



TRIAL REGULATIONS

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MCF TRIALS REGULATIONS

The MCF Code of Practice together with these Regulations, the Event Regulations and any Final Instructions shall apply to all Motocross Events held under a Permit issued by the MCF.

EVENTS**CONDITIONS FOR TRIALS EVENTS**

1. The organiser must be affiliated to the MCF.
2. 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.
3. Where the event requires use of a public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to.
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. Should the event cross public rights of way then competitors must be notified of the following: – “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 liaise with the local Highway Authority, the local Council and the Police and investigate any complaints and try to resolve any problems arising from the event.

ARENA TRIALS

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.

ELIGIBILITY**LICENCES**

1. For all MCF competitions the riders and passengers must hold a current MCF Licence.
2. An Adult or Youth competition licence for any speed event is acceptable for trials.
3. An annual MCF Trials Licence does not include Personal Accident cover.
4. All new applications for an annual licence must be accompanied by a passport style photograph, Photographs may be sent electronically.
5. Youth only: All new applications must be accompanied by a photocopy of the rider's birth certificate.
6. Where the Trial includes the use of public highways, then this will be stated in the Event 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.

CAPACITY AND LICENCE RESTRICTIONS

| Age on 1st Jan | Grade | Engine Capacity | Max Wheel Size / Specification | Restrictions |
|-------------------|----------|-------------------------------------------|-----------------------------------------|--------------|
| Youth Solo | | | | |
| 4–6 Years | Electric | Max 2BHP | | |
| 6–9 years | Cadet B | Maximum 50cc or 2 BHP electric monoshock. | 14 inch rear, 16 inch front | |
| | | Maximum 80cc or 4BHP electric Twinshock | | |
| 9–12 years | Junior | Maximum 80cc or 4 BHP electric | 17 inch rear, 19 inch front | |
| | | Maximum 80cc or 4 BHP electric | 14 or 17 inch rear, 17 or 19 inch front | |

MCF TRIALS REGULATIONS

| Age on 1st Jan | Grade | Engine Capacity | Specification |
|-------------------|----------------|--------------------------------------------------------------------------------------------|---------------|
| 12-14 years | Inter | Maximum 125cc | |
| 15-16 years | Rookie | Maximum 125cc | |
| Adult Solo | | | |
| 15 Years | | | |
| Sidecar | | | |
| 15 Years | Driver | | |
| 14 Years | Passenger | | |
| Adult Quad | | | |
| 15 Years | | | |
| Youth Quad | | | |
| 6 – 9 Years | 50cc Automatic | 50cc Automatic Quads with engine and frame as originally manufactured | |
| 8 – 14 Years | 100cc Open | 100cc Quads with engine and frame as originally manufactured, 8 year olds – Automatic only | |
| 11 - 17 Years | 250cc Open | Up to 200cc 2 Stroke & 250cc 4 Stroke. | |

Riders may continue in the youth Rookie class until the end of the year in which their 17th birthday falls. After reaching 15 years of age riders can apply for an adult solo trials or competition licence and still retain a youth licence until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult quad trials or competition licence and still retain a 250 youth licence until the end of the year in which their 18th birthday falls.

YOUTH

1. Upon assessment riders may remain in a lower class below their age.
2. No rider may compete before his/her fourth birthday on an electric powered machine.
3. No rider may compete before his/her sixth birthday on petrol engine powered machine.
4. When a rider reaches the maximum age limit for his/her group, he/she may continue to compete in that group until the end of the calendar year.
5. On reaching the minimum age for the next group, the rider may upgrade. Please note that any rider who chooses to upgrade cannot then move back to the lower capacity class once they have competed at the higher level at an MCF event unless specifically approved by the MCF.
6. An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the MCF head office.
7. The parent or person with parental responsibility must accompany a youth competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.

ADULT

1. The parent or person with parental responsibility must accompany a competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.
2. No rider will be permitted to compete in the adult classes until they reach the minimum required age.

PHYSICAL ELIGIBILITY / PROFICIENCY ASSESSMENT

All youth riders should be able to sit astride their machines and, with one foot firmly on the ground, must be able to control the gear lever or the foot brake with the other foot.

CLASS VARIATIONS

Inter and Rookie class riders may compete on machine of up to 250cc at Classic trials where the machine is fitted with twin shock absorbers and drum brakes.

MCF TRIALS REGULATIONS**OFFICIALS LICENCES**

Trials Officials are required to hold an MCF Licence of the appropriate grade for the performance of their duties.

LICENCED OFFICIALS

Officials that require a Licence.

| Official | Licence Term | Training Method |
|-------------------------|--------------|-----------------|
| Clerk of the Course | 3 Years | Seminar |
| Chief Technical Officer | 3 Years | Seminar |
| Engine Measurer | 3 Years | Seminar |

Licences will only be issued to individuals who have attended the appropriate seminar and/or passed competency assessments appropriate to their role. The MCF, at its sole discretion, may refuse to issue, cancel or suspend any officials licence.

UNLICENCED OFFICIALS

Officials who do not require a Licence

| Official | Training Method |
|--------------------------|-------------------------------------------------------------------------------|
| Event Secretary | May receive training from the MCF or the Clerk of the Course |
| Technical Official | Will receive training from the Chief Technical Officer |
| Chief Observer | Will be appointed and briefed by the Clerk of the Course |
| Observer | Will be appointed and briefed by the Clerk of the Course or the Chief Marshal |
| Child Protection Officer | |

OBSERVER

1. 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.
2. A mistake made by an Observer may be corrected by the Observer with the approval of the Clerk of the Course.
3. The minimum age for a Trials observer is 12 years; all officials under the age of 18 must be accompanied by a person with parental responsibility that will be responsible for the official at the event and must sign on their behalf.

SPECIFICATION OF MOTORCYCLE

All Solo, Sidecar & Quad Motorcycles shall comply with the Code of Practice and the following:

BRAKES

1. Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
2. For Sidecar motorcycles, brakes are not required on the sidecar wheel.
3. For Quad motorcycles brakes must be capable of operating, as a minimum, both rear wheels.

TYRES

1. Chains and other non-skid devices are not permitted.
2. The maximum overall width, measured at spindle height is 115mm
3. The maximum overall tread depth is 13mm
4. The maximum tread spacing is 13mm around the circumference and 9.5mm across the width.
5. The maximum space between shoulder blocks is 22mm.
6. Where an event takes place or traverses a highway all tyres must be road legal

MCF TRIALS REGULATIONS**MUDGUARDS**

Solo and Sidecar motorcycles must be fitted with two mudguards giving protection to the driver and passenger and be of similar construction to the original parts.

CLUTCH AND BRAKE LEVERS

1. Clutch and brake levers must be, in principal, ball ended, the diameter of the ball to be at least 12.5mm.
2. This ball can also be flattened but in any case the edges must be rounded.
3. These ball ends must be permanently fixed to form an integral part of the lever.

FOOTRESTS AND HANDLEBARS

The ends of the footrests must be rounded with a radius of not less than 12.5mm and fold in a rearward direction. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. For Quad and Trike motorcycles nerf bars or running boards must be fitted so that a riders leg will not be pulled under the rear wheel.

THROTTLE

All machines must be fitted with self-closing throttles.

IGNITION CUT-OUT

1. Solo motorcycles for use in the youth classes will be fitted with an engine cut-out button.
2. Sidecar motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord (coil telephone wire is not permitted). The cord should be a maximum of 500mm. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.
3. Quad Motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.

CHAIN GUARDS

1. For Solo, Sidecar & Quad motorcycles (excluding Minibikes) the manufacturer's original primary drive guards or parts of similar design must remain in place.
2. For quad and minibike motorcycles a suitable primary drive guard must be fitted if no original was fitted to the motorcycle

WHEELS

1. All motorcycles wheels with six or less spokes must be guarded.
2. For Sidecar motorcycles:
 - a. The maximum length for the sidecar is 1350mm
 - b. The minimum track width is 875mm.
3. For Quad motorcycles the measurement from one front wheel to its following rear wheel must be equal.

CONTROL OF EXHAUST SOUND LEVEL

The sound level of a Trials machine controlled according to the MCF method and measured at 2 metres distance will not exceed 85 dBA.

MISCELLANEOUS

For Quad motorcycles bumpers and nerf bars must have all corners with a radius of a minimum of 50mm.

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 as to which route is applicable, to reflect the route the competitor is riding

MCF TRIALS REGULATIONS**TECHNICAL CONTROL**

1. In the event of a protest against machine specification where an engine has to be stripped an additional fee of £250* for four stroke and £150* for two stroke machines MUST be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld, 50% of the additional fee will be awarded to the other party and will be the only costs payable.
2. The Clerk of the Course may disqualify or penalise any rider of a machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
3. Random or spot checks may be made by MCF Sound Control Officials of the sound level of any machine taking part in any MCF event in addition to any routine checks at technical control if requested by the Clerk of the Course.

* All payments to be made in cash

EVENT SAFETY**MEDICAL SERVICES**

It is a requirement that a person holding a First Aid at work certificate or higher be present at all events. Communications must also be established with the nearest ambulance service and A&E hospital.

CLOTHING

Clothing must cover legs and body and it is recommended that arms should be covered. Boots of approximately knee length must be worn. Only safety type Wellington boots made of leather, rubber or plastic will be allowed. The wearing of gloves is recommended. Motorcycle helmets, which must be correctly fitted, must be worn by all officials, riders and sidecar passengers when riding a motorcycle or quad.

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.

FIRE EXTINGUISHERS

Every MCF event must have a minimum of two 6Kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.

PILLION PASSENGERS

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

EVENT MANAGEMENT**START AND FINISH**

Prior to Starting, the rider must have signed on.

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 Event Regulations.

PRACTICING

unofficial practising at a venue is prohibited. A breach of this regulation renders the rider liable to disqualification from the event. 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 Event Regulations.

Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

TIME

For Trials other than Time and Observation Trials, where full details regarding the calculation of time penalties shall be included in the Event 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 Event 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, so that riders do not travel on the public highway between the last Section and the Control. Riders will be penalised one mark per minute or part of that minute up to a maximum of twenty for late starting, or arriving late at any subsequent Time Control, Riders arriving later than 20 minutes will not be classified..

COURSE/ROUTE

The Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders 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 making provided by the organisers is purely for assistance. The organisers reserve the right to modify the route. To qualify as a finisher and be eligible for an award, the rider's machine must have travelled the whole distance under its own power or the exertion of the rider and passenger. 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.

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.

If route marking is appropriate it is recommended that discs are used to signify the direction – red for right, blue for left and white for 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.

OBSERVED SECTIONS

The organiser must announce which route each class is riding and the corresponding colours of the route marking. Details may be displayed at signing on, at the first section or contained in the Event Regulations or programme. Riders in the same class must all start at the same section.

It is recommended that routes be marked as follows:

Route A – Principle Route – Blue (left) Red (right)

Route B – Yellow both sides

Route C – 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 ie Route A would be hardest, Route B 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.

The lateral limits of an Observed Section or Sub Section may be defined by artificial boundaries such as markers or tapes.

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 organisers.

A rider failing in a Sub-Section must restart in a forward direction from the Sub-Section in which he has failed.

To qualify as a Finisher and be eligible for an award, the competitor must be deemed to have made a true attempt of at least 75% of the course.

MCF TRIALS REGULATIONS**PUNCH CARDS**

If punch cards are used, the onus of looking after these rests entirely on the rider and only the rider/passenger may present the punch card 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 his punch card to the appointed Official without delay will be classed as retired.

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: –

PENALTIES

- 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.

- 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.

STOP DEFINITIONS**CLEAN**

A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised.

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

Is considered to have occurred if:

1. The machine moves backwards.
2. The rider does not have both hands on the handlebar when he foots whilst stationary.
3. The engine stops whilst any part of the machine, with the exception of the tyres, touches the ground or the rider is footing.
4. The passengers foot touches the ground or any part of his body touches an obstacle within a section.
5. 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.
6. A rider is requested to leave the section by the observer for "unnecessary delay".
7. A machine does not stay within the intended limits of the section and within each marker.
8. If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section ends" sign.
9. 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
10. The displacing of a marking not relating to the competitor's route will be considered to warrant a penalty
11. Travelling in a forward direction against the direction of the Section.
12. The machine or rider receives outside assistance.
13. 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.

For all trials the organiser may 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 limit is to be applied to the Sections then this must be clearly stated in the Event Regulations.

ADDITIONAL NON-STOP DEFINITIONS.**FAILURE**

Is considered to have occurred if:

The machine ceases to move in a forward direction.

BAULK

A baulk is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a true attempt due to some outside obstruction. Should a rider claim a baulk, the Observer may, at his discretion, allow a rerun of the section. The Observer's decision as to whether a rerun 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 be measured for the total section as if no obstruction had taken place.

TIES

Ties in an Event

Where a special test will be used to determine ties details must be included in the Event Regulations for the event. Where there is no special test, ties will be resolved by the following method in the sequence shown:

1. In favour of the rider with the highest number of cleans.
2. In favour of the rider with the highest number of one mark.
3. In favour of the rider with the highest number of two marks.
4. In favour of the rider with the highest number of three marks.
5. In favour of the rider who travelled furthest with the least marks lost.
6. In favour of the rider who completes the course with the least marks lost on time.

MCF TRIALS REGULATIONS

TIME AND OBSERVATION RULES FOR YOUTH TRIALS

(A & B CLASS RIDERS)

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

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.

RESULTS

The method to be used for the publication of the results must be shown in the Event Regulations.

INSTRUCTIONS TO RIDERS

All Event Regulations and Final Instructions issued for an event will have the same force as these Regulations but must in no way contradict it.

CONDUCT

Riders, parents or associates failing to obey instructions given by officials of the event or deemed to have unjustifiably or maliciously jeopardised the efficient running of the event by not adhering to the Regulations, Event Regulations or the protest procedure, may be disqualified from the event.

PARENTAL RESPONSIBILITY

It is a parent's or guardian's responsibility to ensure that children stay within the confines of the event site and obey all instructions issued by the organiser.

DECLARATION

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

COMPLIANCE WITH REGULATIONS

Every rider, by entering or being entered, thereby acknowledges that s/he is bound by the MCF Code of Practice and these Standing Regulations together with any Event Regulations or Conditions and Final Instructions issued, to all of which s/he undertakes to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.

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.

INSURANCE

Where the Trial involves the use of Public Highways, each rider will be required to declare that there will have insurance in place in respect of the requirements of the current Road Traffic Acts.

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.

ARENA TRIALS

GENERAL

The Discipline Regulations for Trials shall be applicable with the following amendments.

Prior to the start of the event the Clerk of the Course must hold a briefing meeting which must be attended by all riders and the Observer(s).

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

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.

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.