



2009 Observed Trials Rules

And

Organizer's Reference Manual

**World Enduro Canada
555111 Mono Amaranth Townline
Shelburne, Ontario
L0M 1S5**

www.worldendurocanada.com



WEC Observed Trials Rules 2009

Observed Trials

1. **Definition:** Observed Trials is a test of balance and control on a motorcycle which emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment. The competition takes place on laps of a course usually consisting of up to 15 individual sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks, and logs within the boundaries of the marked section. Usually red flags, markers or tape mark the right hand side of the section and blue mark the left side. The ultimate aim is to ride through the section without stopping or putting any feet down. If a rider does dab (puts a foot down) then 1 penalty point is incurred and up to a maximum of 3 marks can be incurred in one section through dabbing. A maximum of 5 marks is awarded if a rider fails to get through the section. If a rider gets through the section without the loss of any marks then a "clean" is awarded (0 penalty points). So, it is only possible to score 0 or 1 or 2 or 3 or 5 in any one section, the minimum being 0 and the maximum 5 (fail).

The rider with the lowest total marks at the end of the day is declared the winner. There are many classes which can be entered which cater to beginner's right through to experts.

At each section an "observer" or course official judges the ride and assigns penalty marks for infractions. Some club Trials use a self-scoring or buddy system, if observers are not available.

Although the competition typically has a time limit, it is not a test of speed.

2. **Course Requirements.** The course layout and marking is the responsibility of a person designated as the "Clerk of the Course" who may be assisted by other course marshals. The Clerk should endeavor to establish a course which will be fun and challenging for all skill levels and which will not contain impossible obstacles or extreme hazards. It is especially important that riders of beginner or novice skill level enjoy a competition which is not excessively difficult or discouraging.
 - a. **The Loop.** The "loop" or trail which comprises the course connecting the sections must be clearly marked and riders must follow the course in a single direction. There must be no riding backwards on the loop.
 - b. **The Sections.** Each observed section must be marked by a pair of each "Section Start" and "Section End" signs which clearly delineate a gate comprising the beginning and end of the section. Each gate has a minimum width of 4 feet.
 - c. **Section Boundaries.** Each section shall be bounded by natural obstacles and strong, easily visible waterproof tape (such as surveyor's tape) securely fastened to stakes or trees. The tapes should be at a minimum height of 10 cm and a maximum height of 30 centimeters. In the absence of tape, pairs of red and blue arrows forming gates within the section may be used. A straight line will be assumed as the section boundary between consecutive gates.
 - d. There shall be no Speed Sections

- e. **Class Gates.** Interior gates within the section may be marked to reduce the width of a section or to define the different routes for riders competing in different skill classes (see section 5). Each gate has a minimum width of 1.2 meters. A rider must pass through the gates of his or her class. If a rider passes, in either direction, between the gates of another class it will be considered as a failure.
- f. **Observer Position.** The section layout should be in such a way that the observer can place himself in a position to clearly see the entire section from a position near the end gate.
- f. **Riding the Course.** The number of observed sections and the number of laps are announced before the meet begins. If a time limit is to be enforced, this must be announced and the penalties associated with failure to finish on time must be indicated. Riders must ride the sections in numerical order, and a section may be attempted just once per lap. Riders are responsible for their own scorecard, and must carry their scorecard and present it to the section observer for marking at the completion of their ride in that section. Any sections not marked on the scorecard are considered missed sections. If the missed sections exceed 10% of the designated rides, the rider will be considered a non-finisher. In some trials, the clerk of the course may designate a "shotgun start" in which riders in different classes start at different sections in order to spread out the riders at the start.
- g. **Section Inspection and Practice.** Riders may inspect the sections by walking the section prior to riding, but may not

practice in the sections and may not alter the section by moving rocks or other obstacles.

3. **Machine Requirements.**

- a. **Motorcycle.** The motorcycle may typically be of any engine displacement except in youth or specially designated classes where the engine size may be limited. The motorcycle must rear wheel drive only and be equipped with a working engine kill switch, working brakes, ball ends on all handlebar mounted levers, and a number plate designating the rider's class in 3 inch minimum letters. As an alternate to a number plate, rider bibs or other systems may be used to identify the rider's class to the section observers.
- b. **Tires.** The motorcycle must be equipped with trials-type tires having rectangular tread blocks with the sides parallel to or at right angles to the tire axis. The space across the tread cannot extend completely across the tire at right angles to the wall of the tire without interruption by a block. Tire width may not exceed 4.5 inches, tread depth may not exceed 1/2 inch, and the space between the blocks may not exceed 3/8 inch across the tire or 1/2 inch in a circumferential direction.
- c. **Trail Bike Class.** An exception may be made for tires in a specially designated "trail bike" class, which may be included as an entry level class for non-trials motorcycles.
- d. **Helmets.** Competitors must wear a helmet designed for motorcycle competition use. Helmets designed for Bicycle, Hockey and Skate board use will not be accepted.
- e. **License.** Riders must present a current WEC trials license when

- signing in. Minimum age of 10 on the birthday of the rider
 - f. **Sound Check.** Machines will have a maximum sound output of 87 DBA as measured by standard practice.
 - g. **Number Plates** Supplemental rules for a Championship series may require class specific number plate backgrounds and numbers.
4. **Scoring.** The scoring method outlined below is the standard method of scoring used in WEC sanctioned trials and is generally consistent with the scoring rules used in the National Championship events of FIM affiliated countries and in the FIM Trials World Championship events. These rules have been simplified to eliminate time limits in the section and other requirements specifically associated with high levels of competition. Supplemental rules specifically for the WEC National Championship are provided in the appendices at and end of this manual or at www.worldendurocanada.com
- a. **Sections and Observers.** The rider will be scored only within the observed sections. Scoring begins when the rider's front axle passes through the start gate and ends when the front axle passes through the end gate. The rider must have a number plate clearly indicating the class to be ridden within the section, or announce to the observer the class to be ridden. The rider must enter the section only after receiving a signal from the observer; the observer shall show a raised, balled fist and announce "rider" in a loud voice to authorize a rider to enter the section, A rider may choose not to attempt a section and have the observer mark their scorecard with 5 points corresponding to a failure.

b. Section Penalties. Penalties are assessed by the observer in each section as follows:

- 1 fault: 1 point
- 2 faults: 2
- More than 2 faults: 3
- Failure: 5
- Missing a section 10

c. Definition of a Fault. A fault is defined as each contact of any part of the rider or his machine (with the exception of the tires, footrest, and engine skid plate) with the ground or an obstacle (tree, rock, etc.). Note providing the entire machine is within the section boundary, contact by the rider to the obstacle outside the boundary will be counted as a fault not a failure

c.1 Foot rotation – 1 fault

c.2 Sliding a foot – 3 faults

c.3 Both feet placed on the ground simultaneously – 2 faults

d. Definition of a Failure. A failure is defined by one of the following:

- The machine is moving backwards while the rider has a foot on the ground.
- The machine touches the ground with either tire outside a boundary.
- The rider or machine breaks, displaces or rides over a marker or marker support with either wheel while in the section.
- The rider dismounts from the machine and has both feet on the ground on the same side of the machine or behind the machine.
- The rider does not have both hands on the handlebar during a fault, while stationary.
- The rider receives outside assistance.
- The engine stops while the machine is without forward motion and the

rider is leaning or footing or any part of the machine with the exception of the tires is touching the ground.

- The handlebar of the machine touches the ground
- The motorcycle does a complete loop, crosses its own track with both wheels.
- Note riding the line designated by split gates for the rider class.

e. Additional Penalties.

Missing a section: 10 points

- f. Obstruction or Balk. If, while riding a section, a rider is hindered by the presence of another rider standing in the section, the rider may request that the observer permit a re-ride of the section. Any penalties incurred prior to the hindrance are retained.
- g. Protests. A rider may protest a score in a section, by making a specific protest in writing to the clerk of the course within 10 minutes after the end of the event. The clerk of the course will decide on the merits of the protest, after conferring with the observer in question. A rider may not protest another rider's score. Decisions of the clerk of the course are final.
- h. Overall Scoring and Ties. In each class, the order of finish is determined by the low score. In the event of ties, the rider with the lowest score on observation (independent of any time penalties, if those are used) will prevail. If the riders are tied on observation, the rider with the most cleans will prevail, and if still tied then the rider prevails who has most ones, twos, or threes, in succession. If riders

are tied on all points, then the rider prevails who rode farthest into the trial before the first one, or two, three, etc. If still tied on all points, the clerk of the course will organize a "ride off" in which a special section is designated and the riders ride one time each in turn, repeating the process until one rider has a lower score. A coin flip will be used to determine which rider goes first in the ride-off.

i. Alternative Scoring. Some clubs may choose to utilize an alternative scoring system at some events. Alternative scoring rules should be announced and clearly explained prior to the competition. Some examples are:

- No-stop rules. This system is often used with vintage trials or classic "English" trials, and requires that the machine maintains constant forward motion without stopping under penalty of failure.
- Indoor rules. This system is popular with "indoor" or stadium trials which include manmade obstacles of various types such as pipes, timber structures, inverted dumpsters, car bodies, teeter-totter planks, *etc.* Typical indoor rules allow *the rider to move* the machine backwards. The rider may also be required to ride several sections continuously with additional penalties for exceeding a specific time limit. Indoor stadium trials *sometimes include a side by side race over* a series of obstacles-with the loser receiving additional penalty points.

J. Disqualification A rider will be disqualified from the meet for any of the following reasons.

i) Failure to finish the event on the same motorcycle as he started on.

5. Trials Meets, Clubs and Rider Classification

a. A trial competition will be organized by a WEC sanctioned club. Each such club may add supplemental rules and rider classifications according to local interests. In order to promote similar rider classes across Canada the following skill levels are recommended:

- Expert or A
- Intermediate or B
- Junior or C
- Senior 35 Veteran riders for age over 35, Recommended riding lines are a combination of A and B at the organizers discretion
- Senior 45 Veteran riders for age over 45, Recommended riding lines of B at the organizers discretion
- Novice An entry level class that may be ridden by first time riders, non Trials bike entries and youth
- Vintage is for riders of any skill level on machines with twin rear shocks and air cooled engines.
- Additional classes. Additional classes may be added based on local interest. Example Senior 55 or Ladies.

B Ranking of riders is determined by counting their best rides in the competitions represented by $1/2$ the total number of events plus one. For example, in a 12 round series the best 7 rides would count.

For an odd number, round down, i.e. best 6 rides of an 11 round series.

- Championship points are awarded as follows:
 - Position 1: 30 points
 - Position 2: 25 points
 - Position 3: 21 points
 - Position 4: 18 points
 - Position 5: 16 points
 - Position 6-20: decreases 1 *point* per position



WEC Observed Trials Organizers Manual 2009

This manual aims to establish a guideline for Trials organizers such that some consistency is held in the Trials events sanction by the World Enduro Canada. (WEC)

For the benefit of those new to the sport of Observed Trials, the following is an insight into the competition.

1. **Definition:** Observed Trials is a test of balance and control on a motorcycle which emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment. The competition takes place on laps of a course usually consisting of up to 15 individual sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks, and logs within the boundaries of the marked section. Usually red flags, markers or tape mark the right hand side of the section and blue mark the left side. The ultimate aim is to ride through the section without stopping or putting any feet down. Each time a rider puts a foot down, penalty points are incurred. A maximum of 3 marks can be incurred in one section. A maximum of 5 marks is awarded if a rider fails to get through the section. The rider with the lowest total marks at the end of the day is declared the winner. There are many rider classifications based on the skill of the rider. At each section an "observer" or course official judges the ride and assigns penalty marks for infractions. Some club Trials use a self-scoring or buddy system, if observers are not available. Although the competition typically has a time limit, it is not a test of speed.

In order to successfully host an event, the following guidelines have been established to help the organizer through the promotion and setup of an event.

1) Land Use.

The organizer must have permission to use the property where the event is to be held.

Notes – future signed land use permission forms will have legal descriptions and signatures by the owner or their representative.

2) Medical

The organizer must keep in mind that in the event of a medical emergency, the course must be accessible to the medical personnel. The organizer must also think of access to local hospitals and EMS response teams.

3) Safety Standards.

-The loop or trail leading to the sections must be sufficiently easy to ride such that it can be negotiated by the most novices of entries. This is a big consideration as the loop can be more difficult than the sections.

4) Environmental

Toilette Facilities

Waste receptacles.

Oil and antifreeze waste receptacles (for National and multi day events)

The organizer will make sure that the site is clear of all course markings and sections markings as well as the pit area are clean upon the completion of the event.

5) Paddock

On selecting a site to host an event, the organizer will consider parking for the number of riders anticipated as well as for spectators. The parking area

and entrance to the area should be on firm ground and thought taken as to the ground in the event of inclement weather. Access by emergency vehicles should also be considered.

Parking on public roads is not encouraged.

Having the riders cross public roads is also discouraged.

The parking area should be clearly marked and attendants present when a large number of vehicles are expected as in the case of a National event.

6) Practice Area.

As per the rules, no riding is allowed in the course before the start of the event. A designated practice area should be marked so as the riders have a place to test their machines.

7) Promotion.

The minimum placement of advertising for the event will be on the WEC website. Numerous other areas are currently available and encouraged to be use.

8) Guidelines for event information.

The advertising for the event should contain the following minimum information:

- Event Date
- Location, directions or a map
- Start time and event duration
- Registration/sign-in time
- Entry Fee
- Classes
- Hotels and campgrounds in the area in the case of a National event.
- Organizing club
- Contact information.
- Name of the Clerk of the Course and WEC official.

In order to ensure a well attended event, the announcement of the event

should be posted a minimum of one month in advance of the event.

9) Course

The competition takes place on sections marked out along a loop or trail.

- The loop will vary in length based on the land available. It must be clearly marked and travel will be in one direction only.
- Riders will not be allowed to ride backwards on the loop.
- The number of observed sections and the number of laps will be announced at the riders meeting.
- Riders must ride the sections in numerical order and any section maybe only attempted once per lap.
- If a time limit is to be enforced, this will be announced at the riders meeting along with the penalties associated with the failure to finish on time. A typical event will have between thirty to forty five sections and the organizer will aim for a time of approximately four hours. National events maybe longer.
- The Clerk of the Course may allow riders of different classes to start at different sections in order to spread out the field.
- Riders will carry their own scorecard and present it to the official at the section upon completion of their ride.
- Riders may inspect the section by walking prior to their attempt, but may not practice in the section or alter the section in anyway.
- The organizers should endeavor to establish a course that will be fun to ride and challenging for all skill levels. It is especially important for the novice rider to have an enjoyable competition and is to face with conditions that are overly difficult and discouraging.
- Sections should not contain extreme hazards or impossible obstacles.
- It will be up to the Clerk of the Course to establish this. The work of the organizer and Clerk of the Course will be approved by the WEC representative.
- During the construction, workers should keep in mind that no section

should require more than 45 seconds to 1 minute to be ridden from entrance to exit. Consideration should be taken to keep sections flowing to prevent “bottlenecks.

10) Spectators.

Spectators should be encouraged to attend the event and accommodated by:

- Marking with arrows the directions to the site from major intersections leading to the Trials.
- Parking considerations should be made for a riders Pit area and a spectators parking area.
- Arrows and signs should point spectators to the sign in area and the sections.
- Spectators should be encourage to walk to the sections on paths or trails not used by the riders. Spectators should NOT be allowed to ride their own motorcycles. Bicycles will be allowed.
- At events with long rider loops, Spectators should have trails that shortcut between sections. These should be clearly marked.

10) Registration

Registration of riders at the event will take place at the time noted on the promotional material. Typically the organizer should allow a minimum of two hours before the start time for rider registration. Registration will close and no other entries will be allowed after the start of the riders meeting. (see 11) The registration will consist of verification of the riders' membership to the sanctioning body, the riders selection of class for which they have been approved, payment of entry fee and signature of liability and waiver.

The organizer will consider weather conditions for the registration area. Indoor facilities or Pop-up tents for inclement weather, tables, chairs and the number of persons required to efficiently handle the task.

The registration area should also have a notice board for posting of future events, announcements and the results.

11) Riders Meeting.

Prior to the start of the event, typically 15 minutes before, there will be a meeting of all of the participants. This meeting will be held by the organizer to announce any last details or changes to the items previously noted on the promotional material.

Items to be included are:

- Number of sections on the loop.
- Number of loops to be ridden.
- Time duration of the event.
- Checking system to be used on the day.

12) Results and awards

Results will be posted on the notice board at the sign in area. Results will be posted in a timely fashion after the last rider has completed the course in the allotted time.

It is suggested that awards be handed to the top two or three in each class based on the number of entries.

Results will be forwarded to the WEC in a timely manner for posting to the results section of the Website.

13) Club Work Rules.

It is recommended that clubs include some means of encouraging club members to host events or to work as observers at select events to help promote events. This not only helps clubs to have well-organized *events*, but *it* also *helps to encourage club members to* participate in the organization and activities of the club. It may be required that each rider competing, in the championship series should help to organize and observer at least one or more event during the season.

Some clubs use the system of awarding additional first place bonus points as an incentive for observing at least one: competition event.

c. *Alternative Systems for Observing and Event; Organization.* Many small clubs or local groups have alternative methods' for organizing a competition and observing.

- Morning/Afternoon riding. Some clubs break up the groups into morning and afternoon sessions, with some rider classes *observing in the morning and riding in the afternoon* and *vice versa*.

Group scoring Some clubs may break into traveling groups of one or more riding classes who ride together with an individual observer accompanying the group to score all the riders in the group.

- *Peer scoring.* Small clubs may ride in one or more groups, with the riders of each group scoring each other.

. *Non Competitive Trials Meets.* Motorcycle trials offers a great opportunity for non-competitive events to include riding for fun, practice, and social activities. A trials "fun ride" may include designated practice areas with participants offering coaching in riding techniques and practice in specific skills areas. Adventure rides can also be organized, as trials motorcycles are particularly suited to exploring trails in steep, rocky or very technical terrain, and trials tires are easy on the land.