

A.C.U. RULES

TSR18. START AND FINISH. A rider will sign on at the Start and must report at the Finish where he may be required to sign off. The method of deciding the starting order for solos and sidecars will be stated in the Supplementary Regulations or, where applicable, in the appropriate Championship Regulations.

TSR19. TIME. For Trials other than Time and Observation Trials, where full details regarding the calculation of time penalties shall be included in the Supplementary 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 Supplementary Regulations or Final Instructions.

A rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should wherever possible be situated 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 up to a maximum of twenty for late starting, or arriving late at any subsequent Time Control, and thereafter excluded.

TSR20. COURSE/ROUTE. The route of the course will be marked as stated in the Supplementary Regulations. 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.

The promoters 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, and without any outside assistance or additional means of conveyance. Any rider who allows his machine to be ridden, pushed or transported any other way, on any part of the course, by any other person, is liable for exclusion. Any rider who on any private land is accompanied by another vehicle unconnected with the event, is liable to exclusion. 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 exclusion and reporting to the Stewards for disciplinary action.

TSR21. OBSERVED SECTIONS. The lateral limits of an Observed Section or Sub Section may be defined by artificial boundaries such as markers or tapes, which shall be firmly placed and positioned in a way so as to clearly define the intended limits of the section. If tapes are to be used they shall always be clear of the ground but not exceed a height of 500mm from the ground.

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.

TSR22. METHOD OF MARKING. The method of marking i.e. TSR22-A or TSR22 -B must be stated in the Supplementary Regulations.

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:-

A. FIM SYSTEM (This is the marking system used by all clubs in the I.O.M excluding the Vintage Motorcycle Club)

0 Clean

1 Footing once or stopping once

2 Footing twice or footing once whilst stopped or stopping twice

3 Footing and or stopping more than twice

5 Failure

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.

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 exhaust sound level. places along the Section, in order that a rider's performance may be determined.

Marks will be lost in a decreasing manner from 5 too 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.

Supplementary Regulations must state whether footing will be penalised.

DEFINITIONS.

CLEAN: A rider traversing a Section as defined above without penalty as described under FOOTING, STOPPING or FAILURE shall be unpenalised and given a "CLEAN".

FOOTING: Footing will be considered to 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 etc.), without stopping the progress of the machine.

Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing.

STOPPING: Stopping will have deemed to have occurred if the total machine comes to a complete stop.

FAILURE: A failure is considered to have occurred if:-

(a) The machine moves backwards.

(b) The rider does not have both hands on the handlebar WHEN HE FOOTS WHILST STATIONARY.

(c) The engine stops WHILST ANY PART OF THE MACHINE, WITH THE EXCEPTION OF THE TYRES, TOUCHES THE GROUND OR THE RIDER IS FOOTING.

(d) The rider intentionally moves either wheel to the side WITHOUT FORWARD MOTION.

(e) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the riders feet are on the ground at the same side of, or behind the machine.

(f) A rider is requested to leave the section by the observer for "unnecessary delay".

(g) A machine does not stay within the intended limits of the section and within each marker.

(h) 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.

(i) The rider is held responsible for displacing a flag, marker or support etc.

(j) Travelling in a forward direction against the direction of the Section.

(k) The machine, or rider receives outside assistance.

(l) A rider or person having an interest in a riders performance, who in any way alters the severity of a section without the authority of an official.

B. NON-STOP (SOLO & SIDECAR)

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

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.
Supplementary Regulations must state whether footing will be penalised.

DEFINITIONS.

CLEAN: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".

FOOTING: Footing will be considered to 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 etc.), without stopping the progress of the machine.

Footing outside the lateral limits of a section does not constitute a failure but should simply be classed as footing.

FAILURE: A failure is considered to have occurred if:-

(a) Solo

(i) The machine ceases to move in a forward direction.

(ii) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the riders feet are on the ground at the same side of the machine.

(b) Sidecar.

(i) The machine ceases to move in a forward direction.

(ii) 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 the machine.

(iii) The passenger foots i.e.. if any part of the passenger's body touches the ground, or benefit is gained from any part of his body leaning on an obstacle (tree, wall etc.).

The following apply to solo or sidecar:-

(c) A machine does not stay within the intended limits of the section and within each marker.

(d) 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.

(a) The rider or passenger is held responsible for displacing a flag, marker or support in an observed section etc.

(f) Travelling in a forward direction against the direction of the Section.

(g) The machine, or rider or passenger receives outside assistance.

(h) A rider or person having an interest in a riders performance, who in any way alters the severity of a section without the authority of an official.