

### 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 Sections
- 30.2.1 The course shall be divided into a number of parts known as sections which shall be sequentially numbered from 1 up.
- 30.2.2 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 for Expert, Red for A Grade, Yellow for Intermediate, Blue for President/Junior & Clubman with President having one deviation marked by the addition of one green arrow or two to indicate a gate. Expert will follow red traffic light arrows unless otherwise directed by a large orange arrow. (Markers should be placed where they are unlikely to be dislodged and such that the terrain forms the section boundaries as much as possible. Tape should be firmly secured so that it does not move).
- 30.2.3 Riders must follow the arrows of their grade. The arrows for other grades may be ignored. Social/Twin Shock grade ignore all arrows and ride anywhere within the bounds of their section.
- 30.2.4 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).
- 30.2.5 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".
- 30.2.6 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.
- 30.2.7 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 impassible conditions.

### 30.3 Observation

30.3.1 Riders must start at the section which the Clerk of the Course nominates unless any rider objects to this before the start of the event or at riders briefing, in which case riders will draw for starting places directly after riders briefing.

30.3.2 Observation begins when the front wheel spindle of the motorcycle enters the section and finishes when the front wheel spindle leaves the section. It is sufficient that a competitor enters a section to be considered as having attempted it.

### 30.3.3 Penalty Faults

a) – 1 Fault : 1 point

b) – 2 Faults : 2 points

c) – more than 2 Faults : 3 points

#### Definition of Fault:

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

d) – Failure : 5 points

#### Definition of Failure for Moto Trials events where stopping is permitted.

- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary. When taped this defines the boundary.
- The rider receives outside physical assistance.
- The rider or their minder changes the conditions of a section.
- The rider or machine breaks, removes or knocks over a marker, a support or tape.
- The rider dismounts from the machine and has both feet on the ground, on the same side or behind the machine.
- The rider does not have both hands on the handlebar when footing, whilst stationary.
- The rider receives outside assistance.
- The engine of the machine stops whilst the rider is leaning or any part of the machine with the exception of the tyres, touches the ground, without forward motion.
- The handlebar of the motorcycle touches the ground.
- The motorcycle does a complete loop, crossing its own track with both wheels.

#### Definition of Failure for Non Stop Moto Trials, where stopping is not permitted

- All of the section above and
- The machine ceases to move in a forward direction relative to the course.

e) – Additional Points:

Only the greatest penalty, as defined above, shall be counted in the Section.

However, the following points may be additional:

Minders must not question or argue with any official on the day 20 points

Rider misconduct as deemed by the clerk of the course and/or the Steward under the general MNZ Code of Conduct to receive: 20 points  
One point per minute will be added to the riders final score past the official time at championship events only.  
Missing a section: 10 points  
Not attempting the sections in numerical order, unless otherwise instructed by the Clerk of the Course: 20 points  
If there is any question concerning penalties, the rider will always be given the benefit of doubt.

- 30.3.4 Non stop rules shall not apply to Island and New Zealand Outdoor Championship trials.  
Clubs may determine that other events are to be non stop trials. Riders must be made aware of the trial type prior to commencement of the competition.
- 30.3.5 Competitors may knock over markers within the bounds of a section provided that those markers do not pertain to the course the competitor concerned is required to ride.
- 30.3.6 When observation cards are lost by the rider, the rider will be penalised 5 points for each section on that lap.
- 30.4 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.
- 30.5 Tyres used in Moto Trials shall conform to FIM specifications. Briefly this means that a trials type block pattern is to be used. At Club Trials tyre profile may be optional.
- 30.6 CHAMPIONSHIP MOTO TRIALS (GENERAL)
- 30.6.1 Sections at Championship Trials shall generally be marked over natural terrain.
- 30.6.2 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.
- 30.6.3 At Championship Moto Trials competitors must be scored at every section by an Observer nominated by the Clerk of the Course.
- 30.6.3.1 As from 1/1/2011 riders must remain in the grade in which they enter their first championship event after that date unless they obtain the permission of the 'Grading Committee' to change grades.  
The Grading Committee shall consist of the North and South Island coordinators and the Commissioner. All applications to change grade shall be in writing and be accompanied by an endorsement by, at least one, MNZ licenced Moto Trials person.  
Riders wishing to temporarily ride a grade different to their own without contesting awards or points may be able to compete in an event at the discretion of the host club. They must, however, still notify the 'Grading Committee' of their intentions. Their intentions will be ratified so long as it complies with host club approval.

- 30.6.4 The Championship year will be from 1 January to 30 December every year.
- 30.6.5 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.  
If riders have identical scores after the above procedure then they shall be declared equal and share among themselves any awards being presented.
- 30.6.6 When Moto Trials are held as a series competitors will be awarded series points according to their placings 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.
- 30.6.7 Championship Classes see Appendix D.
- 30.6.8 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 under 100% of sections, a penalty of 10 points per unattempted section shall apply.
- 30.6.9 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.
- 30.6.10 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.

### 30.7 ARENA TRIALS

#### 30.7.1 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.

#### 30.7.2 Penalty Faults

- Disorderly conduct towards an official: Disqualification
- Receiving outside assistance, except where authorised: Disqualification
- In a section : – Clean: 0 point
- Footing or leaning once: 1 point
- Footing or leaning twice: 2 points
- Footing or leaning three times: 3 points
- Footing or leaning more than three times: 3 points
- Failure: 5 points

If there is any question concerning penalties the rider will always be given the benefit of the doubt.

The greatest penalty incurred as described above is the only one to be taken into account, however penalty as defined below are additional.

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 riders total score together with any time penalties:
    - first rider 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 point 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.

#### 30.7.3 Definitions

#### 30.7.4 Footing

Footing will be considered to have occurred if any part of the body of the rider, touches the ground or leans on an obstacle, if the machine is moving or not.

- 30.7.5 Machine leaning  
Machine leaning will be considered to have occurred if any part of the machine (with the exception of the tyres and engine protection plate) leans on an obstacle.  
Note: machine leaning means that the motorcycle has completely stopped
- 30.7.6 Failure  
A failure will be considered to have occurred if:
- a) The rider foots whilst moving backwards or sideways.
- Note: If a rider foots whilst moving forward or stationary, he will be penalized as footing and not as a failure.
- b) The rider dismounts from his machine.
  - c) The machine crosses a boundary with either wheel on the ground, or the machine passes the wrong side of a boundary marker before the front wheel spindle has passed the "section ends" sign.
  - d) The rider or his machine breaks, removes or knocks down a marker or support before the front wheel spindle passes a "section ends" sign.
  - e) The machine or the rider receives outside assistance.
  - f) The machine does a complete loop whilst the machine is considered to be in a section.
  - g) The front spindle exits the section via the "section begins".
  - h) The handlebar of the motorcycle touches the ground.
  - i) The engine stops with the rider footing.
  - j) The engine stops whilst any part of the machine with the exception of the tyres, touches the ground.
  - k) The front wheel does not precede the back wheel when passing through a gate.
- 30.7.7 Results  
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.
- 30.8 NEW ZEALAND MOTO TRIALS CHAMPIONSHIP
- 30.8.1 The New Zealand Championship will be decided over three one-day events held on consecutive days. The event will alternate between the North and South Islands providing that it is applied for by a club from each island in turn.
- 30.9 NORTH AND SOUTH ISLAND MOTO TRIALS CHAMPIONSHIPS
- 30.9.1 The North and South Island Championships will be decided over an unlimited number of rounds in each island.
- 30.9.2 A South Island rider may compete for the North Island title and vice versa.
- 30.9.3 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.

30.10 NORTH vs SOUTH ISLAND MOTO TRIALS CHAMPIONSHIPS

30.10.1 The Trial is to be a one day event held alternately in the North and South Islands.

30.10.2 A selected team of riders shall compete from each Island.

30.10.3 The teams selector shall be appointed by the MNZ Trials Commissioner.

30.10.4 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.

Summation of the individual rider's Championship points will determine the winning Island Team.

30.10.5 The shield is to be presented to the highest placed rider in the winning team and remain his/her responsibility until the next challenge.

30.11 NEW ZEALAND EXPERTS TRIAL:

30.11.1 This will be a one day event which riders who have qualified may compete for.

30.11.2 Qualifiers will be all riders who have previously competed in Championship Trials at Expert level.

30.12 TRIALS SIDECARS:

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

30.12.2 Footing will be deemed to have occurred when any part of the body of the driver touches any part of the section.

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

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

30.12.5 Any wheel of the machine crosses an artificial boundary or leaves the confines of the section.

30.12.6 Pillion passengers are not allowed except where provision has been made in the supplementary regulations.

30.12.7 The MNZ Office, in consultation with the Trials Commissioner, is authorised to issue permits for North Island, South Island and New Zealand Championships for trials sidecars.

### 30.13 Observed Trials – Sidecars

#### 30.13.1 Designs and Dimensions

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

- a. Overall length must be at least 775mm
- b. The nose cone or front plate must be at least 200mm long and 200mm high at the rear. The nose cone must taper to at least 100mm at the front.
- c. The width from the rear of the nose cone to the rear of sidecar must be at least 200mm.
- d. 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.

30.13.1.1 The sidecar and machine wheels if exposed must be balanced on the inside.

30.13.1.2 The wheel track must be at least 750mm.

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

30.13.1.4 Sidecar wheel drive is prohibited.

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

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