	Yellow
Classic	Black

23.3 FRAMES & PARTS - MOTO-TRIALS

23.3.1 Tyre Types

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

23.3.2 Ignition cut-out switch

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

23.4 FUEL- MOTO-TRIALS

23.4.0.1 Fuel for machines other than Classic competition must :

- a) Be unleaded, and
- b) Be no more than 100 RON,
- c) Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines.
- d) Be readily available from retail petrol pumps within Australia, or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

23.4.0.2 Fuel for Classic Moto-Trials must be:

- a) As per GCR 23.4.0.1, or
- b) Leaded fuel, providing that:
 - i) The fuel is purchased from suppliers approved by Environment Australia,

23.5 CLASSIC TRIALS

23.5.0.1 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.

23.5.0.2 Major components are:

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

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

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

23.5.0.5 All other components shall be considered as minor components.

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

23.5.0.7 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.

23.6 SIDECAR - MOTO-TRIALS

23.6.1 Designs and Dimensions

23.6.1.1 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.

23.6.1.2 The sidecar and machine wheels, if exposed, must be valanced on the inside.

23.6.1.3 Passenger grab rails, handles and straps may be fitted.

23.6.1.4 Sidecar wheel drive is prohibited.

23.6.1.5 An effective cut out switch must be attached to the handlebars.

23.6.1.6 Identification plates are required (refer GCR 12.6).

23.6.1.7 Efficient brakes must be fitted to the front and rear wheels.

23.6.1.8 When brake cam arms or lever are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.

23.7 COMPETITION RULES – MOTO-TRIALS

23.7.1 General

23.7.1.1 The result of a Moto-Trial or any class of Moto-Trial is decided on the total number of points lost, the winner being the competitor who loses the least number of points.

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

23.7.1.3 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) If the tie continues, the competitor wins who completes the greatest number of sections with the loss of 1 point, 2 points, 3 points and so on,
- c) If there is still a tie, a ride-off must take place, starting from the 1st section at a severity level decided by the Clerk of Course and continuing in numerical order until the tie is broken.

23.7.1.4 Meetings may be held in the following categories:

- a) Trials,
- b) No-Stop Trials,
- c) Super Trials.

23.7.1.5 Unless otherwise stipulated in SR all meetings will run using the trials rules described in GCR 23.7

23.7.2 Courses

23.7.2.1 Observed sections:

- a) Must be clearly named or numbered,
- b) Must have a clearly marked start and finish,
- c) Must have clearly marked boundaries,
- d) Must be preceded by an observed area of the route where the competitors are controlled,

- e) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
 - f) May be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.
- 23.7.2.2 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.
- 23.7.2.3 Passage through section must be indicated by gates which consist of:
- a) 2 arrows pointing inwards,
 - b) An arrow and a natural obstacle or boundary,
 - c) Coloured rectangles, red for right and white for left may be used to indicate section outer boundaries.
- 23.7.2.4 The available width between 2 successive gates may be limited by means of tape which must be:
- a) Placed no more than 500mm above the ground,
 - b) Not inside the line of markers on the same side.
- 23.7.2.5 Where a section is marked by stakes they must be:
- a) Of flexible material,
 - b) Connected by tape placed no more than 500mm above the ground,
 - c) Coloured Red for right and White for left.
- 23.7.2.6 The Promoter:
- a) 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
 - b) 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.

23.7.3 Penalties - Competitions

23.7.3.1 The following terms have the following respective meanings:

- a) Footing occurs when:
 - i) Any part of the body of the rider touches the ground **and or obstacle (tree, rock etc)**,
 - ii) Any part of the machine other than the:
 - Footrests,
 - Wheels,
 - Tyres,
 - Engine casing,
 - Frame,
 - Protection plates under the engine,
 - Sidecar body,
 touches the ground or an obstacle without stopping progress of the machine,
 - iii) Sliding a foot along the ground is deemed to be footing more than twice,
- b) Stopping occurs when the machine fails to maintain forward progress relative to the direction of the course,
- c) Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.

23.7.3.2 The penalties on the following page apply:



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INFRINGEMENT	POINTS LOST		
	TRIALS	NO-STOP TRIALS	SUPER 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	5
Footing twice whilst stopped	2	5	5
Footing more than twice whilst stopped	3	5	5
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 a 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	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

INFRINGEMENT	POINTS LOST
	ALL TRIALS
Practising on course prior to event	Exclusion
For disorderly conduct towards an official	100
Rider or Minder arguing with an official	10
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
Late to Scrutineering (per minute)	1
* Or as detailed in the SR	

23.7.3.3 The greatest penalty incurred in a section is the only one to be taken into account for each competitor.

23.7.3.4 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.

23.7.3.5 A time allowance of 90 seconds is allowed for each rider to complete each section. Each rider who fails to complete a section within the ninety second time allowance will be deemed to have failed that section. The time will start when the rider passes the section beginning line. The decision of the observer in charge of this time measurement shall be deemed a statement of fact.

Note: This rule will be applied to the National Championships, and to all State Championship rounds. Subject to inclusion in the SR, any promoter may choose to apply this rule to other open events.

23.7.3.6 Where necessary, for Moto-Trials, organisers may include a time limit to complete the first lap. This instruction should be included and defined in the SR.

23.7.4 Minder - Moto-trials

23.7.4.1 Each competitor in an event may have a Minder who, for the purposes of these Rules, will be a competitor.

23.7.4.2 A Minder must be identified as such in accordance with the requirements of the SR.

23.8 AUSTRALIAN MOTO-TRIALS CHAMPIONSHIPS

23.8.1 Use of Course

23.8.1.1 For the Australian Moto-Trials Championships, only those competing for the championships may use the course during the period of competition.

23.8.2 Preferred championship Date

23.8.2.1 It is recommended that the Australian Moto-Trials Championship be conducted by 31st August in each year.

23.8.3 Standards

23.8.3.1 Promoters must ensure that the standards of sections must provide for all levels of competitor in each class.

23.8.3.2 Riders of any nationality may be awarded an Australian Championship. The Moto-Trials Commission recommends that the Promoter provides a trophy for the best Australian should an Australian not win the title.

23.8.4 Handicap

23.8.4.1 The Venables handicap GCR 23.2.1.1(d) must be used for the Veteran's class.



Australian Government
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