

## Mid-Atlantic Vintage Trials Inc. Series Rules

Mid-Atlantic Vintage Trials Series Observed Trials are fashioned after Observed Trials of the 1970's and early 1980's before the implementation of rules allowing a rider to stop and set up before attempting the more difficult obstacles. With riders needing to maintain forward motion, it is somewhat easier to challenge them without using "extreme" obstacles. The ultimate goal of MAVT events is to provide a venue that focuses on all riders having fun, and having their abilities challenged without endangering them. To that end, all MAVT events will have five ability lines. All riders may choose at each event, the line which they feel best suits them, their bike, and the abilities of both.

### *The Trial*

Our Vintage Trials take place on a course called a loop, which is made up of a series of sections observed by a "checker". These sections contain natural obstacles such as mud, rocks, water and/or logs, etc... The participant's goal is to ride through each of these sections, accruing as few points as possible from either "dabbing", losing forward momentum or going out of bounds. These sections must be clearly marked and not less than one meter wide at any given point. Wherever possible, natural boundaries such as tree rows or stream banks should be used to border sections. Where no natural boundaries exist, sections should be adequately marked with colored tape or other media that clearly define the boundaries.

### *The Loop*

The loop must not contain impossible turns, ascents or descents nor be too hazardous. It should be set up with the beginner rider in mind so that all riders will be able to get to all of the sections with relative ease. It should not be so long as to cause undo pressure for riders to finish on time. The effect of rain or other inclement weather should also be considered when designing the loop. The loop should flow from one section to another without cross-traffic or splits and should give enough room between sections to avoid exiting riders from one section interfering with riders at the next section. The loop should be clearly marked with arrows pointing the way to the next section. Ideally, when a rider passes one arrow, the next arrow should be in sight or it should be obvious as to the route.

### *The Sections*

Sections must not contain impossible turns, ascents or descents. They should not contain obstacles that are dangerous. All obstacles should be appropriate to take points from average riders of each line rather than causing "fives". Sections must be clearly marked with signs denoting their beginning and end, with the number of the section included. Sections must be at least one meter wide at all points. The left and right boundaries of each section must be clearly marked, with red ribbon defining the right boundary, and blue ribbon defining the left boundary. Adequate use of ribbon to avoid rider confusion is highly recommended. Ribbon should be placed securely on items such as trees, that are not easily moved, broken or disrupted. All "splits" within the section must be clearly marked on durable medium that is at least 6" wide by 8" tall and placed where approaching riders can easily see them. Split markers should be white with a black vertical line through the middle denoting the split. Rider lines using the split must be placed on the appropriate side of the line with the lowest number at the top and successive higher numbers below it. A line which does not use the split should not be placed on the marker unless it is deemed necessary to guide those riders to their split.. White or yellow tape may also be used to further designate the split. Section length should be determined by the time needed to complete the section. In general it should take about thirty seconds to complete each section, and not more than about forty-five seconds. Each section must be test ridden by as many riders as possible on vintage bikes to determine the appropriate difficulty of each line and to ensure the section will not deteriorate during the event. Sections/lines should be designed to take one to two points from the average rider of the line. Note: Remember, riders only have from three to five chances to try to "clean" the section. If it takes test riders three attempts to not get a five, it is too hard.

### *Points Event Requirements*

At least two thirds of the riders must be considered "finishers" for the event to qualify as a "Points Event". The Start and Stop times of the event must be stated at the rider's meeting before the start, and should not be changed unless it becomes absolutely necessary.

There must be between seven and twelve sections per loop, with a total number of section rides between twenty-eight and thirty-six.

Time allowed for the event will be at least three hours, and no more than four and a half hours, and must provide adequate time for riders to finish.

All points events will stand alone as MAVT events, and not be a part of any other trials series.

### *Stopping or Postponing an Event*

If at any time the loop and/or sections are determined by the course marshal or MAVT Safety Officers to be too dangerous, and cannot be fairly adjusted for all riders' safety, the event must be ended. It may be stopped temporarily while "adjustments" are made with consideration given riders for the time it is stopped. If an event must be ended, the number of sections counted will be determined by the rider who was still competing, with the least number of completed sections. For an event to qualify as an "MAVT Points Event" the counted sections must be at least half of the original number of total sections. Also, if conditions before an event begins, deteriorate to a level considered unsafe by the hosting club, they may cancel or postpone the event at their discretion.

### *Equipment and Classes*

Competing motorcycles will be broken into three classes: Vintage/Air-cooled Class, Modern/ Liquid-cooled Class and Open Class. To qualify as a Vintage Class motorcycle it must have an air-cooled engine. Vintage Class motorcycles may also compete in the Modern Class if they so desire. Motorcycles that have liquid-cooled engines will be placed in the Modern Class. Riders not interested in competing, or who want to be able to attempt different ability lines, may sign up in the Open Class. These classes, with the exception of the Open Class will be further broken down by the ability line the rider competes on. Riders in the Open Class may ride any given line in any section, but may not switch lines within a section. The lines will be numbered 0, 1, 2, 3 & 4. The 4 line will be the easiest, and designed for beginners, with each subsequent lower numbered line being more difficult, but within the riding ability of riders proficient on the next easier line. The 0 or Zero line will be for the best riders on Modern machines. They will ride all "0" splits when so marked, but will ride the "1" line when there are no "0" splits. All motorcycles must be equipped with "Trials" competition tires that are no more than 4" wide. It is recommended that a tether type kill switch be used for safety reasons. All riders must wear approved motorcycle helmets. Other attire such as gloves, Trials boots and other protective apparel is recommended. The course marshal may disqualify a rider or suspend his/her riding for "unsafe" apparel.

### *Riding and Scoring the Event*

Sections must be ridden in their designated order and a section may be attempted just once per loop. Riders not adhering to this rule will be subject to disqualification.

Scoring begins for the section when the front axle passes between the start markers and ends when the front axle passes between the end markers. A rider who does not "dab", or lose forward momentum or go out of bounds while within the section will have "cleaned" the section and be scored a zero. A rider dabbing his foot or other body part to retain balance will be given one point per dab up to three points. Dabs beyond the first three will not be counted. Riders will not be allowed to lose forward momentum for more than one second. After loss of forward momentum for a second, the rider will be given five points. Moving "backwards" will give the rider five points. If a rider goes out of bounds by riding on the wrong side of a split marker, or by breaking the boundary tape, or by going more than one bike length beyond a straight line between two adjacent boundary markers, he/she will be given a five. Riders must ride the "line" designated for their class. Riding another line will be considered out of bounds. Once past a split marker, a rider may not "double back" to any area before that split marker. If a rider crosses his/her path within the section they will be given a five. A rider not on their bike, with both feet on one side of it will be considered to have lost forward motion and given a five. Riders who drag a foot or other body part to retain balance will be given three points. Riders can accrue no more than five points in any section. If a rider does not wish to ride a section, he/she must approach the checker and request a five. A rider who has not been scored for any section(s) will be given ten points for each section not attempted. Riders will be considered non-finishers if they have not completed at least one less loop than the total loops required. The only exception to this rule is for Vintage class motorcycles in the "Heavyweight" sub class. These motorcycles have 350 or more cc's and have a separate engine and gear box. Riders of these bikes will only be required to complete two loops to be considered finishers. They will be given tens for every section not attempted.

Sections may not be closed or altered without the consent of the Course Marshal except when a change takes place within the section making it unsafe for any or all lines. At that time, an MAT Safety Officer, or the checker, may adjust the section so that it is safe to ride.

### *Protests*

Protests must be filed with the Course Marshal within one half hour of the finish of the event. The Course Marshal's decision may be appealed once to Mid-Atlantic Trials within 24 hours.

### ***Placement and Series Points***

Riders with the least amount of points in their class will be considered the winners of the class. Only finishers will be given a placement, according to their score. Ties will be broken by awarding the best placement to the rider with the most cleans. If the cleans are also the same, the better placement will be given to the older rider.

Series points will be awarded for the following placements:

First Place.....	20 points
Second Place.....	17 points
Third Place.....	15 points
Fourth Place.....	13 points
Fifth Place.....	11 points
Sixth Place.....	10 points
Seventh Place.....	9 points
Eighth Place.....	8 points
Ninth Place.....	7 points
Tenth Place.....	6 points
Eleventh Place.....	5 points
Twelfth Place.....	4 points
Thirteenth Place.....	3 points
Fourteenth Place.....	2 points
Fifteenth Place.....	1 point

MAVT will determine the maximum number of finished events each season to count for year-end placement. This number will generally be two more than half the number of all events. Example: If there are thirteen events one year, the number of finishes used for year-end placement will be nine, or half of thirteen rounded up to seven with the addition of two, equaling nine. We will then sum the points earned from the best of those finishes. The number of finishes required to earn a year-end award will generally be one less than half the number of total events. Using the above example of thirteen events, riders will need to finish at least six of these to qualify for a year-end award. These requirements are to be posted on the MAVT official website for all riders to see before the beginning of the season.

### ***Number Plates***

We recommend that riders show the number of the line on which they are competing, on the front of their motorcycle for the checkers to clearly see. Numbers may be placed either on plates, or on the headlight. Plates may be of the riders chosen design and color as long as the number is easily visible.