



Motor Cycle Union of Ireland

**STANDING REGULATIONS
FOR
TRIALS**

Revised to January 2006

Previous Revision January 2005

Rule changes this Revision

2a

ICC conference 21st January 2006

STANDING REGULATIONS FOR TRIALS

1. ELIGIBILITY

For Open competitions entrants and riders must hold Current National Competition Licences issued by The Motor Cycle Union of Ireland.
Riders from other F.M.N's must produce start permission.

2. ENTRIES

Entry forms accompanied by the necessary fee must be complete in every detail signed by the rider (and entrant, if any) and forwarded to the Secretary of the Meeting. All entrants and riders must hold licences at the time of entry. A One event licence (Type D) can be purchased on the day of the event. " Applied for " will not be accepted. Details of entry fees etc., will be stated in the Supplementary Regulations

2a. RIDERS ASSISTANTS

Riders assistants (minders) must complete an entry form and pay the appropriate fee. The fee and conditions to be stated in the Supplementary Regulations.

3. LIMITATIONS OF ENTRIES

If entries are to be limited, the maximum number to be accepted, will be stated in the Supplementary Regulations.

4. ACCEPTANCE OR REFUSAL OF ENTRY

In the event of an organising club or body holding an entry in abeyance, or offering a rider a reserve position, the rider may enter another competition on the same day provided he has been notified in writing by the organisers. The closing date for entries, and any other requirements will be stated in the Supplementary Regulations.

5. TEAM NOMINATIONS

Teams will consist of riders who are entered individually, and such riders must complete a declaration on the entry form signifying their consent to nomination.

- (a) 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 or Manufacturers Teams. Teams shall consist of riders individually, and all driving machines of the same make and name. A rider may be nominated for one team only
- (c) Details of any further restrictions regarding team nomination shall be contained in the Supplementary Regulations

6. CHANGES OF MACHINE, RIDER

An entry of a particular make of motor cycle, and nominated rider having been made and accepted, no change will be permitted unless application is made to the Clerk of the Course. Permission will not be granted for a change of both rider and machine. The same machine must be used throughout the Competition.

7. **TYRES** Only unaltered Trials tyres may be used.

7a **FUEL** Only unleaded fuel may be used.

7b. **CLOTHING** Helmets, and recognised Trials boots must be worn at all times when riding. All junior competitors must wear gloves covering the hands and fingers. The wearing of gloves is recommended for all competitors.

8. GRADE IDENTITY

Riders must wear Coloured Bibs denoting their grade, failure to comply will result in exclusion from the results.

Grade A - Blue. Grade B - Red. Grade C and Junior A - Yellow.
Clubman (Grade D, Vintage and Twinshocks) and Junior B – Green.

9. NUMBERS

Numbers if used must be displayed on the front of the machine, except where the organisers provide bibs to be worn. In addition the Trials committee would encourage all clubs to provide, and use numbers to assist in the control and organisation of the event.

10. START / FINISH

The Start / Finish area shall be clearly defined. Riders will sign on at the start and, if required by the Supplementary Regulations, sign off at the finish. Any rider who does not start at his due time will receive no allowance of time for late starting. No rider will be permitted to start later than 20 minutes after the last rider's starting time. The method of deciding the order of starting will rest with the organising club or body. A rider will be started by a timekeeper and be deemed to have finished when all his / her tags have been handed in.

11. COURSE

The number of laps, sections and the time limit for each grade will be clearly posted at every event. The onus of following the correct route rests entirely with the rider. The promoters reserve the right to modify the route. All riders must attempt each observed section in the order as laid out by the organisers.

11a MINI COURSE

All organising clubs must provide a separate course for Youth C, and Youth D (UC) Mini (MCI) competitors. There must be variations in some lines for the different grades.

12. OBSERVED SECTIONS

Unless stated otherwise by the organisers, the start of an observed section will be marked with two **YELLOW** marker flags, and the finish by two **WHITE** marker flags. Artificial boundaries may be used to define the lateral limits of an observed section. These boundaries shall be marked by markers, those placed to the rider's left hand to be **BLUE**, and those to the rider's right hand to be **RED**. A rider who crosses any boundary with any wheel, or who passes the wrong side of any marker flag will be deemed to have failed that section.

A machine will be deemed to have entered an observed section when the **FRONT** wheel spindle has passed the **YELLOW** (in) markers, and to have completed the section when the **FRONT** wheel spindle has passed the **WHITE** (out) markers.

13. MARKING DEFINITIONS

The marking system to be used for observed sections in all trials will be advised on the Supplementary Regulations.

13a. M.C.U.I. STOP RULE.

1. Clean (Rider neither Foots or Stops)	0 Points
2. Stopping / Balancing (Feet Up)	1 Point
3. Foots once	1 Point
4. Foots once while Stopped	2 Points
5. Foots or Stops twice (any combination)	2 Points
6. Foots or Stops more than twice (any combination)	3 Points
7. Both Feet down and machine moving forward	2 Points
8. Both Feet down with machine stationary	3 Points
9. Machine moves backwards	5 Points
10. Rider moves either wheel in any sideways direction while stopped.	5 Points
11. Rider stalls the engine of machine within a section and restarts with one or both feet on the ground.	5 Points
12. When requested by the rider rather than attempt the section	5 Points
Penalty Marks Missing a section or failing to have a Tag punched	10 Point

Definations:

Footing

Footing will be considered to have occurred if any part of the body of the rider, or any part of the machine (with the exception of the footrests and engine casing, and any frame or protection plates under the engine) touches the ground, or any part of the rider leans on an obstacle (tree, wall etc,) without stopping the progress

of the machine. Footing outside the lateral limits of a section does not constitute failure, but is simply classed as footing.

Stop.

The machine ceases to move in a forward direction relative to the course

Failure

1. The machine crosses a boundary with either wheel on the ground.
2. The rider or machine breaks or removes a marker or support before the front wheel spindle passes the "section ends" sign.
3. The machine or the rider receives outside assistance.
4. The machine crosses its own track while attempting a section.
5. The rider does not have both hands on the handlebars when he foots while stationery.
6. The engine is stopped and the machine is stationery while footing, or while any part of the machine except the tyres touches the ground.
7. A rider or any person with an interest in a riders performance alters a section in any way without the authority of an official.

13b F.I.M. STOP RULE

Penalty Faults in a Section

- 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

- 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.
- The rider or machine breaks, removes or knocks over a marker, a support or tape.
- The rider dismounts from the machine and he 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 he foots, whilst stationary.
- The rider does not complete a section within the time allowance.
- The rider receives outside assistance.
- The rider or his mechanic/minder changes the condition of a section.

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- 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.

Penalty Marks Missing a section or failing to have a tag punched 10 Points

14. BAULKING

A rider who is obstructed during an attempt to ride a section may claim a baulk. If the observer agrees that a baulk has occurred, the rider should continue from that position. If this is not practical he / she may return to the start of the section, but any marks lost on the first attempt before the point at which the baulk occurred are carried forward to the second attempt. Any further marks lost on the second attempt after the point where the baulk occurred will be added to give the total loss. Observers decision or interpretation of any of the above rules is final.

15. PRACTISING

Practising on any parts of the course which are on private property is prohibited. Riding through any part of an observed section after it is marked out is prohibited, and renders a rider liable to exclusion.

16. AWARDS

To qualify as a finisher, and be eligible for an award, the rider's machine must have travelled for the whole distance under its own power, or the exertion of the rider, or by natural causes, unless the promoters have authorised other assistance, or authorised deviation.

17. LEGAL ACTION

A rider who is cautioned or charged with any motoring offence committed by him / her during the trial, renders himself / herself liable to exclusion from the event.

18. INSURANCE

Each rider will be required to declare that there will be in force, in relation to the vehicle which he / she intends to ride during the event, a policy of insurance, as required by the Road Traffic Act, except where the event is on private property

19. ABANDONMENT

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

20. INSTRUCTIONS TO RIDERS

Any instructions to riders subsequently issued shall have the same force as the Standing Regulations and the Supplementary Regulations.

21. PROTESTS

Every protest shall be in writing, signed by the entrant or rider making the protest, clearly specifying the matter protested against, which shall refer to a single subject only, and be accompanied by a fee of £25. The protest fee will only be returned if the protest shall be held to be justified, or upon a direction by the Stewards of the Meeting, a Centre or the M.C.U.I.

During a meeting, protests shall be handed to the Clerk of the Course, or his representative, for transmission to the Stewards of the Meeting.

At all other times protests shall be addressed to the Secretary of the Meeting for transmission to the Stewards of the Meeting. A protest as to the validity of entry, eligibility of entrant, or rider, or vehicle, shall be lodged at least twenty-four hours before the start of any National Competition, and before the start of any other competition, save when the conditions under which the competition is held render this impracticable.

In such circumstances the protest shall be made with the minimum of delay, and at the latest within half an hour of the conclusion of the competition.

A protest against the decision of a Scrutineer, or of an official measurement, shall be lodged immediately after the decision.

No protest or appeal may be lodged against a decision of 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 him with the approval of the Clerk of the Course. A protest against any mistake, or irregularity, alleged to have occurred during the course of the event must be made within ten minutes of the finish of the trial. No protest lodged after this time shall be considered, except with the special permission of the Stewards of the Meeting who, before admitting a protest, must be satisfied that there has been no unnecessary delay on the part of the protester.

A protest concerning the results of the competition, or any matter not referred to above, shall be lodged within three days of the publication of the detailed results unless for any special reason, of which the Stewards of the Meeting shall be the sole judges, it could not have been lodged within that time. The results of a competition shall be deemed to have been published 24 hours after the date of dispatch to entrants and riders. Proof of dispatch is to be furnished by the promoters if required.

22. INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or instructions to riders will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the General Competition Rules.

23. DISCLAIMER

It is a condition of acceptance of entry that the promoters shall not be responsible for damage to a motorcycle or its accessories whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories during a meeting.

24. LIABILITY FOR DAMAGE

An entrant is liable for any damage caused by himself, his rider or any representatives during a meeting.

25. GRADING OF RIDERS

All adult riders in Trials will be divided into four Grades subject to the provision of the M.C.U.I. and the ability of the rider.

Grade A Expert Grade B Semi Expert

Grade C Non Expert Grade D Clubman

All grading will be carried out and agreed upon by the MCI Centre and Ulster Centre Trials Committees. Riders maybe promoted up from Grade B, C and D annually. Any request to be considered for down grading must be made in writing to the respective Trials Committees by the first of August in current year. Requests granted under these circumstances will result in the applicant not being eligible for championship points or awards in the following year, but will be eligible thereafter.

26. CLASSES OF RIDERS

Separate classes may be provided for Vintage and Twin Shock, depending on the number of entries

27. CHAMPIONSHIPS

There will be a National Championship for Grades A, B, C, D, JA, JB and Vintage. The organisers will provide adequate staff to supervise the start, finish, record laps completed etc., Should circumstances compel the organisers to reduce the number of sections in the event, the trial will, subject to the approval of the Stewards of the Meeting, remain as a counting round of the championship for which it was nominated.

In the event of a tie occurring in a championship which cannot be broken, then the winner will be the rider with the best result in the last round, or the latest round ridden by either competitor.

28. TIME LIMIT

A minimum time limit of 4 ½ hours plus ½ hour at one mark per minute, will apply for National Championship events.

29. RETIREMENT

Any rider who retires from a trial shall upon retiring return his / her tags to the scorekeeper, and report his / her retirement to the timekeeper or the Clerk of the Course.

30. COMPLIANCE

Every entrant and rider entering or being entered thereby acknowledges that he / she is bound by the General Competition Rules of the M.C.U.I. And these Standing Regulations and Final Instructions to be hereafter issued, to all of which he / she undertakes to submit, and thereby renounces any right to have recourse to any tribunal not provided for in the said Rules and Regulations.

31. RESULTS

The results are decided on the total number of points lost on observation plus time penalties, the winner being the rider who loses the least number of points.

In the case of ties the following criteria should be followed to resolve the tie:

Firstly the rider with the least points lost on observation will win the tie.

Then the rider with the greatest number of cleans (0 points), then 1's, then 2's, then 3's.

Where the above fails to resolve the tie, a "furthest clean" rule will be applied starting from the first section on the first lap for each rider involved.

If a tie cannot be broken, and the event carries Championship status, then each competitor involved in the tie will be credited with the same championship points as appropriate to the position in the official results.

32. IRISH EXPERTS TRIAL

An event run on behalf of the M.C.U.I., alternating annually between MCI Centre and Ulster Centre clubs. An event of another discipline may be promoted on the same day with the written permission of the organising club.

33. YOUTH CLASS

YOUTH RIDER AGE GROUPS. A rider must be of at least 6 years old to participate in a Trial competition. Riders under the age of 16 years must only compete against other youths, unless written application has been received from their parents and approved by the Trials Committees and the Motor Cycle Union Of Ireland. A rider who has reached the age of sixteen may until the end of the championship year of their seventeenth birthday continue to ride as a youth against youths, or ride as an adult. A rider who has ridden as an adult and who satisfies the above criteria may revert to the youth class.

Class D - Cadets (6 to 9 years old)

Class C - Juniors (10 to 12 years old)

Class B - Inters (13 to 15 years old)

Class A - Seniors (16 to 17 years old)

The age is that attained between 1st May till 30th April the following year.(MCUI Trials season)

ENGINE CAPACITY CLASSES. The maximum engine capacity permitted for machines used in the age groups set out in this regulation are as follows-

Class D - Cadets Maximum 50cc monoshock or 80cc twinshock.

Class C - Juniors Maximum 125cc – until 30th April 2007. Then 80cc.

Class B - Inters Maximum 125cc.

Class A - Seniors Maximum 250cc – until 30th April 2007 Then 125cc.

Standard rebores are permitted subject to the resulting engine capacity not exceeding a tolerance of +3cc.

NB Any changes to the age groups and/or capacity classes will have at least 12 months notice and be effective from September of any year.

UPGRADING. For events of non championship status a rider may compete in a class higher or lower at the discretion of the organisers. For championship events a rider may at the discretion of the Trials Committees be upgraded to the higher class, provided written application has been received from his / her parents . National upgrading will only take place on the 1st September each year. A rider who enters any event in a class below that of his / her age group shall do so on a “no award no points” basis. The rider must always comply with the maximum capacity class for their actual age.

Note: The above age and engine capacity classes are the same as the ACU rules, except their season and age calculations are from January to December.

34. TEAM SELECTION

The Trial Des Nations team and Team Manager/s will be selected by the joint Trials commission.

35. OFFENSIVE BEHAVIOUR

Any rider or person with an interest in a rider's performance reported to the Clerk of the Course for arguing or being offensive to an observer, official, competitor or anyone else connected with an event, renders that rider liable to disciplinary action.

36. YELLOW CARD

Each Observer shall be issued with a "Yellow Card".

Any Rider or person with an interest in a Rider's performance who refuses to obey the instructions of the Observer, or who behaves in a disorderly manner shall be shown the Yellow Card. The Observer shall take a note of the incident to be passed to the Clerk of the Course (COC). The rider must report to the COC when finished. The Stewards of the Meeting will study and record the incident for possible disciplinary action.

Action: One Yellow Card will result in 20 marks added to score.
Two Yellow Cards received at one event – Disqualification

