

MOTO TRIALS STANDING REGULATIONS AND COMPETITION RULES

Key officials

1. TRIAL BOSS / EVENT ORGINIZER (formally known as race /competition secretary)

Key organizer of the Trial

2. REFEREE (formally known as Clerk of the course or Steward) main role to adjudicate any issues arising throughout the event. Event may have 1,2 or 3 Referee's .A referee can also be an entrant and ride the event provided there is at least 2 referee's at the event.

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TRIALS RULEBOOK

Must be read in conjunction with [General Competition Rules](#) and any other event forms issued by Organisers.

NOTES TO RIDERS

Article I. The rules for timed events are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with any enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.

Article II. Riders and Eligibility: Special Note: The AMA does not test the skill of individual participants in AMA - sanctioned events, nor does the Association licence competitors or judge riders competence. Participants are solely responsible for their safety.

Article III. Membership Card: The Membership card permits the member to participate in competition but does not imply that its bearer has been trained, tested or certified to have achieved any level of competence in the operation of his/ her motorcycle.

Article IV. General Equipment Standards: Equipment used in sanctioned competition must meet the standards as specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.

Article V. Responsibility: Participants are solely responsible for the condition of their machines and personal riding equipment. Officials do have the authority to prevent the use of any machines or equipment which they do not think is satisfactory.

Article VI. Competition Clothing: It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The rider must rely on his/her own judgement in the selection of any helmet and apparel for durability and safety. Certain Australian Standards for helmets are laid down in the rules and must be complied with.

Article VII. Meetings: Special Note: Riders are solely responsible for their safety at AMA sanctioned meetings and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track Officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate in the event.

Article VIII. These Rules shall apply to all Trials together with the Local Event Regulations and any Final instructions issued either in writing or verbal for individual events, except for Rule 1 relating to age of riders and capacity of machines allowed.

Section IX.01 1 TRIALS

Definition of Trials: Trials is a technical sport which requires the rider to traverse a course of natural or man made obstacles without putting their feet down, if the rider stops 'dabs' with their feet points are added to a final score where the lowest total is the winner.

Trials motorcycles are highly specialised lightweight and very manoeuvrable machines. Balance and control is key. Courses typically include vertical banks, streams, logs and other natural obstacles or man made challenges such as concrete pipes or ramps.

Section IX.02 2 AMA MEMBERSHIP

An AMA Trials Membership allows a rider to compete in AMA Trials.

THE MINIMUM AGE LIMIT FOR MOTORISED TRIALS ONLY IS 4 YEARS OLD.

Permission is required from the AMA for events catering for riders between 4 and 15 years of age.

Machine capacities:

4 to under 9 year olds	Maximum 80cc General Competition
6 to under 9 year olds	Maximum 80cc * Junior Championship
10 to under 16 year olds	Maximum 200cc * Junior Championship
10 to under 16 year olds	Maximum 300cc for General Competition

*Electric trials motorcycles must be sized appropriately and safely for the rider.

Riders may in exceptional circumstances ride larger capacity machines, applications in writing to the AMA office will be considered, with supporting evidence from Officials stating their case. Under no circumstances will such a request be considered in the 4-6 year old age range.

Section IX.03 3 RIDERS UNDER 16 YEARS OF AGE

At all events, a Parent/Guardian or another person over 18 years of age must be present and remain throughout the meeting including practice, to take responsibility of riders 16 and under years of age.

Riders whose legal guardian does not attend events, must supply a letter of authority to the AMA authorising a named party who will be responsible for the rider throughout the event. A copy to be carried at all time by the temporary guardian (ready for inspection), all minors will be bound by the directions of parent, guardian or any other appointed adult responsible for them at any event.

Child Protection: The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Local Event Regulations.

Section IX.04 4 ENTRY FORMS

Entry forms must be completed in every detail, signed by each entrant, rider or passenger (in the case of a rider being under the age of 18 years, the form must also be signed by the parent/guardian).

The entry form together with the entry fee (which includes riders insurance premiums for personal accident and off road risks should be forwarded to the Secretary of the Meeting. All riders, passengers and persons responsible for minors, must register arrival at an event by signing-on at the designated area.

Section IX.05 5 LIMIT ON NUMBERS OF ENTRIES

Any limitation on the maximum or minimum number of entries to be accepted, must be included in the Local Even Regulations. Acceptance or refusal of entry - riders should be notified of the position regarding their entry prior to the event.

Section IX.06 6 CHANGE OF RIDER

All entries are deemed to be in respect of the rider named on the entry form, no change of rider will be permitted. For 'team events' any change of an individual entry will be subject to the conditions laid down by the Local Event Regulations.

Section IX.07 7 MACHINE ELIGIBILITY

Machine eligibility may be left to the discretion of the event organiser. Machines must be trial specific motorcycles unless stated otherwise on event entry forms. Classic and twinshock machines not based on trial specific motorcycles should be suitable for trials competition. All machines must be fitted with regulation trial pattern tyres unless other tyre patterns are permitted on the event entry form.

Section IX.08 8 CHANGE OF MACHINE

Change of machine is not allowed. The same machine must be used throughout the trial.
(Championship competition only)

Section IX.09 9 'LANYARD' KILL SWITCH

All machines must be fitted with an operational lanyard type kill switch. Kill switch design must stop the motorcycle engine or power supply in the case of electric motorcycles once the rider and motorcycle are separated. Lanyard should be worn at all times while riding during an event failure to do so may result in exclusion from the event. Failure to wear a lanyard in a section will result in a failure of that section.

Section IX.10 10 GUARDS

Chain guard, brake disc guards and both front and rear sprocket guards where fitted as per manufacturer's specification must be fitted and functional. All machines must be fitted with an effective rear mud guard.

Section IX.11 11 RIDER NAMEPLATE AND NUMBERS

All machines must be fitted with a name-plate approx.200 x 150 mm +/- 25mm in either direction. The riders name should be clearly displayed in 25mm high contrasting text. The plate should clearly show the colour or colours of the riders division.

State issued number from results of state or national championships (no# 1 – 10 may be used for a 12 month period)

Riding number if required will be issued by the organisers. Rider number whether card or bib, must be clearly displayed in a legible condition throughout the event.

* On smaller machines that cannot practically fit a full size name-plate a smaller nameplate with smaller text is acceptable.

Section IX.12 12 CLOTHING

Clothing must cover legs, body and upper arm at a minimum. Motorcycle boots of calf length must be worn. Safety type wellington boots made of leather, rubber or plastic will also be allowed. Gloves are recommended to all competitors but not compulsory.

Motorcycle helmets, which are correctly fitted, must be worn by all officials, catchers, riders and passengers when riding a machine or in a section. Observers are not required to wear a helmet while observing. Helmets must comply with Australian, European, USA Japanese Standards.

Section IX.13 13 PILLION PASSENGERS

The carrying of pillion passengers is not allowed.

Section IX.14 14 START AND FINISH

A rider will sign on at the Start and must report at the Finish where the rider may be required to sign off. The method of deciding the starting order for riders will be stated at rider briefing.

The finish time of a rider is to be recorded on the back of the riders final lap score card/punch card by the head scorer or Trial boss /Event Organiser upon handing in to the score tent.

Section IX.15 15 RECOMMENDED ROUTE CARD

All competitors may be issued with a recommended route card for open type events before the start of each event. Any time limit must be detailed on the route card.

Section IX.16 16 ROAD MARKING

The use of dye for route marking is forbidden. For open type events the route or the recommended route should be clearly indicated by the use of the recognised coloured direction signs, i.e. White - Straight on, Blue – Turn left, Red - Turn right. These may be supplemented by direction arrows which are to be removed by the organisers immediately after the event.

Section IX.17 17 SECTION BOUNDARIES

The boundaries of a section may be tape or markers, which should be set out on either side of the section. The machine must stay within these marked boundaries.

Markers: If markers are used to identify the section boundary the section boundary is a straight line between each marker.




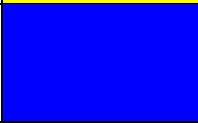

Tapes: If tapes are used they can be of any consistent colour and should be clear off the ground but not exceed a height of 500mm from the ground.

Any touches or dabs in or outside these boundaries whilst the machine is in the section will count.

All dangerous objects such as metal or glass etc. which could cause injuries to riders **MUST** be removed. Overhanging tree branches should only be removed with permission of the observer, Trials Boss or Referee.

Section IX.18 18 RIDER CLASSES

Riders must select a class upon entry into the event appropriate to their skill level. If their name is included in an official class list they can ride in a lower class , However for no award. A rider can only change class with explicit permission of the event organiser/ TRIAL BOSS. The divisions and marker colour typically used are described in the below table.

Division	Marker Colour	Description	Name Plate/Section Marker colour
T/Div 1	Green	The most difficult division, suited to top level riders	
T/Div 2	Red	High Difficulty	
T/Div 3	Yellow	Moderate-High Difficulty	
T/Div 4	Blue	Moderate difficulty; suited to the majority of riders and experienced riders on twinshock (pre-86) machines	
T/Div 5	White	Lesser difficulty; suited to younger riders, returning riders, sidecars and classic (Pre-65) machines	white
T/Div 6	Orange	The least difficult division suited to new riders, mini bikes, young kids and older riders.	

Riders should examine every section before riding through said section. Riders are not obliged to ride a section if they believe it is beyond their skill level. Riders should compete in a class that they find challenging but not beyond their capabilities.

The event organizer can add extra classes, special classes or exclude classes, any changes to classes being run will be described in the event forms. Any changes to class colour will also be described in event forms.

Section IX.19 18.1 PERIOD CLASSES

Classics. Trial bike based on an image of a machine built before the end of December 1964
A machine using an engine and gearbox available at that time, unit or pre unit, or a derivative of this engine or gearbox, maximum of four speeds, the basic design even though up rated over the years past 1964 was still a development of that basic design therefore still complies with these rules.

- a. *Front Forks: should be of pre 65 appearance, internals can be of late manufacture, maximum staunchoins diameter of 35mm.*
- b. *Carburettor: Open*
- c. *Frame : Should be a silhouette of one built before 1964 but not necessarily one in production, and a replica of known frame design should be sufficient.*
- d. *Brake Drums, rims, ect should be ones available at the time. No disc type brakes permitted.*
- e. *Wheels and components made outside of the period can be used but must be visually indistinguishable .*
- f. *Ignition system: can be of electronic design.*

Twin shock. For machines manufactured before December 1986 may not be fitted with disc brakes , must be fitted with twin shock absorbers.

Air cooled mono. For machines manufactured before December 1996 having a single rear shock absorber and an air cooled engine.

Typical Period Classes if catered for will be as follows

Classic: For machines manufactured before December 1964

Twin Shock: For machines manufactured before December 1986 may not be fitted with disc brakes or single shock absorber.

Air Cooled Mono: For machines manufactured before December 1996 having a single rear shock absorber and an air cooled engine

Bikes ridden in historic classes shall be in keeping with the historic period represented with respect to both visual appearance and components.

Event organizers may choose to run different historic classes e.g. pre-75 at their own discretion. These requirements for additional classes will be described on event entry forms.

If period classes are not catered for at an event it is recommended that riders enter a class appropriate for their motorcycle and riding ability.

Section IX.20 19 OBSERVED SECTIONS AND SECTION MARKERS

The limits of an Observed Section will be defined by artificial boundaries or natural boundaries, i.e. markers or tapes or natural formations. Sections will be numbered in sequence unless otherwise stated by the organisers. Sections marker or splits will be coloured to match each class. Each section will include a series of gates or marker arrows/splits each class colour where required. To complete a section a rider must pass through all gates and arrows of the colour assigned to their class. A gate consists of a pair of inward facing markers. An arrow or split consists of a single directional marker, the rider must ride through an imaginary straight line from the marker to the section boundary. Gates consist of two inwards facing markers at minimum width of 1m for solos and 2m for sidecars wherever possible.

Passing through a gate backwards will result in failure of the section (5 points). The forward direction of the gate is determined by the positioning of the gate Correct direction being passing through the face side of section markers/splits or in State /National competitions the section markers' /splits may be Numbered. Example of correct direction of a marker split or gate, if a gate or split is positioned in front of a ledge the rider must ride up the ledge and not down it, the forward direction is typically the direction of approach from the previous marker or gate.

Arrow placement is important as it governs the direction of travel.



- Highest grade always and only ever at the rear
- Arrow outlines are always clearly visible



The highest grade is always at the back. This sample is in reverse



Gate arrows out of order



Arrows out of order

Section IX.21 20 NEUTRAL GROUND

At least three machine lengths must be allowed between sections or subsections except in the following instance: A maximum of three (3) sub-sections together may have one and a half machine lengths between them instead of three lengths.

Section IX.22 21 ALTERATIONS

No alteration of sections or boundaries thereof is allowed after the first rider has passed through, or in the case of a two lap course, until all riders have passed through on the first lap. A section may be cut out or modified at the Referee's discretion, but no penalty marks deducted.

Section IX.23 22 OBSERVERS

Observers are appointed by the Trial boss/Event Organiser. Protests or appeals cannot be accepted against a judgment of performance made by the Observer, protests may be made to the Referee. Mistakes made by observers may be corrected with the approval of the Referee.

Section IX.24 23 PUNCHCARD

If punch cards are used, the responsibility of looking after them rests with the rider, only the rider (or that riders minder) can present the punch card to the observer. Any disagreements over the score punched, or errors should be reported to the Referee.

Section IX.25 24 RECOMMENDATION TO RIDERS

Please remember the observers are human, treat them with respect at all times and don't take longer to complete sections than necessary, don't argue or be disrespectful regarding marks etc. Remember, observers are here to help you and make your ride enjoyable, without observers we CANNOT run fair and enjoyable competitive trials.

Section IX.26 25 BAULK

A baulk is deemed to occur when a rider, is prevented from making an attempt to ride a section due to outside obstruction. Should a rider claim a baulk, the Observer may, at their discretion, allow a rerun of the section.

Section IX.27 26 PRACTICING

Practicing in the car park is not permitted unless authorised by Referee.

Section IX.28 27 DUAL SECTIONS

Promoters should include some easier sections to encourage riders. A good idea to cater for all levels of rider in each class is to set easier, moderate and harder sections in a 1:1:1 ratio.

Section IX.29 28 RIDERS

- a) Riders missing section(s) lose maximum marks possible on section or sections.
- b) CARELESS OR DANGEROUS riding, if reported, will entail exclusions.
- c) Changing machines after starting – exclusion (Championship Only)
- d) A rider is deemed to be in a section when the front wheel axle has passed the Section Begins card.
- e) The course is from start to finish as stated either on the event entry forms or route card.
- f) A rider is deemed to complete a section when the front wheel axle has passed the Section finish or ends card.

Section IX.30 29 RECOMMENDATION TO PROMOTERS

On observed sections which are subject to rapid deterioration due to weather, the referee, is given authority to alter such sections if, in that person's opinion, the section will prove to be impossible due to changed conditions on the day of the event. Any such change must be made BEFORE ANY RIDER has attempted the section (as per RULE 21).

Section IX.31 30 SCORING

A machine will be deemed to be in the section when the front wheel axle has passed the Section Begins card and marks will be awarded until the front wheel axle has passed the Section Ends card. 0, 1, 2, 3 and 5 system of penalty marks must be stated on observer cards.

Marks are awarded as follows:

- 1) 5 Points - Fails to complete the section.
 - a) Machine moved backwards.
 - b) Engine stops with rider or any part of the machine (except the tyres or bash plate/sump guard) touching the ground or obstacle.
 - c) Rider dismounts from the machine (both feet on the ground on the same side or behind the machine).
 - d) Machines crosses boundary tape or dislodges marker of riders own class (the observer is to instruct the rider to replace or repair marker after dislodging) front wheel may be lifted over markers provided the rear wheel tracks through the gate correctly (riding on a tape is acceptable however riding or crossing to the outside of tape is deemed a failure)
 - e) Machine or rider receives outside assistance.

- f) Removing your hands from the handlebars to gain advantage by adjusting section boundary tapes, markers or obstacles.
 - g) If the Handlebars of the machine touch the ground at any time, engine running or not.
 - h) If requested by rider to take a 5 rather than attempt the section.
 - i) A rider or person having an interest in the rider's performance, who in any way alters the severity of the section without the authority of an official.
 - j) A rider does not pass through all markers or gates for their class or rides through a gate in the reverse direction* or passes through a gate twice.
 - k) Kill switch lanyard not worn in a section.
- 2) 3 Points- Footing more than twice; moving or stationary, engine running, dragging feet pivoting feet or sliding feet
 - 3) 2 Points- Footing twice; moving or stationary, engine running.
 - 4) 1 Point - Footing once; moving or stationary, engine running.
 - 5) 1 Point - Leaning on a tree rock or obstacle to gain assistance
 - a) 0 Points - If a rider brushes, scrubs or hits a tree, rock or obstacle and no assistance is gained.
 - 6) 0 Points - Completing the section un-penalised.
 - 7) 10 point penalty for intentionally modifying the section such as gardening, moving obstacles or markers, placing kickers etc. Modifications can only be made to a section with the permission of a referee.

Footing will have occurred if any part of the rider's body touches the ground or the rider benefits from any part of his body leaning on an obstacle (tree, wall, rock, etc.). Footing outside the section does not class as failure but is simply classed as footing. No penalty for TOUCHING tape or Section Cards.

SIDECAR MARKING. The same as for solos but if the passenger foots or dismounts = 5.

NOTE –

Entering or signing on to an AMA Trial you acknowledge to follow and comply with all relevant clauses of the AMA Rule book, Participant Terms and Conditions and Statement of Responsibility.

If a rider or any person in the riders support group argues, abuses or speaks disrespectfully to an observer scorer or an official, The rider involved WILL BE excluded from the event in accordance with the AMA Statement of Responsibility and Participants Terms and Conditions

Promoters may adopt their own marking rules, any changes should be stated on the entry sheet or the signing on sheets.

Section IX.32 31 TIE BREAKS

If a tie occurs the Trial Boss determines if a tie break is required. The tie break method is at the discretion of the Trial Boss and will typically be described in the event entry forms.

The finish time of a rider is to be recorded on the back of the riders final lap score card/punch card by the head scorer or Trial Boss / Event Organiser upon handing in to the score tent.

In the event of a tie on points in any class the rider who completes the trial first and hands in their final lap card the earliest will be deemed the winner. Should the tie not be broken by time a ride off will take place on a section deemed suitable by the Referee.

In the event of a trials series tie, then the winner of the last event is deemed the series winner. If either rider didn't enter the last event, then the second last event is counted and so on.

Section IX.33 32 RESULTS

Event results may be announced and presentation conducted soon after completion of competition. Event results will be posted online.