

TRIALS

STANDING REGULATIONS

2027

The National Sporting Code of the ACU and these Standing Regulations shall apply to all Trials together with the Supplementary Regulations and any final instructions issued for individual events.

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The ACU aims to ensure that all people irrespective of their age, gender, disability, race, ethnic origin, creed, colour, social status or sexual orientation, have a genuine and equal opportunity to participate in motorcycle sport at levels in all roles. The ACU fully supports youth activity in all disciplines and through the ACU Academy, some of our young riders go on to become British, European and World Champions in their chosen sport.

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DESCRIPTION

A Trial is a test of riding skill and balance over a variety of observed obstacles with riders incurring penalties for footing or for failing to fulfil other conditions.

AUTHORISATION AND LAND USE

The contents of "Procedures and safety arrangements for events using Forestry Agreement land" must be adhered to for any appropriate events.
Most events depend on goodwill from landowners, local authorities, nearby residents and other users of the countryside. For the continuance of orderly motorcycle sport, a Code, formulated by LARA has been adopted by the ACU. The Code for events with no speed element is reproduced below and will supplement the Standing Regulations. It is to be noted that where necessary disciplinary action will be taken if the Code is not fulfilled.

1. Any competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area, unless the route of the event is on a highway of higher status.
2. The Organiser is responsible for obtaining authority from landowners over whose land the event passes, unless the route of the event is on a highway of higher status.
3. Where the event requires use of public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the MotorSport UK Authorisation Department
4. The Organiser is responsible for ensuring the event meets all requirements of the Road Traffic Act 1988 and the Statutory Instruments made thereunder.
5. The regulations, final instructions of an event should display the following sign: "This event is routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary."
6. The Organiser should appoint an officer responsible for event liaison. The Liaison Officer should, if appointed submit their name and address to the local Highway Authority, the Parish Council, the Police and landowners over whose land the event passes. The Liaison Officer will thoroughly investigate any complaints and try to resolve any problems arising from the event.
7. Wherever possible the Liaison Officer should maintain good relations with other path users in the area such as horse-riders, walkers, cyclists, recreational motoring groups and orienteers. The Liaison Officer should notify these groups in advance of an event where they are known to him.
8. All competitors must follow the Country Code.
9. Ensure that all aspects of the ACU Environmental Code are adhered to.
10. Emergency information
11. Supplementary regulations should include either a map reference or a postcode relating to the venue in order to assist the Emergency services.
12. NB In addition it is recommended that the map reference, farm name, address and postcode should be available at each Section together with the Mobile telephone number of the Secretary of the Meeting. The preferred method is to have this information on a card encased in a plastic wallet on a lanyard. Examples of these are available from ACU Offices.
13. Dogs may be prohibited at some venues. Where they are allowed, they are to be kept under control and owners are responsible for clearing up any fouling which may occur.

TSR.1 ELIGIBILITY/LICENSING

All riders and passengers must hold a current ACU/SACU Trials Registration card or an ACU/SACU competition licence. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.
Where the Trial includes the use of public highways, then this will be stated in the Supplementary Regulations. If public highways are used, then it is the sole responsibility of the rider to ensure that their machine is roadworthy and that they and their machine comply with all legal requirements.

RIDERS/MINDERS/ASSISTANTS AGE

a) **Adult riders**: A rider must be at least 16 years of age to participate as an Adult.
b) **Sidecar passengers**: In principle a Sidecar passenger must be an Adult however riders may be allowed to compete in Adult events subject to the discretion of the Trials Commission and subject to themhaving a minimum age of **12 yrs** Nominated drivers/passengers must ride the entire event in their designated positions.
c) **Minders/Assistants**: In events where Minder/Assistants are allowed, their minimum age must be 18 yrs.

Age on 1 Jan	Youth Class	Maximum Engine Capacity/ Electric Power Output Modern Machine	Maximum Engine Capacity Twinshock & Dru, Brake Machine up to:	Maximum Wheel Size
3 - 5 years	E	Electric power – 1.5KW	Electric power – 1.5KW	Small Wheel - 16" Front 14" Rear
6 - 8 years	D	80cc/5.0KW	80cc/5.0KW	Medium Wheel - 19" Front /17" Rear
9 - 11 years	C	80cc/5.0KW	80cc/5.0KW	Standard Wheel - 21" Front /18" Rear
12 – 14 years	B	125cc/7.0KW	250cc	Standard Wheel - 21" Front /18" Rear
15 - 16 years	A	125cc/7.0KW	250cc	Standard Wheel - 21" Front /18" Rear
17 years	Adult	Any machine capacity	Any machine capacity	Standard Wheel - 21" Front /18" Rear

- The above is based on the wheels of combustion engined machines using motorcycle tyres. If other wheels are used as on current Electric powered machines then the outside diameter (total circumference) of the tyre must not exceed that of the corresponding tyre size
- Rebores are permitted subject to the resulting engine capacity not exceeding a tolerance of +3cc

To align with FIM regulations:

- A rider that has reached the age of 12 years at the date of a competition may opt to move to the B class on a machine up to 125cc
- A rider that reaches the age of 16 years at the date of a competition may opt to move to the Adult class and ride a machine above 125cc. Whilst riding as an A Class Youth the rider is restricted to machines of up to 125cc .
- Any rider who competes as an Adult in the Championship Class of the Adult British Solo Trials Championship relinquishes the possibility to revert to Youth in the future.
- Refer to **Trial GB regulations** for specific age categories for Trial GB and Trial GB Youth.
- **At all ACU events, youth riders must ride a machine which complies with the above regulations**

Criteria for riders wishing to ride in any lower class:

- A rider may enter any event in a class below that of his/her age group on a "no award, no points" basis.

In all cases the rider must always comply with the maximum capacity and wheel size for theiractual age.

TIME AND OBSERVATION RULES FOR YOUTH TRIALS (A & B CLASS RIDERS)

1. Qualified First Aid Personnel with equipment and transport must be in attendance.
2. The course must be marked in such a manner that excludes sharp corners and blind bends wherever possible.
3. Travelling Marshals will be provided to give at least one per two miles of course.
4. The Regulations must include the note "This Event is not recommended for Novice Riders".

5. The general public are to be discouraged from entering the area of the course.
6. Any other Youth class riders are only allowed to participate after prior approval of the Trials Commission.
7. A Steward appointed either from ACU Headquarters or from the Local Centre should be in attendance.

TSR.2 ENTRIES

Affiliated Clubs/Approved Organisers/Promoters must ensure that an entrant's application to compete in an event is completed in every detail and submitted with the entry fee which includes insurance premiums. The approved methods of entry to an event shall be by one of the following:

a. The ACU Sport80 event entry system.
b. An alternative on-line entry system managed by the Club, Organiser or Promoter.
c. An event entry application form.

If an alternative entry system to the ACU Sport80 system is used, the secretary of the meeting must ensure that checks are undertaken to verify the entrant meets the requirements in terms of minimum age, and valid licence.

The closing dates for entries and conditions for return of fees, and any other special requirements, must be specified in the event Supplementary Regulations.

Riders and passengers arrival at an event must be registered not less than 30 minutes prior to commencement of the said competition.

Riders and Passengers under 18 years of age (Minors):
In order to conform with the Children Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. The Parental Agreement is incorporated in the Annual Competition Licence and Trials Registration form and once completed will serve as the riders Annual Parental Agreement. All minors will be bound by the directions of parent(s), guardian(s) or other appointed adult responsible for them at any event. The following guidelines apply:

Minors Under 14: The Parental Agreement must be signed by a parent or legal guardian who must also be present when the rider competes.

Minors Aged 14 or 15: The Parental Agreement must be signed by a parent or legal guardian who must also be present when the rider competes unless they have specified another responsible adult who may sign for and accompany the rider at events.

Minors Aged 16 or 17: The Parental Agreement must be signed by a parent or legal guardian. There is no requirement for the minor to be accompanied to events by an adult.

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

TSR.3 LIMITATION OF ENTRIES

Any limitation on the maximum or minimum number of entries to be accepted, together with the method of limitation (e.g., in order of receipt, by ballot, etc.) must be included in the Supplementary Regulations.

TSR.4 WARNING NOTICES

Organisers should display Warning Notices at the event, recommended to be placed at any point of the course where the public is likely to congregate.

TSR.5 TEAM NOMINATIONS

TEAM-ONLY COMPETITIONS (E.G. INTER CENTRE).

All riders and passengers must sign an entry form and all entries must be made via an appointed Team Manager.

TRIALS INCORPORATING COMPETITION FOR TEAMS.

Teams shall consist of riders who have entered individually and such riders must complete a declaration on the entry form signifying their consent to nomination as a team member.

TYPE OF TEAM

a) **Club Teams**. A rider must be a registered member of the nominating Club and may be nominated as a member of one Club Team only.

b) **One Make of Manufacturers' Teams**. Teams shall consist of riders all riding machines of the same manufacturer.

Details of further teams if any shall be contained in the Supplementary Regulations.

TSR.6 CHANGE OF RIDER

All entries will be deemed to be in respect of the rider so named and no change of rider will be permitted except in the case of "Team Only" competitions where the Team Entry is submitted by a Team Manager. For "Team Only" competitions any change of an individual entry will be subject to the conditions of the Supplementary Regulations.

TSR.7 CHANGE OF MACHINE AND/OR PASSENGER

Any request for change of machine and/or passenger must be made in writing and submitted to the Secretary of the Meeting at least one hour prior to the start of the event. The same machine must be used throughout the event. In the case of a sidecar this is deemed to be an integral part of the machine.

TSR.8 MOTORCYCLES

Motorcycles must comply with Appendix D of the National Sporting Code & ACU Specifications. At all times during an event, it is the sole resposibility of the rider/parent to ensure that their entered motorcycle is of safe and sound condition and no defects are present. When the event uses the public highway, it is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements Organisers may at their discretion, allow riders to share the same machine in a Closed to Club Trial held on private land.

SOLO: Motorcycles propelled by the action of one wheel in contact with the ground and making only one track on the ground. Machines must have independent brakes on both front and rear wheels.

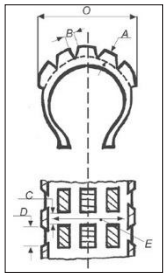
Brake and Clutch levers. All handlebar levers (clutch, brake etc.) must be in principle ball ended. These ends must be permanently fixed and form an integral part of the lever or as per origionaly fitted at manufacture

Mudguards must be fit for purpose and corresponding to the original equipment.

Footrests must be of the folding type or as per origionaly fitted at manufacture.

Throttle must be self-closing when not held by the hand. The machine may be set with a "tickover".

Wheels If of cast, or fabricated construction (other than conventional spoked wheels) then protection must be provided to the rear wheel by the fitting of 'solid discs' to cover open areas.



Tyres. Only tyres which conform to the following specification may be used. All tyres will be measured mounted on the rim inflated to a pressure of 14lb/sq.in, and must have a nominal aspect ratio of 100/100. Overall width (O) measured at wheel spindle height must not exceed 115mm. (Refer to diagram). Tread depth must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 9.5mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. (Tyre must have the same appearance if reversed and conform in principle with these diagrams). The tyre surface must not be fitted with any subsequently mounted elements such as anti-skid devices, chains, etc. NB: Only tyres available from commercial sources and complying with these dimensions are permitted in competitions. Where the event uses the public highway, tyres must be manufactured to comply with European Tyre & Rim Technical Organisation and have the relevant markings.

Tyres for Long distance Trials. Tyres Spec as per TSR8 for ACU Trail Bike Championship events. Tyres used in non-championship events must be road legal and the tread pattern is to be at discretion of the organisers and as stated in the Supplementary Regulations.

Cutout Device. With the exception of Four Stroke Sidecar machines fitted with external magnetos ignitions, all machines used in Youth and Sidecar competitions must be fitted with an operational lanyard cut out device so as to stop the engine/motor should the rider and machine be parted. The lanyard from the cut-out device must be securely fitted to the rider and be of a length not greater than 1m when fully extended. It is recommended that all machines used by Adult riders be fitted with a lanyard operated cut out device as described above.

Chainguard & DiskGuards must be fitted to all motorcycles as per manufacturer's specification.

Rear Sprockets. Rear sprockets should be of solid construction or covered by a solid decal for all Youth machines

Engine Measurement Where it becomes necessary for the ACU or an organiser to verify any fact relating to an engine size, it shall be carried out at the cost of the rider. Where an engine is measured, as the result of a protest, the protest must be submitted with the appropriate fee plus a deposit of £250.00 which can only be returned if the protest is upheld. If the protest is unsuccessful then the deposit will be awarded to the person against whom the protest has been made and the protest fee will be sent to the ACU Benevolent Fund. The Clerk of the Course shall judge as guilty anyone who refuses to present an engine for measurement. A rider whose machine is found to have an engine size not complying with the rules will be disqualified and will be liable to further disciplinary action If engines are presented for measurement, but this cannot be carried out at the event, the engines must be sealed for later measurement. If seals are damaged or

removed the rider will be disqualified and subject to a fine.

TRIALS SIDECAR SPECIFICATION

All motorcycles in Categories B (1), B (2) and B (3) shall comply with the following requirements:

1. The entire body including the floor shall be either sheet metal or other substantial material and the Sidecar must be rigidly fixed to the motorcycle.
2. The minimum height of the body at the apex of the dashboard position-375 mm (15")
3. The minimum width of the cockpit at seating position-300mm (12")
4. The Track must be a minimum 876mm (34.5") – the distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.
5. A seat must be fitted for the passenger and shall be not less than 300mm (12") from the floor of the S/C
6. The front of the sidecar can be constructed with or without a nose (i.e., flat front) However, if a nose is fitted the forward end must be hemispherical with a minimum radius of 75 mm (3") with a minimum width of 150mm (6") and a minimum depth of 150mm (6")
7. The fitting of grab rails, handles, straps etc. shall be according to the driver`s requirements.
8. Protection for the passenger must be provided from the rear wheel, the primary and final drive of the motorcycle and from the sidecar wheel by means of a mudguard or the coachwork of the sidecar.
9. The use of sidecar wheel drive is prohibited.

TSR.9 FUEL

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden. Refuelling must not take place when the engine is still running. Mobile Phones must not be used in refuelling areas.
It is recommended that organiser provide a specific area to enable the recharging of electric machines. Where this is not possible machines should be charged away from vehicles and any generator should be placed on an environmental mat.

ENVIRONMENTAL MATS

All machines and generators must stand on an Environmental mat whilst being refuelled.

TSR.10 TELEMETRY

The use of Telemetry between the rider/motorcycle and any other person/equipment by radio means is not allowed.

TSR.11 RIDING NUMBERS

Riding numbers issued by the organisers, whether card or numbered bibs must be clearly displayed in a legible condition throughout the competition. Riding numbers shall not be defaced in any way and no event sponsors advertising shall be covered. Riding numbers shall be removed at the Finish. Where there are different section routes for different classes of rider, each rider shall be issued with a means of identification to reflect the route the competitor is riding.

TSR.12 CLOTHING

Clothing must cover legs and body and it is recommended that arms should be covered. The wearing of gloves is recommedned

Boots Footwear/boots should be in good condition, made of leatheror other materials, having equivalent properties, must be worn by all riders & passengers and have a minimum height of 30cm.
Motorcycle helmets Competitors, both riders and Sidecar passengers must wear a correctly fitted **Road legal (ECER22-05, ECER22-06, BS6658:1985) motorcycle helmet (cycle helmets are not permitted)** at all times during the event whilst riding a motorcycle or quad. Officials must wear a correctly fitted helmet whilst riding a motorcycle at all times during the event, and are recommended to wear a helmet whilst riding a quad. Unless the helmet is manufactured with the camera as an intrinsic part, helmet cameras (including the helmet camera brackets) and cameras attached to the body are prohibited. Cameras attached to the machine are permitted.
Jewellery Competitors are advised not to wear hand, face or body jewellery which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g., chewing gum.
Youth All Youth competitors must have clothing covering arms and wear gloves covering hands and fingers. **Back aprotectors must be worn by all Youth competetors & are recommended for Adults, (EN1621-1 & EN1621-2 standards are advised)**

Competitors with long hair – Long hair must be contained within the helmet, or tied up & must not be below their shoulders.

TSR.13 PILLION PASSENGERS

The carrying of pillion passengers is not allowed except where provision has been made for this in the Supplementary Regulations.

TSR.14 CONTROL OF EXHAUST SOUND LEVEL

The sound level of a Trials machine controlled according to the ACU method and measured at 2 metres distance will not exceed 100 dBA before the start(+2 dBA during or after the event) (For precise method of testing, see Sound Control Regulations).
There may be one or more random sound level tests during the event for which the rider will not be allowed to make any adjustments. A rider whose machine exceeds the maximum permitted sound level or does not present their machine in a testable condition will face immediate disqualification and must return to the finish as directed.
Additionally, at any time during the event, the Clerk of the Course or the appointed official is empowered to disqualify any machine they considers excessively noisy.

TSR.15 START AND FINISH

Prior to Starting, the rider must have signed on, had his/her machine examined and be suitably dressed. All riders, including riders who have retired, must report to the Finish where they may be required to sign off. The method of deciding the starting order will be stated in the Supplementary Regulations or, where applicable, in the appropriate Championship Regulations.

TSR.16 TIME

For Trials other than Time and Observation Trials, where full details regarding the calculation of time penalties shall be included in the Supplementary Regulations, the following shall apply; if a time restraint is applied to part or all of the Trial, it shall be in the form of an individual allowance for each rider and the details given in the Supplementary Regulations or Final Instructions. Wherever a Time restraint is applied there must be a Clock showing the Official time visible to all riders at each time control point.
A rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should be at the last section, or as close as practical. Riders will be penalised one mark per minute or part of that minute up to a maximum of twenty for late starting, and for arriving late at any subsequent Time Control, and thereafter disqualified.
It is recommended that the time limit shall not be extended other than in the case of Force Majeure as determined by the Clerk of the Course.

TSR.17 COURSE/ROUTE

The Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders and ensure the course is of the correct length to allow electric machines to complete a full lap without recharging. When planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the Public who may attend.
The onus of following the correct route rests entirely with the rider. A rider leaving the course must rejoin it at the same point. When public roads are used to connect areas of private land a map clearly showing their position must be displayed at the Start or in the programme. The onus of finding these areas of private land rests entirely upon the rider

and any route marking provided by the organisers is purely for assistance. The Clerk of the Course reserves the right to modify the route. To qualify as a finisher and be eligible for an award, with the exception of a section where the rider has recorded
a failure, the rider's machine must have travelled the whole distance under its own power or the exertion of the rider and passenger. Any rider, who on any private land is accompanied by another vehicle unconnected with the event, is liable to disqualification. Any competitor who is, in the opinion of the Clerk of the Course, considered to be riding the course for the benefit of another competitor is liable to disqualification and reporting to the Stewards for further disciplinary action.
If route marking is appropriate, it is recommended that discs (square, round, etc. – not arrows) are used to signify the direction – red for right, blue for left and white to straight on. It is suggested also that where a red or blue disc is used then following the turn, there should be a white to assure the rider that the correct route has been taken.

TSR.18 OBSERVED SECTIONS

The organiser must display which route each class is riding indicating the corresponding colours of the route marking. Details may be displayed at signing on, at the first section or contained in the Final Instructions or programme. Riders in the same class must all start at the same section.
It is recommended that routes be marked as follows:
Route 1 – Principal Route – Blue (left) Red (right) Route 2 – Yellow both sides Route 3 – White both sides
Any further routes to be marked in a colour chosen by the Organiser.
In the above, the letters denote the severity of the sections in descending order i.e., Route 1 would be hardest, Route 2 next hardest and so on.

Routes may be marked in their entirety in the colours shown – or the Organiser may mark appropriate diversions in these colours. Ideally – the coloured section of markers should be in the shape of an arrow – with the point toward the centre of the section.

No penalty shall be imposed on a rider who wishes to inspect a section before riding it.

The lateral limits of an Observed Section or Sub Section may be defined by artificial boundaries such as markers or tapes, which shall be firmly placed and positioned in a way so as to clearly define the intended limits of the section. If tapes are to be used, they shall always be clear of the ground but not exceed a height of 500mm from the ground.

The Start and Finish of each Observed Section or Sub-Section will be clearly defined, with the Section Begins and Section Ends identified as such.

Sections and Sub-Sections shall be numbered or lettered and ridden in the correct sequence unless otherwise instructed by the organiser in Final Instructions or Riders' briefing.

A rider failing in a Sub-Section must restart in a forward direction from the Sub-Section in which they has failed. To qualify as a Finisher and be eligible for an award, the competitor must be deemed to have made a bona fide attempt at least 75% of the sections.

Observer safety

Whilst laying out sections, organisers should consider the location of Observers at each section and ensure they can operate in a safe environment whilst observing. When deploying observers on the day, consideration should be made to the mobility of observers and allocate them to suitable sections. Always consider weather conditions in relation to competitors and officials' safety e.g., high winds especially in woodland.

TSR.19 PUNCHCARDS

If the punch cards /E-Chip are used the onus of looking after these rests entirely with the rider and only rider/passenger may present the punch card to the observer unless the rider is in the C, D & E class age group and the assistant or minder of that rider may look after it and present the punch card / E-chip to the observer.

Any disagreement over the score punched, or errors must be reported to the Secretary of the Meeting immediately upon completion of the event. The Observer must be informed that this action is being taken as any error not verified by the Observer shall not be accepted. Refusing to have the card punched, deliberately disfiguring or losing the punch card will result in disqualification for which no protest will be accepted. Any rider who does not return their punchcard to the appointed Official without delay will be classed as retired.

TSR.20 OBSERVERS

An Observer is an assistant to the Clerk of the Course appointed to judge a competitor's performance in an Observed Section. No protest or appeal can be accepted against a judgement of performance made by an Observer, however, a protest may be accepted against any breach, or misinterpretation of the Regulations.

A mistake made by an Observer may be corrected by the Observer with the approval of the Clerk of the Course.

TSR.21 INSTRUCTION TO RIDERS

Any instruction to riders not included in the Supplementary Regulations (Final Instructions) must be approved by the permit issuing authority if issued prior to the event or approved by the Stewards of the meeting if issued at the event. Subject to being issued in one of the following ways they shall have the same force as these Standing Regulations.

- Issued in writing and distributed to each rider.
- Issued via a clearly situated notice board.
- Via a rider briefing meeting, providing all riders have been informed formally of the venue and time of such a meeting.

TSR.22 METHOD OF MARKING

A machine will be deemed to be in an Observed Section or Sub-Section when the front wheel spindle has passed the 'Section Begins' Card and until the front wheel spindle has passed the 'Section Ends' Card. Marks will be lost as follows:

A)STOP PERMITTED

Normal

0	Clean
1	Footing once
2	Footing twice
3	Footing more than twice
5	Failure
5	When requested by a rider rather than attempt the section
5	Entering a section before being called upon to do so by an official
10	Not attempting a section when called upon to do so by an official
10	For missing a section or failing to have punch card marked

Graded Hills. Where a Section is to be termed a 'Graded Hill' a notice to that effect must be displayed at the Section Begins, and the following shall apply: Numbered boards must be placed at defined places along the Section, in order that a rider's performance may be determined. Marks will be
lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.
Footing is allowed without penalty.

0	Clean
1	Reaching or passing the "1 Board" without Failure
2	Reaching or passing the "2 Board" without Failure
3	Reaching or passing the "3 Board" without Failure
5	Failure to reach the "3 Board"
5	When requested by a rider rather than attempt the section
10	Not attempting a section when called upon to do so by an official
10	For missing a section or failing to have punch card marked

DEFINITIONS

Clean: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".
Footing: Footing will be considered to have occurred if any part of the rider's body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefit from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.) Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing.
Failure: A failure is considered to have occurred if:

a) The machine moves backwards whilst the rider is footing, engine running or not.
b) The rider does not have both hands on the handlebar when he/she foots
c) Stalling an engine will not result in any marks given, but penalty points applied for footing as normal, so long as the machine does not go backwards while footing.
b) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of, or behind the machine.
c) A machine does not stay within the intended limits of the section as defined by the Observer.
d) If any wheel of the machine crosses any boundary tape or goes over or on the wrong side of a marker, whether the wheel be on the ground or airborne, before the front wheel spindle passes the "Section ends" sign.
e) The rider is held responsible for displacing a marker or support in an observed section whereby the observer considers it necessary to reinstate the flag/marker prior to the passage of the next rider.

The displacing of any marking not relating to the competitor's route will be considered to constitute a failure.

a) Travelling in a forward direction against the direction of the Section.
b) The motorcycle crosses its own track with either wheel.
c) The machine or rider receives outside assistance.
d) A rider or person having an interest in a rider's performance, who in any way alters the severity of a section without the authority of an official.

Note: A rider not exiting the section after recording a failure when requested to do so by the Observer will be awarded an additional penalty of 5 marks for causing unnecessary delay.

For all trials other than those for which Championship Regulations apply the organiser may, with the agreement ofthe Permit Issuing Authority, apply a time limit to each section. The time allowed must be the same for each and every Section and the penalty for a rider not completing the Section within that time would be failure. If a time limitis to be applied to the Sections, then this must be clearly stated in the Supplementary Regulations.

B) NON-STOP (SOLO & SIDECAR)

Normal

0	Clean
1	Footing once
2	Footing twice
3	Footing more than twice
5	Failure
5	When requested by a rider rather than attempt the section
5	Entering a section before being called upon to do so by an official
10	Not attempting a section when called upon to do so by an official
10	For missing a section or failing to have punch card marked

Graded Hills. Where a Section is to be termed a 'Graded Hill' a notice to that effect must be displayed at the Section Begins, and the following shall apply: Numbered boards must be placed at defined places along the Section, in order that a rider's performance may be determined. Marks will be
lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.
Footing is allowed without penalty.

0	Clean
1	Reaching or passing the "1 Board" without Failure
2	Reaching or passing the "2 Board" without Failure
3	Reaching or passing the "3 Board" without Failure
5	Failure to reach the "3 Board"
5	When requested by a rider rather than attempt the section
10	Not attempting a section when called upon to do so by an official
10	For missing a section or failing to have punch card marked

DEFINITIONS

Clean: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".
Footing: Footing will be considered to have occurred if any part of the rider's body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefit from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.), Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing.
Failure: A failure is considered to have occurred if:

a) The machine ceases to move in a forward direction.
b) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of or behind the machine.
c) A machine does not stay within the intended limits of the section as defined by the Observer.
d) If any wheel of the machine crosses any boundary tape or goes over or the wrong side of a marker, whether the wheel be on the ground or airborne, before the front wheel spindle passes the "Section ends" sign.
e) The rider or passenger is held responsible for displacing any marker or support in an observed section whereby the observer considers it necessary to reinstate the flag/marked prior to the passage of the next rider.

The displacement of any marking not relating to the competitor's route will also be considered to warrant a failure.

a) The machine or rider travels in a forward direction against the direction of the Section.
b) The motorcycle crosses its own track with either wheel.
c) The machine, or rider or passenger receives outside assistance.
d) A rider or person having an interest in a rider's performance, in any way alters the severity of a section without the authority of an official.

For Sidecar events only.
A failure is considered to have occurred if:
The passenger foots i.e., if any part of the passenger's body touches the ground, or benefit is gained from any part of their

body leaning on an obstacle (tree, wall etc.).
Note ACU Trial GB method of marking: see Championship Regulations for description. Only to be used in ACU Trial GB events

TSR.23 TIES

A) Ties in an Event

Ties will be resolved by the following method in the sequence shown:

a) In favour of the rider with the highest number of cleans.
b) In favour of the rider with the highest number of one mark.
c) In favour of the rider with the highest number of two marks.
d) In favour of the rider with the highest number of three marks.
e) In favour of the rider who travelled furthest with the least marks lost.
f) In favour of the rider who completes the course with the least marks lost on time.

If not resolved by the above and the organiser has stated so in the Supplementary Regulations, then a special test may be used for final deciding of ties.
If the event is part of a Championship and if a tie cannot be resolved in accordance with the above those involved in the tie will be allocated the Championship points of the highest place for which the tie exists.
Competitors will be awarded points based upon the number of riders above them in the standings. E.g. Two riders are equal on clean and the next has lost one point. The two riders will each receive 20 points for FIRST place, and the next rider will receive 15 points for THIRD position. This will be the same for

tied positions further down the results.

B) Ties at the end of a Championship Series.

Should a tie occur in a Championship series it shall be decided as follows:

a) In favour of the rider with the greatest number of wins in ALL rounds held.
b) If not resolved, then the greatest number of second places and so on down to 15th place in ALL rounds held.
c) If not then resolved, by the rider with the best performance in the final event held. If neither rider competed in the Final round, the highest position will be awarded to the rider of the last round in which either competed.

TSR.24 FINAL ASSESSMENT OF CHAMPIONSHIPS

The Championship Regulations for any Championship must state the number of rounds to count for the Final Assessment e.g.: "All rounds to count" or "All rounds held less one, or all rounds less two to count". If no indication is stated then it will be assumed that all rounds held will count.

TSR.25 BAULK

A baulk is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some outside obstruction. Should a rider claim a baulk, the Observer may, at their 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, any marks lost prior to the point of the baulk on the original attempt shall stand, and the section shall be observed from the point of the baulk. Regarding any time allowed for the section the re-run shall start from the Section Begins and the time will bemeasured for the total section as if no obstruction had taken place.

TSR.26 PRACTISING

Unofficial practising at the venue is prohibited. A breach of this regulation renders the rider liable to disqualification from the event and to be reported to the stewards of the meeting for disciplinary action. If official practice is to be allowed, either in a suitable area away from the paddock, or on the sections to be used, then full details must be stated in the Supplementary Regulations or relevant Championship Regulations.
Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

TSR.27 PREJUDICIAL ACTION

Any person having an interest in a rider's performance, who takes any action prejudicial to the sport may be liable to a penalty up to and including disqualification. Riders, parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or appeal procedure, may render the rider liable to a penalty up to and including disqualification and being reported to the permit issuing authority for further action.

TSR.28 LEGAL ACTION

A rider who is convicted following a police prosecution for an offence committed by them whilst taking part in the competition may be liable to disqualification.

TSR.29 INSURANCE and RTA COVER

The responsibility is on the rider to ensure that their motorcycle complies with all legal requirements. The organisers will be required to cover riders and passengers against Personal Accident risk and for Third Party Insurance for 'off- the-road' risks whilst taking part in the event and the premium for such insurance will be included in the entry fee.

Vehicles and motorcycles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

The RTA cover comes at no extra cost to the Organiser as this cover is provided free of charge by the ACU.

TSR.30 ABANDONMENT

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise which in their opinion, render such action necessary.

General

TSR.31 MEDICAL SERVICES

It is recommended that a person holding a certificate of First Aid competency be present at all events. In addition, itis recommended that the organiser shall be conversant with the nearest Accident/ Emergency Services and ensure they have a means of contacting them. Where ambulances are in place, by law, they must be registered with the DVLA and during 2025, the Government are expected to require them to be CQC-registered in order to transport a casualty to hospital. An ambulance must have an appropriately qualified driver to transport a casualty under blue lights. Organisers must also refer to the "Medical Services and Definition" section of this Handbook.

CONCUSSION/SUSPECTED CONCUSSION

If a competitor is involved in an incident which results in them being diagnosed by the Medical Officer/Paramedic as suffering from concussion or suspected concussion, the rider is not permitted to participate any further in that event. Organisers are to notify ACU Head Office as soon as possible of any concussion or suspected concussion injuries and then will subsequently:

a) Place the rider on the ACU Stop List
b) Inform Organisers of forthcoming events that the Rider has suffered a concussion or suspected concussion injury and is therefore placed on the ACU Stop List
c) Inform the Rider that they needs to see a Doctor and obtain a letter/doctor's certificate which confirms they is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion or suspected concussion is as follows:

a) Over 20 years: Excluded immediately and suspended for a period of nine days.
b) 16–19 years: Excluded immediately and suspended for a period of twelve days.
c) 15 and under: Excluded immediately and suspended for a period of twenty-three days. The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once they is in possession of a doctor's certificate/letter after the suspended period has expired. If a competitor has been injured on a Saturday and is suffering from concussion or suspected concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such they is prevented from participating in that event.

TSR.32 LIABILITY FOR DAMAGE

A rider is liable for any damage caused by themselves, their passenger, or any agent, representative or servant acting on their behalf, during the meeting. The promoters may act as agents for such persons to agree and pay for any such damage, and the rider shall on demand reimburse the promoters any sum so paid.

TSR.33 DISCLAIMER

It is condition of acceptance of entry that the promoters shall not be responsible for any damage to, or loss of a motorcycle or its accessories whether by fire, accident or any agent, representative or servant acting on their behalf, during the meeting.

TSR.34 OFFENSIVE BEHAVIOUR

Any rider, or party with an interest in a rider's performance, reported to the Clerk of the Course for arguing or being offensive to an Observer, or other Official, renders that rider liable to disciplinary action. Where the Organiser supplies

the Observer with a Yellow Card, the Observer may issue it to any rider who continues to hassle or abuse the Observer following a warning. Any rider who is issued a Yellow card will be reported to the Clerk of the Course who may issue further disciplinary action. The Organiser must report to the Trials Commission all incidents where disciplinary action has been taken for Offensive Behaviour.

TSR.35 YOUTH AWARDS

Cash awards and gift vouchers are not permitted for Youth classes.

TSR.36 JOINT ADULT/YOUTH EVENTS

Subject to the agreement of the Permit issuing Authority a Youth Class/Classes may be included in Adult events. Youths to ride the route as decided by the Clerk of the Course. A Youth must ride a machine of a maximum capacity/power and wheel size as appropriate to their age. Adults and Youths must compete for separate awards.

TSR.37 COMPLIANCE WITH REGULATIONS

Every rider, by entering or being nominated, thereby acknowledges that they is bound by the National Sporting Code of

General

the ACU and these Standing Regulations together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which they undertakes to submit and moreover renounces any right to have recourse to any arbitration or tribunal not provided for in the said Rules and Regulations.

TSR.38 RESULTS

For each event a set of Results must be produced which display the event date and Permit number. The method to be used for the publication of the results must be shown in the Supplementary Regulations or the Championship Regulations. Acceptable formats are by post, email or website but in addition for every event a set of provisional results must be sent, either by post or by email, to the Permit issuing authority. These must clearly show the date and time of publication. If these provisional results are amended then a copy of the revised set, clearly marked "Amended (date)" must be sent by post or email to the Permit Issuing authority and any rider affected by the amendment.

TSR.39 PROTESTS

See Appendix B in National Sporting Code.
Where it has been previously stated in the Championship Regulations or Supplementary Regulations that the results will be announced at the conclusion of the event and the full results, signed by the Clerk of the Course (or appointed official) with the time of day, are displayed within 30 minutes of the last rider finishing, any protest must be submitted within 30 minutes of the time of signing.
Where the above for any reason does not apply (e.g., results are announced later, sent by post, email or published on a website) any protest must be submitted within 5 days of publication.
The date of publication of results must be shown on the results displayed on a website or sent by email, or confirmed by postmark if mailed and the Protest period will commence from this date.
Protest against the Capacity/power of a motorcycle must be accompanied by a deposit of £250 to cover associated costs.

TSR.40 POWER WASHERS

It is prohibited to use power washers, unless the organisers offer suitable facilities which comply with the ACU Environmental Code.

TSR.41 FIRE EXTINGUISHERS

There shall be at least one fire extinguisher at the start of each event and at any subsequent designated refuelling areas. (Mobile phones must not be used in designated refuelling areas).

Standard fire extinguishers must not be used on electric powered machines.

TSR.42 INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or Instructions to rider will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the National Sporting Code.

2 TRIALS – TECHNICAL CONTROL

Technical Control will consist of the following minimum checks for conformity when the rider arrives at the waiting zone/start line.

A) Rider has Motorcycle Helmet on

B) Youth rider has back protector on

C) The Clerk of course can select random machines for checks at any time during a meeting.

Clubs may, if they wish, offer a full Technical Control Check, which details should be stipulatedin the event SR's

Any machine damaged in an incident can be recalled by the Technical Officer for re-inspection before being ridden again at the meeting.

3 Trials Officials

QUALIFICATIONS AND CONDITIONS

Officials are divided into two categories: Those that are Licensed and those that are Registered. No Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.
LICENCES: Senior Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

	See Note Below	Licence Required	Attendance at Seminar/ Training Session
Clerk of the Course	1	YES	Renew licences every third year
ACU Steward	2	YES	Renew licences every third year

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The Trials Commission organise Seminars that are compulsory for certain Officials. A Licence is valid for 3 years.

Note 1 Clerk of the Course GRADES
Regional must attend a seminar organised by a Centre/Region delivered by a National Clerk of Course
National must attend a National seminar organised by the Trials Commission and must also comply withspecific criteria.

Note 2 Steward GRADES
Regional may be appointed by the Centre to which the event is taking place.
National will be appointed by the Trials Commission as the Permit issuing authority and must also complywith specific criteria but can be Stewards from the local area providing they are independent to the organising club.
LICENCE FEES: All officials licences will be issued, free of charge, for a period of three years.
All officials must be trained in the requirements of electric powered machines.

4 Arena Trials

The National Sporting Code of the ACU and these Standing Regulations shall apply to all Arena Trials together with the Supplementary Regulations and any Final instructions issued for individual events.

GENERAL

1.1 **Description**. An Arena Trial is a test of riding skill and balance over a variety of observed obstacles with riders incurring penalties for footing or for failing to fulfil other conditions. The obstacles (Sections) are usually man made, specifically for the event which is held within an arena or stadium. The Standing Regulations for Trials (TSRs) as printed in this Handbook shall be applicable with the following amendments.

TSR3 Entries shall be by the invitation of the organising Club.

TSR20 The order in which the Sections shall be attempted must be explained to the riders at the briefing meeting.

TSR21 Any obstacle which is more than 1000mm from the ground and has a width of less than 500mm shall have a firm support below and along the full length of the said obstacle. The "Start" and "End" of each Section shall be clearly marked and the lateral limits clearly explained at the briefing meeting.

TSR22 The method of marking shall be to TSR22A.

TSR28 Prior to the start of the above event the Clerk of the Course must hold a briefing meeting which must be attended by all riders, the Referee and the Observer(s). The Clerk of the Course must inform the riders of the lateral limits of each Section, the order that they will be attempted in and any other information for the smooth running of the event.

TSR33 A person holding a certificate of First Aid competency must be present throughout the duration of the event. The organiser shall be conversant with the nearest Accident/ Emergency services and have the means of contacting them.

TSR41 It is not permitted to hold an Arena Trials on a Time and Observation basis. Additionally, the following apply:

1. **Referee**. A Referee shall be appointed by the body issuing the permit who must carry out a course inspection prior to the start. The Referee shall replace the Stewards of the Meeting and have the same powers and obligations.

Duties of the Referee

He shall be in attendance throughout the meeting and for such further period of time as be necessary for them to complete their duties arising therefrom.

He shall have the duty of enforcing these Regulations.

He shall prohibit from competing a rider whom, or a motorcycle which, they considers might be a source of danger. They shall immediately deal with any appeal that may properly be delivered to them during a meeting.

2. **Permit**. A permit will be issued by ACU Head Office for all Arena Trials.

3. **Spectator safety**. Where no wooden paling or interlinked metal public fence is provided double roping must be erected. The inner rope must be a minimum of 7m from the obstacles and the outer rope must be a distance of 4m from the inner rope.

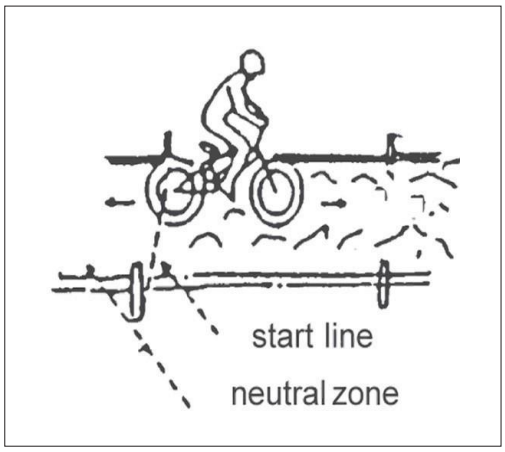


Figure 1

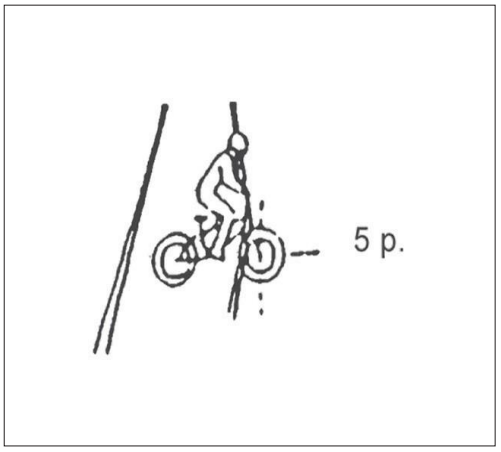


Figure 2

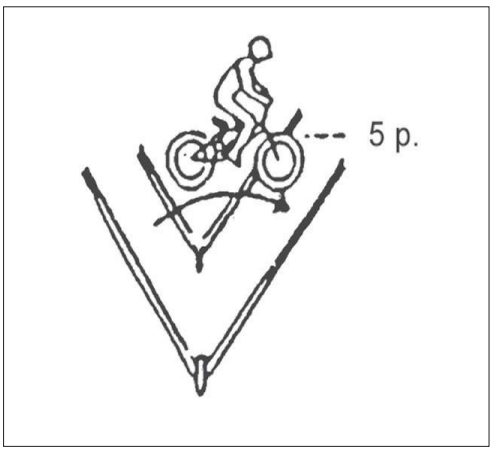


Figure 3

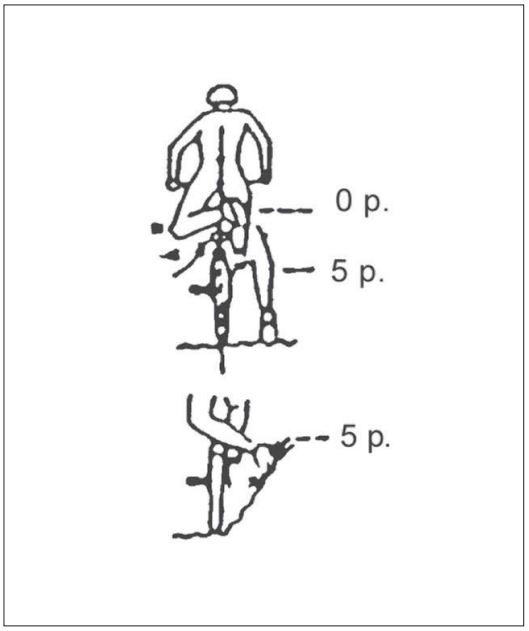


Figure 4

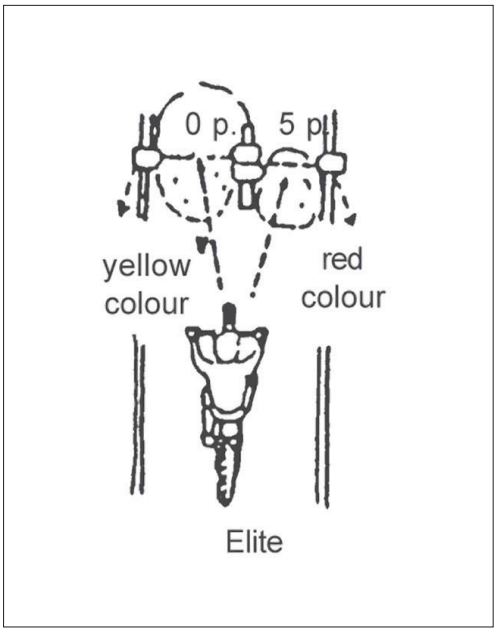


Figure 5