



# **Trials Rule Book**

# AMCA RULES INDEX

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## **NOTES TO RIDERS**

- A. The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMCA neither warrants safety if the rules are followed nor compliance with any enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.
- B. Riders and Eligibility: Special Note: The AMCA does not test the skill of individual participants (except first time applicants aged 15 years and under) in AMCA - sanctioned events, nor does the Association licence competitors or judge riders competence. Participants are solely responsible for their safety.
- C. Licence Card: The Licence card is a competition Licence but does not imply that its bearer has been trained, tested or certified to have achieved any level of competence in the operation of his/her motorcycle.
- D. General Equipment Standards: Equipment used in sanctioned competition must meet the standards as specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.
- E. Responsibility: Participants are solely responsible for the condition of their motor vehicles and personal riding equipment. Officials do have the authority to prevent the use of any machines or equipment which they do not think is satisfactory.
- F. Competition Clothing: It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMCA does not endorse or certify any manufacturers or products. The rider must rely on his/her own judgement in the selection of any helmet and apparel for durability and safety. Certain British Standards for helmets are laid down in the rules and must be complied with.
- G. Meetings: Special Note: Riders are solely responsible for their safety at AMCA sanctioned meetings and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track Officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate in the event.

**A Trial is a test of riding skill and balance over natural observed obstacles with riders incurring penalties for footing or failing to complete the section as outlined in these rules.**

**These standing Regulations shall apply to all Trials together with the Supplementary Regulations and any Final instructions issued either in writing or verbal for individual events, except for Rule 1 relating to age of riders and capacity of machines allowed.**

## **1 AMCA MEMBERSHIP**

An AMCA 'A' Licence which covers Motocross automatically allows a rider to compete in AMCA Trials without paying any extra registration fee.

Costs will be available on the current Trials only Registration forms.

THE MINIMUM AGE LIMIT FOR MOTORISED TRIALS ONLY IS 6 YEARS OLD.

Permission is required from the AMCA for events catering for riders between 4 and 15 years of age.

Machine capacities:

6 to 9 year olds	Maximum 80cc
10 to 12 year olds	Maximum 125cc
13 to 15 year olds	Maximum 250cc

4 to 6 year olds (Electric/Cycle Trials only) Maximum 2bhp measured at the rear wheel  
Riders can compete in non-combustion trials in this age range, Basic sections focusing on precision and balance. Riders to be accompanied by a minder throughout the section.

Riders may in exceptional circumstances ride larger capacity machines, applications in writing to the AMCA office will be considered, with supporting evidence from Club Officials stating their case. Under no circumstances will such a request be considered in the 4-6 year old age range.

## **2 RIDERS UNDER 16 YEARS OF AGE**

At all events, a Parent/Guardian or another person over 18 years of age must be present and remain throughout the meeting including practice, to take responsibility of riders under 16 years of age.

Riders whose legal guardian does not attend events, must supply a letter of authority to the AMCA authorising a named party who will be responsible for the rider throughout the event. A copy to be carried at all time by the temporary guardian (ready for inspection), all minors will be bound by the directions of parent, guardian or any other appointed adult responsible for them at any event.

Child Protection: The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

### **3 RENEWAL OF AMCA LICENCES**

Members who return their expiring AMCA Licence Card with the application form need not send two passport photographs. Trials only registrations run from February 1st to January 31st.

### **4 TRANSFER TO ANOTHER CLUB**

Any transfer to another club by a registration holder will only be accepted when a clearance letter from the former club is received by the AMCA Secretary and any transfer may be referred to the Executive and/or a Group Committee for approval. This includes renewals at the end of the year when registrations have expired.

### **5 TRIALS ONLY LICENCES**

Holders do not count towards a Club's number of Motocross it has to organise. LICENCE APPLICATION FORMS ARE AVAILABLE FROM ANY CLUB SECRETARY or the AMCA Office, Hyland House, Unit 28, Navigation Way, Cannock, Staffs WS11 7XU.

### **6 INSURANCE SCHEME**

See Standing Regulations and Sporting Code.

### **7 ENTRY FORMS**

Entry forms must be completed in every detail, signed by each entrant, rider or passenger (in the case of a rider being under the age of 18 years, the form must also be signed by the parent/guardian).

The entry form together with the entry fee (which includes riders insurance premiums for personal accident and off road risks should be forwarded to the Secretary of the Meeting. All riders, passengers and persons responsible for minors, must register arrival at an event by signing-on at the designated area.

### **8 LIMIT ON NUMBERS OF ENTRIES**

Any limitation on the maximum or minimum number of entries to be accepted, must be included in the Supplementary Regulations.

Acceptance or refusal of entry - riders should be notified of the position regarding their entry prior to the event.

## **9 CHANGE OF RIDER**

All entries are deemed to be in respect of the rider named on the entry form, no change of rider will be permitted. For 'team events' any change of an individual entry will be subject to the conditions laid down by the Supplementary Regulations.

## **10 MACHINE ELIGIBILITY**

Machine eligibility is left to the discretion of the event organiser, however machines allowed must be clearly stated on the entry form or any supplementary regulations issued for each event.

## **11 CHANGE OF MACHINE**

Change of machine is not allowed.

The same machine must be used throughout the trial

## **12 CUTOUT BUTTONS**

All machines must be fitted with an operational cut out button.

## **13 CHAINGUARDS**

Chain guards where fitted as per manufacturers specification must be fitted.

## **14 RIDING NUMBERS**

Will be issued by the organisers, whether card or bibs, must be clearly displayed in a legible condition throughout the event.

## **15 CLOTHING**

Clothing must cover legs and body, it is recommended that arms should also be covered. Boots of 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 are correctly fitted, must be worn by all officials, riders and passengers when riding a machine, unless specified otherwise in the Supplementary Regulations. Youth: All youth competitors must have clothing covering arms and wear gloves covering hands and fingers.

## **16 PILLION PASSENGERS**

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

## **17 START AND FINISH**

A rider will sign on at the Start and must report at the Finish where he/she may be required to sign off. The method of deciding the starting order for riders will be stated on the Supplementary Regulations.

## **18 RECOMMENDED ROUTE CARD**

All competitors must be issued with a recommended route card for open type events before the start of each event. Any time limit must be detailed on the route card.

## **19 ROAD MARKING**

The use of dye for route marking is forbidden. The route or the recommended route should be clearly indicated by the use of the recognised coloured direction signs, i.e. White - Straight on, Blue – Turn left, Red - Turn right. These may be supplemented by direction arrows which are to be removed by the organisers immediately after the event.

## **20 BOUNDARIES**

The boundaries of a section may be tape or markers, which should be set out on either side of the section and the boundary is an imaginary straight line between each marker. The machine must stay within these marked boundaries. Any touches or dabs in or outside these boundaries whilst the machine is in the section will count. Any rider who deliberately leans on an object with any part of the body will also be penalised with loss of marks. (i.e. leaning on a tree). All dangerous objects, metal or glass which could cause injuries to riders MUST be removed. Overhanging tree branches should only be removed with permission of the observer and/or organiser.

## **21 SECTION MARKING**

The course will be marked as stated in the Supplementary Regulations.

It is recommended that the principle route be marked: - Blue - Left, Red - Right with diversions for other classes in additional colours. It is the rider's responsibility to follow the correct route. The organisers reserve the right to modify the route.

Suggested;

EXPERTS who ride the harder route, red markers on the right hand side of the section and blue markers on the left hand side.

CLUBMAN – Mixed route of either Expert or Non-Expert.

NON EXPERT – Green markers on the right and Yellow markers on the left.

BEGINNERS – White Markers

## **22 OBSERVED SECTIONS**

The limits of an Observed Section or sub-section will be defined by artificial boundaries, i.e. markers or tapes, firmly placed and positioned to clearly define the limits of the section, if tapes are used they should be clear of the ground but not exceed a height of 500mm from the ground. The Start and Finish of each Observed Section will be identified by Section Begins and Section Ends signs. Sections will be numbered in sequence unless otherwise stated by the organisers.

## **23 NEUTRAL GROUND**

At least three machine lengths must be allowed between sections or sub-sections except in the following instance: A maximum of three (3) sub-sections together may have one and a half machine lengths between them instead of three lengths.

## **24 ALTERATIONS**

No alteration of sections or boundaries thereof is allowed after the first rider has passed through, or in the case of a two lap course, until all riders have passed through on the first lap. A section may be cut out at the organiser's discretion, but no penalty marks deducted.

## **25 OBSERVERS**

Observers are appointed by the organiser. Protests or appeals cannot be accepted against a judgment of performance made by the Observer, protests may be made to the organiser. Mistakes by observers may be corrected with the approval of the organiser.

## **26 PUNCHCARD**

If punch cards are used, the responsibility of looking after them rests with the rider, only the rider can present the punch card to the observer. Any disagreements over the score punched, or errors should be reported to the secretary of the meeting immediately.

## **27 RECOMMENDATION TO RIDERS**

Please remember the observers are human and treat them with respect and don't take longer to complete sections than necessary, don't argue regarding marks etc. Remember, without observers it would be difficult to run trials.

## **28 BAULK**

A baulk is deemed to occur when a rider, is prevented from making an attempt to ride a section due to outside obstruction. Should a rider claim a baulk, the Observer may, at their discretion, allow a re-run of the section.



## **29 PRACTICING**

Unofficial practice at any venue is prohibited.

## **30 DUAL SECTIONS**

Clubs should include some easy sections to encourage beginner riders. Downhill drops with rocks or tight turns at the bottom are not ideal types of sections for beginners.

## **31 RIDERS**

(a) Riders missing section(s) lose maximum marks possible on section or sections.

A rider who misses four sections must be declared as retired.

(b) CARELESS OR DANGEROUS riding, if reported, will entail exclusions. This includes riding around the start area before a trial.

(c) Changing machines after starting – exclusion (Championship Only)

(d) A rider may not be towed to the finish but may push his machine to the finish

(e) A rider is deemed to be in a section when the front wheel has passed the Section Begins card.

(f) A rider must complete the course on his own machine; young riders may have a person to drive their machine around the course, but the competitor must travel on the pillion seat. Machines which are used for this purpose must have rear foot rests and a rear seat.

(g) The course is from start to finish as stated either on the entry form or route card.

(h) A rider at an open type trial is only accepted on the understanding he/she has current insurance and road tax, and signs to this effect and a current valid driving licence. The organising club and/or the AMCA shall not be held responsible.

## **32 RECOMMENDATION TO ORGANISERS**

On observed sections which are subject to rapid deterioration due to weather, the chief observer of a group of sections, or the observer, in the instance of an isolated section, should be given authority to alter such sections if, in that persons opinion, the section will prove to be impossible due to changed conditions on the day of the event. Any such change must be made BEFORE ANY RIDER has attempted the section (as per RULE 24).

## **33 MARKING**

A machine will be deemed to be in the section when the front wheel has passed the Section Begins card and marks will be awarded until the back wheel has passed the Section Ends card. 0, 1, 2, 3 and 5 system of penalty marks must be stated on observer cards, and also the route cards. Any timed section of an event must be clearly stated on the route card showing the penalty marks, distance to be timed (approx.) and time that will be allowed.

Marks are awarded as follows:

5 Fails to complete the section

Machine moved backwards to gain better position

Engine stops with rider or any part of the machine (except the tyres) touching the ground.

Rider dismounts from the machine (both feet on the ground on the same side or behind the machine)

Machines crosses boundary tape or dislodges marker (wheels may not be lifted over markers or tape)

Machine or rider receives outside assistance

Requested by rider rather than attempt the section

A rider, or person having an interest in the rider's performance, who in any way alters the severity of the section without the authority of an official

Travelling in a forward direction against the direction of the section;

3 Footing more than twice

2 Footing twice

1 Footing once

0 Completing the section un-penalised.

Footing will have occurred if any part of the rider's body touches the ground or the rider benefits from any part of his body leaning on an obstacle (tree, wall, rock, etc.) without stopping the progress of the machine. Footing outside the section does not class as failure but is simply classed as footing.

The machine may also move back slightly as the rider regains momentum.

No penalty for TOUCHING tape or Section Cards.

SIDECAR MARKING. The same as for solos but if the passenger foots or dismounts = 5. A competitor will be deemed to be in an observed section from the time the front wheel reaches the section begins card, until the machine has cleared the ends card.

NOTE! Clubs may adopt their own marking rules, any changes should be stated on the entry sheet or the signing on sheets.

## **34 TYRES**

Trials tyres to be the only tyres used in Trials (must be on general sale).

## **35 NUMBERS**

Riding numbers issued by the organiser, whether cards or bibs, must be displayed throughout the event.

## **36 TRADE PLATES**

No rider may compete using Trade Registration Plates (ILLEGAL).

## **37 RESULTS**

Riders who enclose a self-addressed envelope with their entries should also be sent a copy of results within seven days of the event.

### **FINDING VENUES**

Any Club looking for a venue should not, under any circumstances, contact a land owner or any person responsible for the letting of the circuit if the ground is being used by another Club, an AMCA Club or a Non AMCA Club.

The Club using the circuit must be contacted first for permission to approach the owner. Any Club found not complying with the arrangement will be liable to severe disciplinary action. If a circuit has been used within the last three years then the Club who have used the ground for any type of off road sport must be contacted and a written letter of authority obtained before any approach is made to any land owner or their agent.

### **CAR PARK LIABILITY**

Members are reminded that they or their guests (or any other person) can incur a legal liability for death or injury to persons or damage to property arising from a motor vehicle notwithstanding that the area may be private property.

All persons must therefore have as minimum full Third Party motor cover and must take the same attitude to driving off road as they would if driving on the public highway.

### **POLICE REFORM ACT 2002**

The Police Reform Act of 2002 now in operation will give the police authority to stop motorcycles (or cars), using reasonable force if necessary, if they feel that they are being driven in a manner that is likely to cause 'alarm, distress, or annoyance to members of the public. The Police can then impound the machine and charge £105 for its release plus a £12 per day impound charge. If not paid within 21 days then the machine can then be auctioned off to pay the charges. Anyone practicing illegally could find the bike impounded (without having to face judicial process that proves the case against the rider or even the validity of the charge).

These are sweeping powers for a small piece of legislation that has gone largely unannounced. Already some police forces have taken action along these lines. So riders beware if you do practice illegally and clubs who have problems with illegal practice at their tracks - why not print some notices pointing out the new legislation and hand them to the offenders. Hopefully the word will eventually get around, too many tracks have been lost due to illegal practice.

## **THE FOLLOWING RULES REFER TO AMCA MIDLAND MODERN TRIALS ONLY**

## **101 NON LICENCE HOLDERS**

Non-AMCA Licence Holders are allowed to ride in AMCA Trials but will not gain championship points in the solo or team championships, nor will they be eligible to ride in any club team in the A. W. Johns Team.

## **102 ENTRANTS**

Entries will only be accepted from AMCA Licence holders and newcomers on the official entry form. LATE ENTRIES MUST PRODUCE THEIR LICENCE CARD AT THE START OF THE TRIAL, EXCEPT NON LICENCE HOLDERS. All riders must sign on before the start of each Trial. Entries sent without the fee will be charged as late entries. Registration numbers must be quoted on all entry forms for open AMCA EVENTS.

## **103 ENTRY FEES - CLOSED CIRCUIT**

To be determined by the organising club, must include the AMCA Insurance Fee. Open Road Trials may charge different fees. Riders who provide an observer may be allowed a refund of their entry fee (Left to the organising club's discretion).

## **104 ENTRY FORMS**

These are to be issued to all AMCA Affiliated Clubs, the AMCA Secretary and the AMCA Trials Secretary at least three weeks prior to the date of the event. If a time limit is to be implemented it must be clearly stated on the entry forms, but the actual details of the times must be included on the Route Card, or displayed at the start of a closed circuit event.

## **105 REFUSAL OF ENTRIES**

Secretaries may refuse riders entry, giving reason. Appeal against such refusal may be made to the AMCA Trials Committee or Executive. Telephoned entries are not acceptable.

## **106 NUMBER OF EVENTS**

Any Club, must organise at least one Trial during the current year, ideally they should organise 1 winter and 1 summer trial.

## **107 CLASSES**

All AMCA Championship Trials to be for solo machines and the classes are as follows, unless permission is granted otherwise by the AMCA Trials Committee. Expert, Clubman, Non-Expert and Beginners.

## **108 POSTPONEMENT OR ABANDONMENT OF TRIALS**

It is imperative to notify AMCA Secretary and the AMCA Trials Secretary. Entry fees are returnable on demand.

## **109 OPEN COURSE**

All Championship Trials which are held over an open type course should have at least three groups of sections.

## **110 RECOMMENDED ROUTE CARD**

All competitors must be issued with a recommended route card for open type events before the start of each event. Any time limit must be detailed on the route card.

## **112 CLOSED CIRCUIT TRIALS (MULTILAPS)**

Riders must complete each lap once before attempting any section for 2nd time and so on for each lap. Sections may be altered after any particular lap so the above system must be followed. Any time limits must be displayed at the start. A verbal instruction is not sufficient. It is recommended that riders start in batches at different sections rather than all queue up at the 1st section.

EXAMPLE - Riders with No's 1, 11, 21, 31 start at No 1 section while riders with 10, 20, 30 start at No 10 section. Number of laps left to the discretion of the organising club. The method or system should be stated on the Entry Form.

## **113 CHAMPIONSHIP COURSES**

A club must run at least one round with a minimum of 10 sections which must be used each lap for championship events.

## **114 NEUTRAL GROUND**

At least three machine lengths must be allowed between sections or sub-sections except in the following instance: A maximum of three (3) sub-sections together may have one and a half machine lengths between them instead of three lengths.

## **115 ALTERATIONS**

No alteration of sections or boundaries thereof is allowed after the first rider has passed through, or in the case of a two lap course, until all riders have passed through on the first lap. A section may be cut out at the organiser's discretion, but no penalty marks deducted.

## **116 GRADES**

Solos: Experts - Clubmen - Non Experts - Beginners. Sidecars are not graded.

Clubmen can remain in this class throughout a season without being upgraded.

Clubman Class: This class will be open to recently upgraded non-experts and any expert who has not gained 30 championship points in the previous season and to any rider who feels it is the right class for them.

Approximately half of the Clubman sections will be the same as the non-experts sections and approximately half will be the same as the experts sections. All sections will be clearly marked by the organising club at the beginning, to show which route the Clubmen are to ride. The class will be fully competitive and a trophy will be awarded at the end of the winter season.

## **117 UPGRADING**

All Upgrading is at the discretion of the Trials Secretary.

## **118 OBSERVED SECTIONS**

Each main section MUST BE NUMBERED according to its order on the route card, such numbers are to be placed on the "Section Begins" card.

A section may be sub-divided but each will be numbered by a 'Section Begins' and 'Section Ends' card fixed in a vertical position.

Section markers are to be at least 3 inches across. Having entered a section the rider must not cross his own track, i.e. no figure of eight or full circles. A different entrance and exit must be used on all sections.

## **119 DUAL SECTIONS**

Clubs should include some easy sections to encourage beginner riders. Downhill drops with rocks or tight turns at the bottom are not ideal types of sections for beginners.

## **120 RIDERS**

(a) Riders missing section(s) lose maximum marks possible on section or sections.

A rider who misses four sections must be declared as retired.

(b) CARELESS OR DANGEROUS riding, if reported, will entail exclusions. This includes riding around the start area before a trial.

(c) Changing machines after starting – exclusion (Championship Only)

(d) A rider may not be towed to the finish but may push his machine to the finish

(e) A rider is deemed to be in a section when the front wheel has passed the Section Begins card.

(f) A rider must complete the course on his own machine; young riders may have a person to drive their machine around the course, but the competitor must travel on the pillion seat. Machines which are used for this purpose must have rear foot rests and a rear seat.

(g) The course is from start to finish as stated either on the entry form or route card.

(h) A rider at an open type trial is only accepted on the understanding he/she has current insurance and road tax, and signs to this effect and a current valid driving licence. The organising club and/or the AMCA shall not be held responsible.

## **122 OBSERVERS SCHEME (NOT COMPULSORY)**

Any club who wishes to apply the following rule must apply to the Executive/Trials Committee and submit proof that they intend using more sections on an open trial than they have members (or current licence holders).

For every three riders who enters for the trial, the Club from which those riders come from shall provide an observer. Clubs who are given authorisation must notify all other clubs at least two clear weeks before the date of the trial. An indication on the entry form would also help. Any club operating this scheme is recommended to give the visiting observers the earlier sections.

## **123 NUMBERS**

As issued.

## **126 INTER CLUB 'POTTER TROPHY' CHAMPIONSHIP (SOLOS) LICENCE HOLDERS ONLY**

INTER CLUB - POTTER TEAM - Teams will consist of a Club's best three riders in any class. Events will be run over the Championship - to be decided at the fixture meeting. A winning team could consist of 3 riders from any class depending on their results. The Trials Secretary to work out the points from the results. Points scoring system to be 1st 15pts, 2nd 12 pts, 3rd 10 pts, 4th 8 pts, 5th 6pts so on down to 10th 1 point.

## **127 RESULTS**

A copy of the results must be sent to the AMCA. Secretary and the AMCA Trials Secretary, these must be sent as soon as possible after the event. Results (this means a full list of riders who entered) must be sent to all clubs with riders competing within seven days. Riders who enclose a self-addressed envelope with their entries should also be sent a copy within seven days. Clubs who do not comply with this rule are liable to disciplinary action.

## **128 INDIVIDUAL SOLO TRIAL CHAMPIONSHIP (AMCA LICENCE HOLDERS ONLY)**

Championship trials will be decided at the fixture meeting.

The A. W. Johns Team Trial (Which can be incorporated into an existing Trial) and the Boxing Day Trial will not count. The winner of a championship trial will be awarded 15 points. 2nd 12 points, 3rd 10 points, 4th 8 points, 5th 6 points, 6th 5 points, 7th 4 points, 8th 3points, 9th 2 points, 10th 1 point. In the event of a tie for the Championship, the

rider with the most wins will win. If still a tie then the rider with the most 2nd places and so on down if still a tie. Same system for 2nd and 3rd in Championship.

A ruling on tie breaks, unless stated by the club in its regs will be; the most cleans, most single dabs, most 2's, most 3's, least 5's or, failing that, furthest cleans method will be used.

The winner of the previous years class Champinoship will not be eligible for Championship points if they remain in the class in which they were victorious (unless Expert)

### **CLEE HILLS - SOUTH SHROPSHIRE**

This popular venue for Trials, between Ludlow and Cleobury Mortimer, is not 'Common Land' and riders are not allowed to practice or organise events on the hills.