

BIKETRIAL FEDERATION – FULL RULES 2017

The rules within this document are for British National events (Cup & Championship). They should be used as a guideline for Club rules, but clubs may change anything within this document to suit their circumstances and members, with the exception of the details on: Time; General; Clothing; and Penalty Points. Such changes should be noted on the entry form as supplementary regulations.

Entries

- No “membership” nor “licences” are required to enter Biketrial Federation events.
- Entries should be received by the closing date stated on the entry form.
- Payment must be received with the entry application, if not, it will be classed as a ‘late entry’.
- Late entries received after the closing date may be accepted at the discretion of the Event Secretary; an additional entry fee of £5.00 will be due.
- Entries cancelled by telephone giving 24 hours notice will receive a full refund.
- Each rider will be given a card displaying their name, class and route colour. This card must be secured on the handlebars of the bike to be ridden.

Note:- All riders who are selected to ride in UCI World events must obtain a British Cycling / UCI Licence. Club events may have club membership fees that apply.

Classes / Routes

Whilst setting the routes and ages detailed below consideration has been taken of International age classifications. The ages below allow British riders wishing to compete abroad to ride in British events at a slightly higher level in order to help them to prepare for the harder levels internationally.

- At Biketrial Federation National events the following classes / routes will be laid out:-

Primary	6-10 years	White route	Pedal dabs allowed
Primary Senior	11 and over	White route	Pedal dabs allowed
Novice	Under 15	Green route	Pedal dabs allowed
Novice Senior	15 and over	Green route	Pedal dabs allowed
Intermediate	Under 18	Blue route	Pedal dabs allowed
Intermediate Senior	18 and over	Blue route	Pedal dabs allowed
Cadet	Any age	Red route	Pedal dabs allowed
Expert	Any age	Red route	Pedal dabs NOT allowed
Expert Senior	* 16 and over	50/50 Red Yellow route	Pedal dabs NOT allowed
Elite	Selected only	Yellow route	Pedal dabs NOT allowed

- The age is based on the age during that calendar year (*eg: if a rider wishes to ride in Novice Green route and is aged 14 in January but reaches age 15 before 31st December then they should ride in the Novice Senior class*).
- All riders may self-select their class according to their perceived ability, including female riders.
- The rider’s age will be quoted on results with the riders name.
- Those wishing to ride in the Elite class must have qualified according to the Elite Selection Policy.

Note: Item marked * above is under discussion at the time of publication of these rules and may be changed before the start of the 2017 season.

Time

- 2 minutes for each section.
- The observer should call time remaining at 30 second intervals, then “15, 10, 5, 4, 3, 2, 1”
- The time is completed at the first sound of the time clock completing the 2 minutes.
- The duration of the event will be stated at the pre-trial briefing, based on the number of sections, the distance to be covered, and the number of riders.
- Sections will close at the given time unless alternative instructions are given to observers, and riders, by the Clerk of Course.

General

- The bike is considered to be “in the section” when the front wheel spindle crosses the start line.
- The bike is considered to be “out of the section” when the front wheel spindle crosses the finish line.
- The entire bike must pass between the coloured markers (gates), the ribbon and stakes. (*The “entire bike” is defined as the wheel axles and the line between the axles.*)
- A rider and bike may pass OVER a taped area designated as a “No Touch Zone” (crisscrossed tape) but the rider or bike must not make contact with the ground or any objects within this area as it would be deemed as “out of section”.

Clothing

Riders are responsible for choosing their own riding clothing. Safety should be a priority and riders should take the following points into consideration:-

- Helmets must be worn at all times when riding your bike.
- Shoes with ankle protection are recommended.
- Long trousers and / or shin protection are recommended.
- Long sleeves are recommended.
- Gloves are recommended.

Minders

Each rider is responsible for the actions of their minder, and a minder may be responsible for earning penalty points for that rider (ie altering sections, arguing with observers, assisting riders aged 15 and over; etc).

- One minder is allowed per rider
- **Riders aged 14 and under:-** Minders may assist their rider in advice, encouragement and safety capacities.
- **Riders ages 15 and over:-** The minder may only enter the section at the request of the rider in circumstances where the rider may feel unsafe (ie big step/drop), to give physical reassurance, not verbal advice or encouragement. The minder may only enter the section after telling the observer where he will enter the section on grounds of safety before the rider starts the section, and must retire over the section boundary after that move. Note: This may be done for more than one move per section.
- **Rider aged 15 and over** are allowed no external advice or assistance in any form by any person, including their minder, the observer or other riders.

Observers

At National events organisers will attempt to have all observers in advance of the event; it is therefore essential that more volunteers come forward in advance. A pre-trial briefing is always given to observers before an event, and pre-event training is available.

- The observer will stay at his/her section throughout the event. Cover will be provided if a break is needed.
- Where possible an assistant will also be at the section.
- Observers should refresh their understanding of all rules prior to the start of the trial and any doubts about rules should be referred to the Event Secretary.
- Observers should walk each route in their section prior to the first rider going through noting marker and tape positions. Any doubts about the routes should be referred immediately to the Clerk of Course before riding commences. Sections must not be altered in any way by anyone except the Clerk of Course (*see penalty points for riders*).
- Should any marker accidentally be knocked or moved, or tape damaged, the observer should replace/repair this before the next rider starts (*see penalty points for riders*).
- The observer/assistant will start the time clock with 2 minutes as the front wheel spindle of the bike passes the start line.
- The observer should call time remaining at 30 second intervals, then “15, 10, 5, 4, 3, 2, 1” or when asked by the rider (15+) or rider or minder (aged 14 and under).
- The rider is deemed out of the section if the front wheel spindle passes the finish line before the first sound of the 2 minutes ending.

- The observer will indicate the score to the riders by hand signals during their ride.
- The observer/assistant will punch the rider's card with their score.
 - Where an incorrect score has been punched, the observer/assistant will punch out all scores except the correct score.
 - Where a "10" is to be given, the observer/assistant will punch out all numbers and the section number.
- In the case of an argument or verbal confrontation between a person and an observer, the observer will hand out a yellow card after 5 seconds of continued arguing, and a red card after 10 seconds. If the observer issues a yellow card, this represents a warning. The red card represents 10 penalty points.
- In the case of a dispute between the observer and the rider, the observer will note it on the back of the penalisation card. Any final decision will be made by the Clerk of Course and Event Stewards with penalty points possible between 0 – 50 points.
- Refreshments and a 'thank you' gift are provided.

Sections – Rider Information

The Clerk of Course has overall responsibility for Health & Safety at the event and may therefore change or withdraw sections under exceptional circumstances (ie bad weather; condition of section).

The number of sections within the course will be decided by the Clerk of Course depending on the number of pre-entries at the closing date.

- Each section at a National event will:
 - (a) be marked with "start" at the entry gate and "end" at the finish gate and a line of barrier tape in a different colour from the boundary tape.
 - (b) be marked with a 50/50 sign on sections that are designated 50/50 classes.
 - (c) be marked with coloured markers for each route – there will be no 'common route' and riders will only pay attention to their own colours.
 - (d) be taped for the boundary of the section.
 - (e) be also taped within the section to clarify precise lines for specific routes where required.
 - (f) when necessary have chalked arrows on objects to identify the rider's direction which may differ depending on the class.
 - (g) have any "No Touch Zones" within the section identified using crisscrossed tape.
- Section markers should be numbered in the order to be ridden and the direction though that gate is so the numbers can be read.
- All barrier-tape used should be the Biketrial Federation printed tape with a different coloured tape to identify the start and finish gates.
- More barrier tape means more clarification of the route and should be used to minimise the possibility of 'cheat lines'.

At some venues there may be rules set out by the landowners which may restrict the use of boundary tape (ie no drilling holes into rocks to hold stakes). In such cases the riders should ride the section in the manner intended using a direct line between coloured markers. If in doubt, the rider should ask the observer what will be allowed.

The chart below is a guideline as to maximum measurements for each route to guide section-setters and to help riders decide which route to enter.

NOTE: Due to the varying terrain and obstacles at different events, a great deal of flexibility is required and should measurements be exceeded in some circumstances there will be no changes to the section nor appeal upheld on the observers' scoring nor on any riding results.

Riders self-select their class and have the option to 'not attempt' any section they consider too difficult for their ability. It is the rider's decision whether or not to attempt or start any section. If not attempted, the rider should still have his/her punchcard marked accordingly. (Note: 5 points if the rider joins the queue and puts the bike into the section; 10 points if not attempted.)

Route	Max Height up	Max Side hop	Max Drop down	Max Gap distance
White	6" (150mm)	N/A	6" (150mm)	N/A
Green	18" (450mm)	N/A	12" (300mm)	500mm
Blue	30" (750mm)	30" (750mm)	1m	1m
Red	48" (1.2m)	44" (1.1m)	1.56m	2m
Yellow	72" (1.8m)	56" (1.4m)	2m	2.5m

Penalty points

- A scorecard will be provided to record each rider's section scores.
- It is the rider's responsibility to ensure the correct score has been punched at the time at each section; this cannot be changed later.
- The observer's decision is final and will not be changed by the Clerk of Course or Event Secretary.
- Where it is believed that an observer has misunderstood a penalty point rule, the rider should notify the Clerk of Course so that this rule can be clarified with that observer for future events if appropriate.
- The observer must remain consistent throughout that event.
- Scorecards must be handed to control before leaving the event. Incomplete or missing scorecards will gain 10 penalty points per section. Five or more missed sections is classed as 'Retired'.

Penalty points all routes

Performing a clean section	0
1 dab	1
2 alternate dabs	2
2 dabs at the same time	5
3 alternate dabs	3
4 alternate dabs	4
5 or more dabs	5
After one dab, sliding the foot on the ground to gain advantage (pivoting on the toes without gaining distance is allowed)	3
Leaning with only the toes or heels on any surface (resting or touching the pedal is allowed except for some of the Red and the Yellow routes – see additional penalty points below)	1
Leaning one's hand on any part of the section, eg the ground, tree, wall etc.	5
Leaning any part of the body on the ground, except feet	5
Brushing the handlebar on any part of the section, eg the ground, tree or wall etc.	0
Leaning the handlebar on any part of the section, eg the ground, tree or wall etc.	1
Re-crossing the start line, or passing the vertical line of the tape with any part of the bike after entering the section (above or below tape)	5
The bike or rider touches the ground or an object within an area designated as a "No Touch Zone" (Crisscrossed tape)	5
The entire bike must pass between the coloured markers (gates), the ribbon and the stakes. (<i>The entire bike is defined as the wheel axles and the line between the axles.</i>) The line between the front and rear axles must not cross over a coloured marker or stake.	5
Where coloured adhesive tape is used instead of coloured markers to mark the gates, the rider must ride within the adhesive tape and not touch or cross it	5
Knocking down colour signs	0
Breaking a ribbon, pulling up or knocking down a stake	5
With foot down, touching any part of bike with hand except handlebar	5
One dab on the ground and the other foot crossing the centre line of the bike frame	5

One foot on the pedal and the other foot crossing the centre line of the bike frame	0
Riding numbered gates out of order	5
Overpassing the time limit	5
Section not attempted	10
The sections cannot be modified by either the rider or any other person	10
Missed section when card handed to control	10
Any use of bad language directed at or about the observer or other event officials, the penalisation will be set through the Clerk of Course	0-50
Altering the scorecard in any way	Disqualified

Additional Penalty points for Red and Yellow routes (Expert, Expert Senior and Elite Classes)

Touching of any part of the bike on the section (ie: bashguard, pedal, crankarm, handlebar, rim, frame etc.)	1 each part
Note: Foot on the ground BEFORE a bike part touches (A point should be given for the foot touching, then 0 points for each bike part thereafter until the foot is lifted.)	1 point for foot

Championship points

The top 15 riders in each class will receive Championship points:

1st	20 points	6th	10 points	11th	5 points
2nd	17 points	7th	9 points	12th	4 points
3rd	15 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

Where two scores are identical at an event then a tie decider will be made of the rider with most cleans, if identical then most 1's, next most 2's, most 3's. If all are identical then the riders will take joint position for the event and the championship points for that and the next place will be equally divided between those riders. In such circumstances where a podium place is in contest, the rider completing in the shortest time will take the higher position.

At the end of the season, each rider will drop the lowest point of the year with their remaining points counting towards their total.

The riders with the highest points will take the Champion title with awards being presented for the three riders with the highest total.

Each rider's total will place their Championship standing for the year. Where the year's total points are equal, the rider with the highest score at the final round will be awarded the higher standing.

Agreed at the Annual Meeting 28/11/2008
 Updates 19/08/2009
 Updates 01/12/2010
 Updates 04/12/2011
 Updates 09/12/2012
 Updates 23/02/2014
 Updates 30/11/2014
 Updates 08/03/2016
 Updates 11/01/2017

The Event Organisation and Sections Guidelines

– intended only as a guideline to organisers, Clerk of Course and section-setters preparing for a National event.

To ensure consistency of the events and sections across the country it is essential that organisers note the following requirements:-

Organisation

Each national event should:-

- be advertised locally through posters and the media in order to attract local entries and local spectators;
- ensure adequate qualified first aid is available;
- ensure suitable toilet facilities are available for the numbers attending;
- ensure suitable refreshment facilities are available;
- ensure appropriate insurance is in place (for British Trials Cup events this must be through the Biketrial Federation's insurance for consistency – currently the AMCA);
- ensure that the appropriate "warning" signs are in clear view (regarding both safety and photography issues) at entry to the venue and at control;
- ensure that sponsor banners and advertising is in clear view of riders, spectators and photographs;
- ensure that the Clerk of Course receives a copy of the entry list in advance of the event;
- issue rider-cards with the sponsors' logos, the rider's name, route and route colour, date and venue.

Section Setting

Two 'Section Supervisors' have been appointed to work with the Clerks of Course to ensure the consistency of section levels at national events across the country. Their role is to check sections for severity and length in line with the route colour's ability, also to ensure taping of unclear moves to eliminate "cheat lines". The Event sign-off sheet should be completed and signed by all three officials and handed to the Event Secretary before the trial starts.

The Clerk of Course has overall responsibility for Health & Safety at the event and may therefore change or withdraw sections under exceptional circumstances (ie bad weather; condition of section) without further reference.

The number of sections within the course will be decided by the Clerk of Course depending on the number of pre-entries at the closing date. It is recommended that the Clerk of Course target for no more than 4 riders at each section at any time. (ie 5 sections x 4 riders = 20 pre-entries; 6 sections x 4 riders = 24 pre-entries; 7 sections x 4 riders = 28 pre-entries; 8 sections x 4 riders = 32 pre-entries). Maximum 10 sections.

With the aim of consistency throughout the National Series, section-setters should be aware of the following guidelines and advice:-

- Start and end of sections should be clear of any obstacles and not interfere with any neighbouring sections to enable riders a safe entry and exit.
- Section boundaries should be at least 2 metres away from a neighbouring section.
- Each section at a National event will:
 - (h) be marked with "start" at the entry gate and "end" at the finish gate and a line of barrier tape in a different colour from the boundary tape.
 - (i) be marked with a 50/50 sign on sections that are designated 50/50 classes.
 - (j) be marked with coloured markers for each route – there will be no 'common route' and riders will only pay attention to their own colours.
 - (k) be taped for the boundary of the section.
 - (l) be also taped within the section to clarify precise lines for specific routes where required (these must not interfere with other routes).
 - (m) when necessary have chalked arrows on objects to identify the rider's direction which may differ depending on the class.
 - (n) have any "No Touch Zones" within the section identified using crisscrossed tape – they must not interfere with any other route.
- The gap between the two coloured markers identifying the gate will be large enough to allow the bike to pass through without hinderance from the pedals or handlebars. This will not be possible in some cases, ie passing along a thin beam, in which case, coloured tape with a gap wide enough for the wheels to pass through should be used.
- Section markers should be:

- where possible stakes should be used with coloured markers attached, these are more secure with less risk of becoming loose, bending, or falling out. We recognise that the terrain is not always practical for this, and so metal-wired colour markers may also be used where necessary.
- coloured duct tape may be used where it is not possible or practical to use a stake or wire (ie on a rock) but should not be the main means of marking.
- Section markers should be numbered in the order to be ridden and the direction though that gate is so the numbers can be read.
- All barrier-tape used should be the Biketrial Federation printed tape with a different coloured tape to identify the start and finish gates.
- More barrier tape means more clarification of the route and should be used to minimise the possibility of 'cheat lines'. In some circumstances, it may be possible to mark the whole section with tape rather than a series of markers, but care to be taken where routes may cross.
- Setters should be aware of right and left footed and try to make the same number of sections for each.

Section severity

The chart below is a guideline as to maximum measurements for each route to guide section-setters and to help riders decide which route to enter.

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