

**Pacific Park - Riders and Observers Notes for Trials Scoring - November  
2007**

**Riders and Observers Trials Scoring**

GRADES — Identification	NAME PLATE COLOUR	SPLITTER
Clubman, Juniors and Post Classic	WHITE	NONE
C Grade and Veteran (40+)	BLUE	BLUE
B Grade and Masters (35+)	YELLOW	YELLOW
A Grade	RED	RED
Experts	RED with a Black Cross (X)	GREEN

**GRADE LINES**

**CLUBMAN, JUNIOR and POST CLASSIC (Twin Shock)** riders can follow any line, providing they remain within the section boundaries.

**C GRADE and VETERAN** riders, in addition to staying within the section boundaries, must pass around additional blue arrows located within the section.

**B GRADE and MASTERS** riders, in addition to staying within the section boundaries, must pass around additional yellow arrows located within the section.

**A GRADE** riders, in addition to staying within the section boundaries, must pass around additional red arrows located within the section

**EXPERT** riders, in addition to staying within the section boundaries, must pass around additional bright green arrows located within the section.

PENALTIES — Competitions	Observed Trials
<b>Stopping</b> —without footing (Stationary and balanced)	0
<b>Moving either wheel sideways</b> whilst stopped, without footing	0
<b>Footing</b> —Once	1
<b>Stopping</b> —Whilst Footing once	1
<b>Footing</b> —Twice, (either or both feet)	2
<b>Stopped</b> —Footing twice (either or both feet)	2
<b>Footing</b> —More than Twice (either or both feet)	3
<b>Sliding / dragging</b> a foot / feet along the ground	3
<b>Stopped</b> —Footing more than twice (either or both feet)	3
<b>Moving or rolling backwards</b> without footing	5
<b>Moving or rolling backwards</b> whilst footing	5
<b>Machine crosses a boundary</b> with either wheel, that wheel being on the ground	5
<b>Machine passes the wrong side of a boundary or grade marker</b> —Riders grade	5
<b>Machine jumps a boundary with both wheels or jumps a grade marker with 1 or 2 wheels</b> —Riders grade	5
<b>Breaking a boundary tape or dislodging a grade marker</b> —Riders grade	5
<b>Missing a gate or riding through a gate in the wrong direction</b> —Riders grade	5
Rider does not have <b>both hands on the handlebar when he foots</b> , - whilst stationary	5
<b>Engine stopping</b> whilst rider footing or leaning	5
<b>Crossing machine tracks</b> whilst moving forward	5
<b>Handlebar(s) of the motorcycle touch the ground</b>	5
<b>Dismounting from the machine</b> —both feet on the ground, on the same side or behind the machine	5
<b>Rider or Minder altering or clearing a section...</b> “gardening”	5
<b>Practicing on the set course prior to an event</b>	EXCLUSION

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## **NOTES FOR OBSERVERS 2007**

**Observers have “ownership” of what happens in their section. Your contribution to trials is invaluable, essential and greatly appreciated by the club and the riders.**

- 1 Study your section and know which line the various grades must take throughout the section. Make a mental note of where the "splitters" (arrows) are located.
- 2 Position yourself so that you can see the rider at all times – you may have to move while the rider is in the section or you may have to have another observer to help you. You may have to change your position depending on the grade of the rider.
- 3 The boundaries of each section are marked by tape.
- 4 Observers may ask people in the section to “Clear The Section” to allow a rider to attempt it.
- 5 Riders (and minders) are NOT permitted to alter the section by moving or altering the markers, moving or removing rocks, logs, etc., moving the section tape or section splitters. After asking the Observer, they may remove only eye-level twigs.
- 6 A rider must not attempt a section until instructed by the Observer. Take time to note the rider’s Grade (nameplate colour, or Scorecard colour for Experts) before giving permission.
- 7 The machine is ‘in the section’ when the front wheel axle passes the section start pegs and until the front wheel axle passes the section end pegs.
- 8 Tell the rider the score before you mark or punch their card. If using a punch, do so carefully to avoid punching midway between scores. If you punch or mark the wrong score, please circle and initial the correct score. DO NOT punch out the rest of the scores in that line to leave the correct score un-punched.
- 9 If a rider fails a section (ie: gets a ‘five’) the observer may direct him to clear the section by riding out the side if this is feasible. The rider should not continue with the section once having ‘fived’.
- 10 Practicing on the sections is forbidden.
- 11 If a rider is baulked by a spectator or another competitor walking in the way, the observer may allow a re-ride.
- 12 Riders can "foot" anywhere, they are scored the same regardless of whether they foot inside or outside the section boundaries.
- 13 If a boundary tape is broken or a section marker is dislodged, the tape or marker is to be reset as close as possible to its original position by the Observer after the rider has exited the section.
- 14 It is the observer who takes the final decision and communicates it - please be consistent.  
**In case of uncertainty, give the rider the benefit of the doubt.**

**Any concerns you might have regarding the scoring of riders –  
Please discuss with the Clerk of Course**

**The Pacific Park Trials community thanks YOU  
for being part our event !!!**

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## PENALTIES

- Maximum points that can be lost in a section are 5 (unless penalties are imposed – such as 10 points for not clearing the section by the quickest available route when ‘fived’, or continuing on the section after being ‘fived’. – and advised by the Observer.
- The rider does not incur any more ‘footing’ penalty points once they have footed three times. That is, the maximum loss of points through a section from ‘footing’ is three points

**Footing** occurs when:

1. Any part of the rider or
2. Any part of the machine **other than**
  - the footrests;
  - the wheels;
  - the tyres;
  - the engine casing;
  - the frame or sidestand; or
  - the protection plate under the engine; touches the ground; or
3. Any part of the rider or passenger leans on an obstacle without stopping the progress of the machine.

## DEFINITION OF A FAILURE

A **failure** will be deemed to have occurred:

- If the machine is moving backwards with or without the rider footing.
- If the rider does not have both hands on the handlebars when he foots whilst stationary. (The rider may not lift, or reposition, the bike using one hand whilst footing and stationary).
- If the rider dismounts from the machine and has both feet on the ground, on the same side or behind the machine.
- If the machine crosses a boundary with either wheel on the ground.
- If the machine (or any part of it) passes the wrong side of a boundary marker.
- If the engine of the machine stops whilst the rider is **leaning or footing**
- If the engine stops whilst any part of the machine with the exception of the tyres, touches the ground.
- If the handlebar of the motorcycle touches the ground.
- If the minder comes into the section without the invitation of the official.
- If the rider (or minder) or machine breaks, moves or removes, or knocks over a marker of their grade, a support or section tape.
- If the machine, or the rider receives outside assistance.
- If the motorcycle does a complete loop, crossing its own track.
- If the rear wheel passes either the “Section Starts” sign or the “Section Ends” sign before the front wheel.
- If the axle of the front wheel exits the section via the “Section Starts” gate.

**Further definition of leaning: (machine leaning means that the motorcycle has completely stopped).**

Machine leaning will be considered to have occurred if any part of the machine (with the exception of the tyres and engine protection plate) leans on an obstacle.