

## **Canada Pacific Trials Association (CPTA)**

### **Observed Trials Rules**

1. **Definition:** An Observed Trial is conducted over a course consisting of a series of observed sections, which contain natural obstacles such as rocks, logs, water, mud, etc. The object is to ride a motorcycle, within the given overall time limit, through each of the sections while losing as few points as possible. Dates for the upcoming years series are set after the annual PNTA meeting each autumn/winter. The series consists of up to 12 events. The rider's two lowest finishes will not count toward season points. When the CPTA puts on a PNTA event PNTA rules are to be followed.
2. **Classes:** There are no formal requirements for entry in a CPTA event. Riders are responsible for their entry in a class appropriate to their skill level. The Trial Marshal (or Clerk of the Course), along with the officers of the CPTA, reserve the right to re-class a rider, if the rider has entered a class inappropriate to the rider's skill level. The Trial Marshal will discuss the entry with the rider prior to re-classing an entry.

**Expert:** This class is open to all riders of Expert skill level. The sections will be technically challenging while minimising exposure to unnecessary risk. Challenges should not require spotters to make competitors feel comfortable attempting any sections. Riders should be able to handle challenges approaching that typically seen in the Expert class of the NATC national championship.

**Advanced:** The Advanced class is open to all riders of advanced skill level.

**Senior:** The Senior class is open to riders of advanced or higher skill level, who are 35 years of age or older on the day of the event. The Senior class will ride the same line as the Advanced class.

**Intermediate:** The Intermediate class is for riders who have a good start on their skill development. They are more proficient than Juniors, but not ready to tackle the more difficult terrain challenges of the Advanced class. The rider understands the sport and is developing the basic trials skills.

**Sportsman:** The Sportsman class is open to riders of Intermediate or higher skill level. The Sportsman class will ride the same line as the Intermediate class.

**Junior:** The Junior class is open to all riders who are in the earliest stage of development.

**Beginner/Small Wheel:** These classes are held if there is enough rider interest. Beginner is for riders with little or no experience in Trials and Small Wheel is for riders on all types of motorbikes with a wheel diameter less than standard size.

**Vintage:** A class for riders on vintage machines riding the Junior lines.

The Expert, Advanced, and Senior classes will usually ride the same loop. An unlimited number of split lines may be included in all sections.

The Intermediate, Sportsman, Vintage and Junior classes will usually ride a different, and easier loop. All four classes will ride the same sections with an unlimited number of split lines. The Trial Marshal may designate a section for an individual class only.

The Beginner and Small Wheel classes will ride very easy sections usually on a shorter and very easy loop but may also use the Int/Junior loop.

Each class must ride their line as indicated by the split markers. It is recommended that all classes are marked on the split marker.

### 3. Rider Requirements:

- a) It is the rider's responsibility to provide and wear suitable riding clothing and foot protection.
- b) DOT, or Snell 85, 90, 95 or other approved motorcycle helmet is required to be worn.
- c) It is the rider's responsibility to see that their scorecard is properly marked (punched) and turned in on time. Lost scorecards will result in disqualification.

4. Machine Requirements: Events are to be run without regard to displacement. All motorcycles must be rear wheel drive only and use a trials universal type tire, which is commercially available to the public. All motorcycles must have functioning front and rear brakes prior to the event. A rider may change his machine during an event if his machine fails. The Canada Pacific Trials Association does not inspect or verify the condition of motorcycles, clothing or other riding gear and/or accessories used in CPTA events. All motorcycles used either for practice or competition are to be Trials specific (with the exception of Small Wheel).

5. Course Requirements: The course may consist of any number of sections laid out in a loop. A minimum number of 30 sections is recommended (eg: 10 sections x 3 loops, or 15 sections x 2 loops). The course shall be marked with bright tape and/or arrows. When there is a turn, arrows should be used. The course must be modified for each class as described in section two (2).

6. Section Requirements: Sections should be made up of natural obstacles such as rocks, logs, water, mud, etc. Wherever possible, natural boundaries should be used, but when a section deviates from natural boundaries, tape must be used. A section begins with a "Start" or "In" cards forming a gate with a ribbon. The sections progress through gates of three (3) feet minimum width marked with red

on the right and blue on the left. Where practical, the gates should be placed square to the path of the section and firmly attached to a stable object. A gate consisting of an "End", "Finish" or "Out" card together with a ribbon marks the end of a section.

When section splits are used, the splits must be clearly marked indicating the direction each class is to use. When the centre split boundary is common to all classes and a single marker is not sufficient to indicate that boundary, the use of a brightly coloured ribbon other than red or blue (usually yellow) shall be used to mark the split, in addition to regular split markers. All split section markers will be considered official section markers. Markers should be below foot peg height to avoid the machine snagging the marker. It is of particular importance that start and end markers be placed upright rather than lying flat on the ground.

Sections are to be separately numbered and ridden in designated order only. No section may be ridden more than once per lap (loop).

Practice in any of the ribboned sections before or during the event will result in exclusion of the rider from the trial. Riders may stop and inspect sections on foot prior to riding for score, providing their machine is parked off the course.

The observed sections must not be so long or difficult that "bottlenecks" result and cause the time limit to be unfair. The sections must neither contain impossible turns, ascents, descents, nor be too hazardous.

No section shall be used which has not been test ridden by either the Trial Marshal or his/her assignee to determine layout, deterioration or weather will not render the section too difficult to rider or machine. Observed sections or parts of the loop that are found to be dangerous or cause other problems, such as bottlenecks, may be closed during the event by the Trial Marshal or his/her assignee. In cases when part of the field have ridden a section before it has been closed the scores for those riders must be deleted.

A long observed section may be subdivided into two sub-sections. Each sub-section must be marked and numbered as a separate section. If it is the intent of the organizers for the sub-section to be ridden non-stop, the transition gate between sub-sections must be marked by "Start" and "End" cards. Neutral zones between sub-sections must be at least twelve (12) feet in length and clearly marked as a neutral zone. A rider having completed a sub-section may stop in the neutral zone; however, the rider must not loiter, back into the previous section for an advantageous start, or leave his/her machine or a penalty of five (5) points will be given for the next section and be counted for his/her ride in that section. Scorers should keep at least one (1) rider in the neutral zone at all times to avoid bottlenecks. Continuous sections must be used judiciously, if at all, since they are an almost inevitable source of bottlenecks.

7. Starting Order: The Trial Marshal will decide the starting order for all classes and may designate that some classes start at a section other than 1 in order to avoid a bottleneck at the start.

8. Time Limits: A time limit for all riders to complete the course may be set.

Time limits may be calculated with the following formula: Allow five (5) minutes for each section on the first lap and three (3) minutes for each section on each additional lap, then add the time required to ride the loop times the number of laps and add sixty (60) minutes.

For example: 10 sections, 3 laps, 35 minutes required to ride the loop once;  $10 \times 5 + 10 \times 3 + 10 \times 3 + 35 + 35 + 35 + 60 = 275$  minutes (divided by 60 = 4.6 hrs), round to 5 hours. Time shall be kept by a designated official clock, preferably digital, so that a rider's finish time includes all of the finishing minute, e.g. if a finishing time is 4:31 pm, that minute holds until the clock records 4:32 pm.

9. Scoring: Scoring shall start when the front axle passes the start markers and stops when the front axle passes the end markers (front axle in, front axle out).

The competitors will carry punch-type scorecards.

The rider shall be penalized only for the error he/she commits which carries the greatest number of penalty points. That is, penalties in any given observed section shall not be cumulative except for the first three (3) dabs.

Scores will be based on the following system.

<u>Error</u>	<u>Penalty</u>
Clean	0
Footing Once	1
Footing Twice	2
Footing more than Twice	3
Stopping without Footing	0
Footing once while Stopped	1
Footing twice while Stopped	2
Moving backwards	5
Moving either wheel to the side without forward motion	0
Failure	5

a. Definitions: Clean - no error to incur penalty points. Footing - any contact providing support between any part of the rider's body or machine (exception:

tyres, footpegs, or skidplate) with the ground or an obstacle (tree, rock etc). Footing can occur either inside or outside of the boundary. Foot rotation counts as one (1) point. Sliding a foot counts as three (3) points. Both feet placed on the ground simultaneously counts as two (2) points.

- b. Failure: Out of Bounds - competitors may ride where they choose where boundaries are not marked or stated, but may not cross their own tracks except where required or permitted by the Trial Marshal. Line of Sight, line of intent, bike length deviation from line of sight, and other unmarked boundaries between gates are specifically prohibited from being used as a boundary rule.

When a gate is passed by either tyre on the out-of-bounds side of the marker with the tyre on the ground. In the case of running over a taped boundary, there must be ground visible between the tape and wheel and the wheel must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over a marker, but not both wheels, i.e. jumping the bike over a boundary.

The front axle must pass between the start gates and end gates. The front axle is only allowed to pass between the start gates once.

**The rider receives outside assistance.**

**The rider or minder changes the condition of a section.**

Any displacement of markers with the machine requiring that they be reset, i.e. breaking or knocking down Touching a boundary is not a disturbance.

Dismounting - both feet involving footing on the same side of the motorcycle or ahead of the front axle or behind the rear wheel.

**If the handlebar is used for support and the motorcycle is beyond 45-degrees from vertical.**

Footing, while stationary without having both hands on the handlebars.

**The engine stops while footing or while any other part of the machine, except for the tires, is used for support, without forward motion (The motorcycle must be moving forward while footing with a dead engine to avoid a five)**

No outside assistance is permitted in a section unless the rider is physically unable to remove his/her machine from the section without help. Any area outside of the section is a free zone in which unlimited outside assistance is permitted. If a rider receives outside assistance in a section, he/she shall receive a five (5) for that ride.

- c. Other Penalties: A rider may report to the observer and receive a five (5) for that section, even though he/she does not attempt it. If a rider Misses a Section or does not report to the observer, then he/she received a ten (10). If blank or unmarked spaces on the scorecard exceed 10% of designated rides, the rider

will be considered a non-finisher. A rider should not alter the section while walking it, e.g. moving rocks, making a path with feet, etc. The penalty for altering the section at any time other than during the scored ride is a five (5) for that ride. Unsportsmanlike conduct or offensive behaviour can result in disqualification.

- d. Protests: If a rider is severely distracted or spectators or other riders in the section block the rider's line, the rider may claim a baulk. At the discretion of the section observer, a reride of the section may be permitted, but the reride will be the one to be counted. It is the rider's responsibility to acknowledge his score on each section immediately upon completion of the attempt.

No rider or minder may protest or attempt to influence another rider's score. Any rider may make a Protest to the Referee regarding any matter relating to the event. These protests must be in writing. Only the rider can protest a penalty. Protests must be filed with the Trial Marshal not later than 30 minutes after the results have been posted. Decisions of each protest will be decided by a vote of arbitrators consisting of CPTA officers. A vote of three (3) or more is required to resolve the protest. The Trial Marshal will have the deciding vote if the protest is unresolved.

- e. Ties: In case of ties, including time penalty, the rider with the lowest number of points on observation will win. If still tied, the competitor with the most cleans, then ones, twos or threes will win. If still tied, then the system of farthest cleans, ones, twos or threes will be used. If still tied then the tie stands.

- f. Championship points shall be awarded according to the following system:

<b>Position</b>	<b>Points</b>
<b>1</b>	15
<b>2</b>	12
<b>3</b>	10
<b>4</b>	9
<b>5</b>	8
<b>6</b>	7
<b>7</b>	6
<b>8</b>	5
<b>9</b>	4
<b>10</b>	3
<b>11</b>	2
<b>12</b>	1

11. Official Results: Computer results (where available) are the official results.

12. Supplementary Regulations: Supplementary regulations are special rules or requirements that will be in force for a trial. The governing rules and supplementary regulations together inform the rider of everything he/she need to know to compete. Riders' meetings may be used to transmit the information contained in the supplementary regulations. The number of observed sections, number of loops, time limit and the start time must be announced in the supplementary regulations or riders meeting.

13. Officials: The Trial Marshal is in charge of the course and sections. It is his/her responsibility and authority to interpret the governing rules and to develop the supplementary regulations. The protest jury is described in section 9d.