



Information for Observers

Trials World Championships 12th & 13th April 2014. Maldon, Victoria.

This event is round 1 and 2 of the TWC and each day will be conducted over three laps of 14 sections and each competitor will be allowed 5 hours to complete their three laps. Riders will commence the trial individually at a designated time from the podium at the 'Paddock'. Riders must complete the sections in numerical order so it may be the case that the sections could get a little busy towards the end of the day so it's very important to maintain control of your section and not to be coerced into bending the protocol.

The Classes:

World Pro	Red Markers
World Cup	Blue Markers
125	Green Markers

Sections:

Each section must have a boundary tapes fixed to stakes which will be spaced to prevent major movement of the tape and the tape will be a minimum height of 10cm above the ground and below a maximum of 30cm.

Penalty for faults (Art.052.9.2, 053.9.2, 054.9.2 & 055.9.2)

052.9.2.1

The area of the section includes the corridor and the enclosures.

In the case of a failure penalty before the start of the rider in the section, this penalty will be attributed to the section concerned and recorded in his punch card. The Observer may authorise the rider to pass the section.

Failure: 5 Points

- Not entering a section, providing the rider has reported to the Observer
- Leaving his machine in the corridor
- The assistant entering the corridor
- Receiving any outside assistance on his machine in the corridor.

052.9.2.2 Penalty for faults in a section during the Trial.

In case of doubt from the observer concerning a penalty, the rider will always be given the benefit of the doubt.

All penalties below affect the rider and must be recorded on the punch card.

In the case of a failure penalty before the start of the rider in the section, this penalty will be attributed to the section concerned; the Observer may authorise the rider to pass the section.

a) 0 faults	0 points
b) 1 fault	1 point
c) 2 faults	2 points
d) More than 2 faults	3 points
e) Failure	5 points

Definition of a Fault

Each contact of any part of the rider or his machine (with exception of tyres, footrest and engine protection plate) with the ground or an obstacle (tree, rock, etc).

Definition of a Failure

The rider:

- The rider changes the condition of the section

The rider and/or his machine:

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside the section.
- The machine ceases to move in a forward direction relative to the course.
- The rider or machine breaks, removes or knocks down a marker causing the Observer to reposition the marker.
- One of the wheels rides over, rides above or on the wrong side of a marker or marker support.
- The machine passes through the gates of another category whatever the direction.
- The rider or machine breaks a tape defining a section boundary or internal separation.
- The motorcycle does a complete loop, crossing its own track with both wheels.
- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The rider or the machine receives outside physical assistance.

The Assistant:

- The assistant comes into the section without the invitation of the Observer.
- The assistant changes the condition of a section.
- The assistant gives physical assistance to the rider or his machine.

ALL FAILURES MUST BE SIGNALLED BY THE OBSERVER BY AN IMMEDIATE WHISTLE.

Note: Only the greatest penalty, as defined above, shall be counted in the section.

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| f) Not recorded on the punch card: | |
| • Missing a section | 20 points |
| • Not following the sections in numerical order | 20 points |
| • A rider, his assistant or any other person interested in the performance of the rider come into the section during the visit of sections | 20 points |

Penalties awarded by the Section Observer shall be deemed a statement of fact.

A machine is considered as being in a section when the front wheel spindle has passed the 'section begins' sign and until the time the front wheel spindle passes the 'section ends' sign. Under penalty of failure the front wheel must precede the rear wheel through both the 'section begins' and 'section ends' signs. If the front wheel exits the 'section begins' sign then a failure is deemed to have occurred.

Obstruction:

is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some unauthorised obstruction. Should a rider claim obstruction, observer may, at his discretion, allow a re-run of the section. The Observer's decision as to whether a re-run is permitted is final. Should a re-run be granted, the section shall be observed from the point of obstruction onwards and any marks lost prior to the point of the obstruction on the original attempt will stand.

Section Corridor:

There will also be a 'Section Corridor' at the entrance to the section which will be controlled by the observer. The corridor will be wide enough for a single motorcycle and long enough to accommodate three motorcycles.

Observation Enclosure:

This taped enclosure will be created outside the boundary tape of the Section and will be used by various officials (FIM Officials, Minders, Press, Observers) and is primarily designed to provide a work area without spectators. This area is also under the control of the Observers.

When an error occurs on the score card and the rider has already left without correction or in the case of an extra penalty, the Observer must fill in a copy and the form and submit this information to the clerk of course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and, anyhow, before the publication of the results on the board.

Yellow Card.

Each Chief Observer shall be issued with a 'Yellow Card'. The card shall be A6 in size (to fit into a pocket) and made of a rigid material.

A yellow card can be issued to a rider due to the behaviour or actions of the rider, the rider's assistant or wearer of a Manufacturer's bib accompanying the rider. If any of these persons refuses to obey the instructions of an Observer, or who behaves in a disorderly manner within a section, the rider shall be shown the Yellow Card. The issuing of a Yellow Card is a statement of fact and therefore no protest can be received in conformity with the FIM Disciplinary and Arbitration Code. The observer shall then complete a copy of the notification form and submit this information to the Clerk of Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and anyhow, before the publication of the results on the board.