

## South Eastern Centre Trials Regulations

These regulations are in addition to the Standing Trials Regulations in the current ACU handbook and the rules and regulations applicable to all events in the SE Centre.

Officials: These have clearly defined important roles and without them the trial will not take place. The National Sporting Code in the ACU handbook section 6 defines what they do and places on them certain responsibilities which a competitor must take account of.

For Example;

The Secretary of the Meeting controls all the paperwork before and after the trial and has to send a written report of all disciplinary matters to the Permit Issuing Authority as they arise. The Trials Combine will become involved and riders or officials face penalties if found guilty of a transgression.

The Clerk of the Course controls the running of the trial, all the riders and all the officials there. The Clerk is responsible to the Stewards of the meeting for the competent running of the trial and has to report to them any incidents. The Clerk is the person who can stop you riding, as a last resort in extreme circumstances, if you misbehave and, they must provide a written report about this if they do. It will accompany the Secretary's report to the Permit Authority. The Trials Combine will become involved.

The Stewards of the Meeting are there to exercise judicial authority over the running of the meeting. The ACU Steward who is appointed by the Permit Issuing Authority will report back all aspects of the meeting including the details of any transgression. Again The Trials Combine will become involved.

It is our policy to promote what we do in a fair and sporting manner and the following should be observed.

1. When organisers wish to limit or restrict the entry for an event, the means of doing so shall be fair and clearly stated in the supplementary regulations.
2. Clubs organising open events must issue a fully detailed results sheet showing clearly marks lost by the competitors in each section for each lap. A copy must be sent to the Centre Recorder and all riders (who have provided sae's). SE Centre Sporting Event Regulations are also to be complied with. Clubs are recommended to send the results in to the recorder clearly marked in class order to ensure the ease of awarding points and to avoid any error.
3. TSR 14 riding numbers shall apply to all events held within the SE Centre.
4. The 0 1 2 3 5 system of marking shall be used in the SE Centre with either TSR22A, TSR22B or FIM rule, at the discretion of the organising club and subject to SE Centre Trials Championship Regulations and Conditions. There should where possible be an observers meeting prior to the event and a riders briefing. When an Official penalises a rider for not attempting a section when called upon to do so – the official must give the rider warning and time to carry the request out, also the official must show that he has administered his decision fairly, i.e. if other riders had been there longer they should be asked to carry their attempt out first. The official should also write on his observer card or on an alternative sheet, what has taken place and explain this to the organisers at the completion of the event.

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5. No open permit will be issued if there is already a suitable event being run on an open permit within a 10 mile radius, unless written permission is given by the organising club. Such permission shall not unreasonably be withheld.
6. If a Group/Combine event is not being run on Group Sunday any club within that combine may apply to run a 'closed to club' trial on that day.
7. The classes to be run will be stated in the Supplementary Regulations.

8. Sections will be marked with coloured markers (cards or flags) as follows;

Elite	White plus deviation		
Youth Elite	White plus deviation		
Expert	White		
Youth A	White		
Intermediate	Blue	Air Cooled Mono Shock	Red
Over 40 Inter	Blue	Ladies Intermediate	Blue
Youth B	Blue	Youth Intermediate (Youth A)	Blue
Novice	Red	Ladies Novice	Red
Over 50 Novice	Red	Youth Novice (Youth B)	Red
Youth C	Red	Girls	Red
Twinschock	Red	Pre67	Red
Sidecar	Red	Pre67E Girder Fork – Rigid Rear	Red plus deviation
Youth D	Yellow	Pre67 Sidecar	Red plus deviation

The entire length of each section must be marked with pairs of 'gates' of the three or four colours, not only where there is a variance of route, except the Elite, Pre67E and Pre67 Sidecar.

The artificial boundaries of sections shall be tapes, cards or flags on each side of the course between which riders must pass. Tapes and all markers should be as per TSR21. Officials should be briefed to replace damaged tape or markers immediately before the next rider enters the section and such markers should be replaced in their original position.

In Non-Championship events and Centre Team Trials the Elite riders can compete with Experts on the same course but in their own class when a) the event is not difficult and b) no 'hopping on the move' is required.

In Centre Team Trials the Elite would be classed as Expert for this one off event.

9. Course: Riders should start at spaced intervals ideally 1 min apart or 2 riders per minute with a split course. The entire course should be ridden as intended; no doubling up at attempts on a section is permitted. The course must be ridden in the order in which it was laid out.
10. Closing of course: Every rider shall be allowed the same amount of time to complete the course. If a time limit is given to close the course it must be stated in the supplementary regulations and riders reminded in the final instructions. A back marker may be used to close the course and any time set should allow for late numbers who might experience delays in queuing at sections.
11. Time Restraint TSR19 For organisers that experience slowness of some classes to complete the course in a time that is fair to observers – this method TSR19 should be used. The method ensures a free flowing event with riders starting at 1 minute intervals or 2 riders per minute with a

loop course. When time restraint is used a suitable clock or clocks should be on display at time controls prior to and throughout the event, organisers should be familiar with SE Centre Trials Combine Guidelines and Conditions/Recommendations for setting out and running of events, and refer to them when seeking further information to control of events and time allowance. To discourage riders from taking far too long to ride the first few sections, the organisers can if they so wish introduce a time restraint for riders to compete the first lap with a maximum time – this maximum time for the first lap can be stipulated for the entire entry or, if the organisers request, part of the entry in a certain class or classes. The first lap time can be applied for just the first lap or can be applied as part of an overall time. Clubs that use Time Restraint should consult the Combine and Conditions/Recommendations that are laid down for Championship Trials.

12. The organisers shall send to all riders, Centre Steward and Centre Secretary; a) A programme or a list of entries at least 2 days prior to the event competition and b) A copy of the detailed provisional results within 14 days of the date of the competition.
13. For all open events the organisers shall send 1 programme or list of entries and 1 final results sheet to the Centre Trials Recorder at the finish of the protest period, or when any protests have been settled.

### Trials Upgrading or Downgrading

1. In trials of open status and above, a Novice rider who wins 3 best Novice awards will become an Intermediate. Similarly an Intermediate rider who wins 3 best Intermediate awards will become an Expert. All within the calendar year and to take effect on the 1<sup>st</sup> January the following year.

There is no stipulation that a rider gets upgraded to Elite from Expert, Experts can win and stay in the Expert class. Experts who would like to ride in the Elite class simply have to apply to the trials combine to have their name included on the Elite list. National ranked youth may ride Elite and also when reaching adult age.

In Novice only trials – the first place will count as one of the best novice awards required for upgrading. A rider can elect to upgrade but once they have done so they can only downgrade by using the procedure under item 3.

2. For the best awards rule to count for the sidecars there must be a minimum of 3 class entries in the official programme that start the trial.

For the best awards rule to count for the solos there must be a minimum of 6 class entries in the official programme that start the trial.

3. **Downgrading:** A rider in the Elite, Expert or Intermediate class may apply to the Centre Trials Recorder to be downgraded if they have not won an award during a period of 2 years. In special circumstances such as injury or illness etc they may apply sooner than 2 years. The combine will make the decision at their next meeting and inform the rider. Riders cannot downgrade themselves and in the year that a rider downgrades they cannot gain points or awards.

Elite, Expert and Intermediate riders can choose to ride in Pre67, Twinshock or Air cooled Mono classes on the lower routes and be eligible for points and awards. Riders are allowed to compete in more than one championship in a season.

(Document 1 – 2008)

4. Youth, girls, and ladies age will be as specified in the ACU handbook. For the Over 40 and Over 50 classes the riders should have reached the required age by the date of their first event that they enter in that class.
5. A schedule of riders and their class for SE Centre Events including those who upgrade or downgrade will be published each year in The Sporting Motorcyclist and on the combine website.

## SE Centre Trials Combine Championship Conditions

1. Clubs, riders, sponsors can have a say in the Championship they organise, ride in or sponsor. Meetings may be called and questionnaires/survey forms distributed. The results from meetings and questionnaires will be used by the Chairman to get an overall agreement of the majority. In this way those with the expertise of their class or event can shape the future progress of their speciality. This process of determining championship conditions may be carried out at any time of the year but will only be applied at the start of any season, not mid season. This will allow organisers ample time to include such changes in their supplementary regulations to be published in 'The Sporting Motorcyclist'.
2. Clubs that fail to comply with the ACU National Sporting Code and Standing Trials Regulations, Centre Regulations, Championship Regulations and Conditions might not be considered for the running of a Championship round the following year.
3. Application to run a Centre Championship round – clubs will be invited to run a championship round when an application date will be set the previous year – all interested clubs should have their application sent in by the due date to the relevant Secretary and must include their SE Centre Trials Combine subscription payment with the form.
4. Eligibility – clubs that apply for a Championship trial and do not include their payment will not get a round.
5. Stewards Reports – the combine may call upon any report and supplementary reports to be read out at a meeting.
6. Additional Information on Stewards report – the combine may request the Stewards report and also organise for a separate combine report with a format that would assist the combine in achieving standardisation of the organising of Championship events. Online survey forms for the riders to complete can also be used.
7. The Trials Combine will also need to know which club wishes to run an Elite Championship round alongside to their normal Solo Championship, and in order to give time for sponsorship to be sorted out all applications must be with the Combine Secretary prior to the dates meeting.
8. The Combine will provide the form for the Elite Championship round requests.

## SE Centre Trials Combine Constitution

1. The Combine committee shall consist of clubs that are fully paid up members of the SE Centre ACU and SE Centre Trials Combine having an interest in trials.
2. The Combine shall be responsible for regulation, development and advice, and encourage the sport of motor cycle trials within its district.
3. The Combine committee may make changes to rules and regulations to be considered necessary, the SE Centre Board shall have the authority to veto any decision or proposed action of the combine which is considered by the SE Centre Board to be detrimental to the interests of the SE Centre Board.
4. Main policy changes on key issues should be submitted to the Centre Board.
5. Clubs that have not paid their subs to the SE Centre Trials Combine are more than welcome to attend and take part in the meetings but, will have no voting rights.

### Election Procedures.

- Voting rights – to be eligible to vote a club must have paid the annual subscription to both the SE Centre and the SE Centre Trials Combine.
- AGM – This will be held in Oct/Nov each year – clubs that are able to by virtue of subscription will be able to vote by proxy providing they have attended at least one committee meeting in the current year.
- EGM – Clubs can vote by proxy.

### Officers:

- Chairman – To chair each meeting – to steer and maintain the order of the meeting – to achieve an overall agreement on issues – to stimulate interests for trials within the centre – to seek to preserve the ACU code of fairness for all who participate and organise the sport of motor cycle trials – to attend SE Board meetings when called upon – to have the casting vote on all matters in the event of a tie.
- Vice Chairman – To deputise for when the Chairman is absent.
- Secretary – To record and publish in minute form all material decisions made at official meetings – to receive correspondence and information relating to the combine for inclusion in an agenda for the appropriate meeting.
- Treasurer – To receive monies owed to the Combine and to pay promptly monies owed by the Combine – to account for income and expenditure and bank account balance whenever reasonably requested and provide a written statement at the AGM.

(Document 3 – 2008)

- Recorder – To receive results of all Open trials run within the Centre – to produce promptly aggregates for publication in TSM and on the Combine website – to control grading of riders and publish in TSM those who upgrade or downgrade each year – to ensure the annual awards are ready for presentation at the first appropriate trial of the new season (subject to 'Force Majeure').

Sub Committees – The combine may appoint one or more sub committees and may with the prior approval of the combine, delegate to them such powers as it may think fit. The members of such sub committees may include persons who are not members of the ACU but who possess relevant specific skills, knowledge and expertise. The sub committee is responsible to the SE Centre Trials Combine and shall appoint its own Chairman.

The SE Centre Trials Combine committee shall be authorised to decide any question for which no provision is made in its rules.

Should the SE Centre Trials Combine be found to be in breach of its rules then it has the right to rectify that breach at a subsequent meeting.

The Quorum for any SE Centre Trials Combine meeting and vote is 5. Every question to be decided at a meeting must be determined by a majority of votes of those eligible clubs present and voting. If there is an equal number of votes, the chair (or the person acting as chair providing they are from an eligible club) has a second, or casting vote.

## South Eastern Centre Trials Championship Regulations

All clubs that organise a round of the SE Centre Trials Championship shall abide by these regulations, championship conditions and recommendations and they are in addition to the National Sporting Code and Standing Trials Regulations in the current ACU handbook. All events should be run in a fair way to promote enjoyable off road motorcycling as per ACU policy.

**Eligibility:** To be eligible for a club within the centre to apply for and organise a championship round, they must send in their annual subscription payment to accompany their form applying for a date at the annual dates meeting.

**Applications:** To enable clubs to organise a championship round, application forms will be available and/or forwarded to the club secretaries or their nominated person in ample time before the dates meeting; only clubs that apply to run a round in the terms of the application will be considered. Clubs that fail to comply with all the regulations and any championship conditions might not be granted a round the following year.

**Geographical spread of championship rounds:** This will try to be achieved but where there are not enough applications this will not always be possible, if there are too many applications then a fair ballot system will be used each year, the clubs that miss one year will get a round the following year. In the Elite championship no rounds should clash with major British National trials which will be listed in 'championship conditions', the only circumstances a clash of dates may be allowed is if the ACU are late with a date or dates, or change their own dates. This aim should also try to be achieved when organising sidecar and youth rounds.

**Designated events:** Events that are designated as rounds for solo and sidecars will be announced in 'The Sporting Motorcyclist' and on the Trials Combine website as early as possible. In some of the series, riders may be able to drop one or more rounds and this will also be published with the dates.

**Entry Forms and Regulations:** Regulations will be published in 'The Sporting Motorcyclist' and should be headed 'A round of the South Eastern Centre Trials Championship' for the respective classes. Official entry forms should be used throughout and if any 'enter on the day' riders are allowed, they should be encouraged to bring the correct entry form with them to the event already filled out, and with a stamped self addressed envelope for results.

**Type of permit:** An open permit will be required for all rounds to be held within the centre. If an event is to be held outside the centre the normal permissions under the NSC shall apply. In special circumstances a higher status event could be classed as a round of the championship if agreed by the combine at any ordinary combine meeting.

### **Entries:**

- All championship rounds will have been listed after the dates meeting in the TSM and on the Trials Combine website.
- These rounds retain their status until the conclusion of the season unless published to the contrary in 'The Sporting Motorcyclist' or on the combine website.

## (Document 4 – 2008)

- Clubs must get their regs published in TSM in the month preceding the event for the points from the trial to be counted towards the championship aggregate.
- In the event of a delay, in circumstances beyond the control of the publisher, to the delivery of TSM, regulations that have been published in that edition can be advertised on the combine website and competitors can contact the organising club direct concerning their entry.
- Entries to all rounds open on the 4th day of the month preceding the event date, whether or not the regs are published correctly.
- The club will specify a closing date for entries which will be a minimum of 7 days before the date of the event.
- Entries received before the opening date must be treated as having been received on that day and subject to a ballot.
- It is recommended that each class shall be grouped together, red route riders start first at 1 minute intervals followed by blue route riders and then white route riders.
- Requests by parents, who are competitors with sons/daughters who are also competitors, to start together, should be considered favourably and they should make this request clear on their entry form.

**Entry Limit:** When an organiser wishes to limit or restrict the entry for an event they must state very clearly in the supplementary regulations the fair means for doing this.

**Closing of entries:** After the closing date no further official entries will be permitted. Late entries may be accepted only on the condition that no award or championship points can be given and may incur a penalty charge in addition to the published fee. This additional charge is at the discretion of the organising club providing it is published in the supplementary regulations.

**Riding numbers:** TSR14 shall apply.

**Course – closing of the course:** Time restraint – organisers must comply with South Eastern Centre Trials Regulations to speed up the slower riders and also enable a fair day's competition for all competitors.

**Championship points:** In all classes to be 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1. this covers 1<sup>st</sup> to 15th places. With open events all riders are eligible to score points in the South Eastern Centre Championship providing they have pre-entered.

**Ties:** At the conclusion of a Championship series, the points for each rider's best results from all rounds, less the pre-determined number of rounds, will be added together. The rider with the highest number of points to their credit will be the winner. If a tie occurs on the total number of points gained it will be resolved as follows: - a) In favour of the rider with the greatest number of wins. b) If not resolved then the greatest number of second places and so on down to fifteenth place. c) If not resolved then at the last SE Centre Championship event that the tied riders competed in as official entries will be used and the better of the riders at that event will win the Championship.

(Document 4 – 2008)

**Awards:** Providing that there are a minimum of six starters from the programme in the class, each first place individual shall be given an award and this includes the sidecar passenger. A club can of course make an award even if the minimum do not start.

**Jurisdiction:** On granting a permit to 'Promote'; The South Eastern Centre Trials Combine does not abrogate its overall responsibility for the championship series and may in its absolute discretion, withhold points for all or part of a 'round' introducing a replacement event at a later date if seen fit.

**Classes**

Elite	white route with harder deviations
Expert	white route
Intermediate	blue route
Over 40 Intermediate	blue route
Novice	red route
Over 50 Novice	red route
Youth Elite	white route with harder deviations
Youth A	white route
Youth B	blue route
Youth C	red route
Youth D	yellow route
Twinshock	red route
Modern Sidecar	red route
Pre67 (see below)	red route
Pre67E (rigid rear – girder forks)	red route with easier deviations
Pre67 Sidecar	red route with easier deviations (as Pre67E)
Ladies Intermediate	Blue
Youth Intermediate (Youth A)	Blue
Ladies Novice	Red
Youth Novice (Youth B)	Red
Girls	Red
Air Cooled Mono Shock	Red

Elite Youth – National ranked A & B riders may compete for the Youth award on the Elite route.

Riders may ride out of class for no award

Pre67 solos – One class for all machines defined in Pre67A, Pre67B, Pre67C and Pre67D

Over 40 – this is now a class separate from the Intermediate

Over 50 – this is now a class separate from the Novice

Every class has its own Championship status and will qualify for points and awards subject to a minimum number in the class.

If an event does not have an Elite round, Elite riders (adult and Youth) who enter will ride entirely on the Expert route and may qualify for trial awards. However, they will not score points in the Expert Championship (if the trial is an Expert round).

## (Document 4 – 2008)

When entering their first meeting of the year, over 40 Intermediates and over 50 Novices must decide whether they will be competing in the Over 40 or Intermediate Championship, or Over 50 or Novice Championship THROUGHOUT THE YEAR.

Any new championship or class will be encouraged, i.e. series with road work, providing there is interest from a minimum of two clubs to run any new series.

**Youth Intermediate and Youth Novice** – these classes can be used to accommodate those youth riders whose inability or inexperience precludes them from riding the higher/harder route according to their age. These classes are intended for youth who have competed at the Combine/Group level and wish to move up to Centre level and need a period to 'acclimatise' to the harder level. Youth Intermediate will be for Youth A and Youth Novice for Youth B. (this class will be subject to review during the year to establish its feasibility)

### Trials Group Sunday

Every second Sunday of each month is known as 'Group Sunday'. There are no Open trials running on those days as Trials Combines or Groups each run events in which members of constituent clubs of the South Eastern Centre participate. In November if Armistice Day falls on the second Sunday then the first Sunday in November is treated as Group Sunday. No trials events are held on Armistice Day.

### Pre67 and Twinshock Championship

These regulations are in addition to the NSC and Standing Trials Regulations in the current ACU handbook and other rules, regulations and conditions applicable to all events in the SE Centre.

The championship classes will be:

Pre67 – This is one class for all machines defined in Pre67A, Pre67B, Pre67C and Pre67D

Pre67E – This class is for all machines defined in Pre67E Girder Fork & Rigid Rear

Pre67 Sidecar

Twinshock

The Pre67 & the Twinshock class ride on the red route.

The Pre67E class also ride on the red route but with deviations as necessary for the Girder Forks.

The Pre67 Sidecar class ride on the Pre67E route.

Riders may ride out of class for no award

## Pre67 British Machine Trials Specification for Open & Championship Events

### Construction:-

1. Any electrical system.
2. Any carburettor
3. Forks and yokes to have the appearance of British manufactured forks as fitted to a British machine by a British manufacturer of the era. For Class C (2 strokes) then Cerani and REH forks are also allowed.
4. Rear suspension to be of Twinshock layout.
5. Frames to be replica or original and can be modified.
6. Engine to be of Pre67 manufacture.
7. Gearboxes to have outer appearance of those fitted at the time and to contain only 3 or 4 gears.
8. Wheels to have original or replica British hubs and brakes of the era.
9. Tyres must be fitted with inner tubes.

### Definition of Classes:-

1. Pre67A Of over 340cc sprung framed Pre Unit construction, 4-stroke singles or multi cylinder, or unit construction multi cylinders.
2. Pre67B Unit construction sprung framed 4-stroke singles of any capacity or multi cylinder under 340cc
3. Pre67C All 2-stroke sprung frame.
4. Pre67D Rigid framed machines of any cc, 2 or 4-stroke, single, or multi cylinder.
5. Pre67E Girder forked and rigid rear, any cc 2 or 4-stroke, single or multi cylinder.
6. Pre67F Sidecar machines to conform to the above manufacturing specifications and visually to conform to the era.

**Championship Conditions:** These will be set by organising clubs of each of the classes and by any sponsors.

Major British National trials dates will be publicised as soon as they become available.

Conditions and recommendations may be monitored by the combine utilising the Stewards report form and/or an alternative combine report form.