

CHAPTER TWENTYTHREE – Moto Trials (Off Road)

- 23.1 The object of Moto Trials is to test the ability of Riders in varying terrain and over obstacles, within prescribed bounds, with the least support from feet or other parts of the body and normally maintaining forward motion.
- 23.2 **Protective Clothing:** Boots, helmets etc; see Chapter 8
- 23.3 **Rear driven sprocket**
23.3a **A chain guard must be fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.**
23.3b **Either:**
i. **The external side of the rear sprocket must be completely covered by a solid protective cover. No holes on the sprocket may remain visible. Or;**
ii. **A solid disc rear sprocket be used.**
- 23.4 **Front disc brake guard**
23.4a **Either:**
i. **The external side of the front disc brake must be completely covered by a protective cover. No holes on the disc may remain visible. Or;**
ii. **A solid disc from the hub to the outer diameter be used.**
- 23.5 **Championship & non Championship classes :** See Appendix A
- 23.5a **Championship class sizes:**
At closing date for entries, if a minimum of 3 entries have not been received then the championship class MNZ award will not be presented should the organising club continue to run that class.
- 23.6 **Identification Plates:**
Identification plates must:
a) Measure 120mm x 80mm minimum
b) Have the rider's name displayed on the identification plate, using lettering 25mm high minimum.
- 23.8 **Rider and Grade Identification and colour of line to be ridden.**
The following grades will have the following identification plates and will follow the coloured arrows to match their background colour:

| Class | Name board background colour | Colour of lettering | Grade/Course (Arrow Colour) Degree of difficulty |
|--------------|------------------------------|---------------------|--------------------------------------------------|
| Expert | Orange/Red | Black/White | First/Second most difficult |
| Intermediate | Yellow | Black | Third most difficult |
| President | Green | White | Fourth most difficult |
| Sportsman | Green | White | Fifth most difficult |
| Clubman | Blue | White | Sixth most difficult |
| Junior | Same as nominated Grade | | VCS |

| | | | |
|-----------------------------|-------------------------|-------|-----------------|
| Women | Same as nominated Grade | | VCS |
| Air-Cooled | Same as nominated Grade | | VCS |
| Post Classic/ Twin Shock | Same as nominated Grade | | VCS |
| Classic/Pre '65 | White | Black | Least difficult |
| Sidecar | White | Black | Least difficult |

23.8a

Definitions:

Class: A group or division of riders based on, either skill level, age, gender or motorcycle specification (eg, Expert, Sportsman, Intermediate, Presidents, Clubman, Junior, Women and Twin Shock Classes).

Grade: Variable standards in level of difficulty of courses (lines) for riding Moto Trials (eg. Orange, Red, Yellow, Green and Blue grades).

23.9

Frames & Parts:

Tyre Types

With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trials Universal pattern on all machines.

23.9a

Ignition cut-out switch:

All competitors and minders must be fitted with an effective motor cut out switch operating on the primary ignition /electrical circuit and attached to the handlebars. From the 1st January 2016 these cut our devices are to be of lanyard design and must be tethered to the rider at all times when actively practising or competing in sections.

While in transit between sections is not deemed compulsory to be tethered.

23.10

Machine Class Specifications:

A.

Classic Trial:

Trials Bike based on an image of a machine built before the end of December 1964.

A machine using an engine and gearbox available at the time, unit or pre unit, or a derivative of this engine or gearbox, maximum of four speeds, the basic design even though up rated over the years past 1964 was still a development of that basic design.

- a. Front Forks should be of Pre 65 appearance; internals can be of late manufacture, maximum stanchions diameter of 35mm.
- b. Carburettor: Open
- c. Frame:
Should be a silhouette of one built before 1965 but not necessarily one in production, and a replica of a known frame design should be sufficient.

- d. Brake Drums, rims, etc, should be ones available at the time or copies, no disc type brakes permitted.
- e. Ignition systems can be of electronic design.

B. Post Classic (Twin Shock):

Machined based on an image of a motorcycle that was built with two rear shock absorber units, drum brakes both front and rear and engine/gearbox unit that was available at the time when 'twin shock' was the standard in suspension and "drum brakes" were the standard braking system. Brake drums, rims, etc, should be ones available at the time or copies, no disc type brakes permitted.

C. Air-Cooled:

Engine must be Air-Cooled (Liquid cooling is not permitted).
Factory fitted Oil Coolers are allowed.

23.11 Sidecar – Moto Trials:

Designs and Dimensions

There must be a platform and nose cone or platform and front plates with the following dimensions:

- a) Overall length must be at least 775mm,
- b) The wheel track must be at least 750mm,
- c) The nose cone or front plate must be at least 200mm wide and 200mm high at the rear. The nose cone must taper to at least 100mm at the front,
- d) The width from the rear of the nose cone to the rear of the sidecar must be at least 200mm,
- e) The inner sideboard of the platform must be either 130mm high or there must be a gap of no more than 50mm between the sideboard and any adjacent point on the motorcycle.

23.11a The sidecar and machine wheels, if exposed, must be valanced on the inside.

23.11b Passenger grab rails, handles and straps may be fitted.

23.11c Sidecar wheel drive is prohibited.

23.11d An effective cut out device must be attached to an easily accessible area of the bike.

23.11e Identification plates are required.

23.11f Efficient brakes must be fitted to the front and rear wheels.

23.11g Trials sidecars will observe the same as for solo riders with the following exceptions

23.11h A failure will occur when the machine ceases to move in a forward direction relative to the course.

- 23.11i A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.
- 23.12 **Competition Rules Moto Trials – General:**
The result of a Moto-Trial or any class of Moto-Trial [with the exception of ‘Gated Trials’] is decided on the total number of points lost, the winner being the competitor who loses the least number of points.
- 23.12a In the hearing and determination of any protest or appeal arising out of a Moto- Trial, video evidence may not be used.
- 23.13 In the event of a tie in points, the tie is to be broken as follows:
In the case of ties, the rider with the greatest number of ‘cleans’ (o’s) will be the winner. If a tie still persists, the greatest number of 1 point then 2 points, then 3 points will be taken into account. If a tie still persists, the rider who completes the trial in the shortest time measured by the official clock will be deemed the winner.
- 23.14 Meetings may be held in the following categories:
a) Trials,
b) No-Stop Trials,
c) Arena Trials,
d) Gated Trials,
e) Scott Trials
- 23.14a Trials Meetings [also known as ‘rounds’ and will conclude within a day] may be run collectively to comprise an ‘event’. Several events may run over a period to comprise a ‘series’.
- 23.14b Unless otherwise stipulated in Supplementary Regulations all meetings will run using the trials rules described under MNZ rule 23.12
- 23.14c New Zealand Championship and Island Championship events will be run under category “Trials” as under rule 23.14 (a).
- 23.15 **Sections:**
The course shall be divided into a number of parts known as sections which shall be sequentially numbered from 1 up.
- 23.16 **Courses:**
Observed sections.
a) Must be clearly numbered,
b) Must have a clearly marked start and finish,
c) Must have clearly marked boundaries,
d) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
e) May be reduced in places by the use of gates at a recommended minimum width of 1200mm for solos and 2000mm for sidecars.
- 23.16a A machine is deemed to be in an observed section from the time the front axle passes the “Section Begins” gate until the front axle passes the “Section Ends” gate.

- 23.17 Riders must attempt sections in numerical order or as directed by Clerk of the Course
- 23.17a Passage through sections shall be clearly defined with coloured markers or tape. Where markers/tape is used, red marking shall be placed on the right and white marking on the left of the passage. These markings will define the extreme outer bounds of the section and coloured grading arrows may be placed within to indicate the different courses for each grade. Where coloured grading arrows are used they will be Orange, Red, Yellow, Green or Blue.
- 23.17b Riders must follow the coloured grading arrow markers of their class which is indicated by the colour of their identification plate. Grading arrows for other classes may be ignored with the exception of the Expert class which must follow Red and Orange grading arrows. The Classic, and "Social" class have NO grading arrows to follow and may ride anywhere between the section boundary markers.
- 23.17c Riders may dislodge grading arrow markers within the bounds of a section provided that the dislodged markers do not pertain to the course that the rider concerned is required to ride.
- 23.17.d Markers should have a visible area of not less than 60sq cm for boundary markers, 50 sq cm for grading arrows and 40 sq cm for grading arrow markers on "traffic light peg". Pegs should be flexible with no-impaling tops. Tops of pegs and tape should be no more than 50cm from ground.
- 23.18 Different start and end lines may be provided for Clubman/President/Junior, Intermediate and Social/Twin Shock riders by the placement of Blue, Yellow and White markers respectively, which shall be marked Start or End as required. (End pegs should be placed at least two metres clear of the last obstacle where possible).
- 23.19 Sections may be divided into subsections, which are to be ridden as one section but scored as more than one. The start of each subsection is to be clearly marked "SUB".
- 23.20 The bounds of the section between markers shall be defined by the Clerk of the Course. Where no specific instruction has been given by the Clerk of the Course, the Observer at the section shall define the section's bounds.
- 23.21 Gardening or altering of the state of the section as it is found is not permitted by the rider or a minder during the full course of the day. Sections must be ridden in the same condition they are found in. The clerk of the course or the observer, are the only persons able to alter the sections during the competition based on safety, unfair or impassable conditions.
- 23.22 **Clerk of the Course:**
- a) May nominate at which section a competitor must begin the event and advise riders at or before riders briefing. Any objection to allocated starting section will be settled at event by Clerk of Course and MNZ Steward.

- b) May modify the design of a section between the passage of the last competitor on 1 lap and the first competitor on the following lap, and
- c) Must give adequate notice to competitors of these modifications provided that such modification will not justify a supplementary time allowance for the modified section to be inspected.

23.22a **Observers:**

Observers are officials in charge of admitting riders to observed sections and recording their scores.

Scores are assigned by an Observer are 'Penalty' points.

The maximum penalty that can be assigned by Observer at any one ride attempt is 5 (five).

An Observer only has the power to assign points for facets of section observation.

An Observer can recommend that a rider be penalised for infringements beyond the observer's jurisdiction to the Clerk of the Course, which, if upheld will be imposed by the Steward.

23.23 **Penalties – Competitions:**

The following terms have the following respective meanings:

- a) **Footing occurs when:**
 - i) Each contact that is used to gain/main part of the rider or their machine (excluding tyres, footrests and engine protection plate) with the ground or fixed object (tree, rock, bank etc).
 - ii) Sliding a foot along the ground is deemed to be footing more than twice,
- b) **Stopping occurs when:**
 - i) Stopping occurs when the machine fails to maintain forward progress.
- c) **Failure occurs when:**
 - i) Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.
 - ii) Course [section] was not completed or bike went outside of markers
 - iii) Handlebars touch ground or rider takes hand off handle bar while stationary and footing.

23.24 The full list of penalties apply:

| INFRINGEMENT | POINTS LOST | | |
|----------------------------------------|-------------|----------------|--------------|
| | TRIALS | NO-STOP TRIALS | ARENA TRIALS |
| Footing once | 1 | 1 | 1 |
| Footing twice | 2 | 2 | 2 |
| Footing more than twice | 3 | 3 | 3 |
| Stopping without footing | 0 | 5 | 0 |
| Stopping whilst footing once | 1 | 5 | 1 |
| Footing twice whilst stopped | 2 | 5 | 2 |
| Footing more than twice whilst stopped | 3 | 5 | 3 |
| Moving backwards without footing | 5 | 5 | 0 |
| Moving backwards whilst footing | 5 | 5 | 5 |

| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|---|---|-----------|
| Moving either wheel sideways whilst stopped, without footing | 0 | 5 | 0 |
| The machine crosses a boundary with either wheel, that wheel being on the ground | 5 | 5 | 5 |
| The machine passes the wrong side of a boundary or grade marker for a riders own grade with either wheel, that wheel being on the ground. | 5 | 5 | 5 |
| The machine jumps over a boundary or marker for a riders own grade with both wheels to avoid part of a course. | 5 | 5 | 5 |
| Breaking a boundary tape or dislodging a boundary marker | 5 | 5 | 5 |
| Riding over or riding on or dislodging a grade marker for a riders own grade. | 5 | 5 | 5 |
| Missing a gate or riding through a gate in the wrong direction, for riders own grade. | 5 | 5 | 5 |
| Rider does not have both hands on the handlebar when he foots, whilst stationary | 5 | 5 | 5 |
| Engine stopping whilst rider stationary and rider footing or leaning | 5 | 5 | 5 |
| Engine stopping whilst stationary (Side cars only) | 5 | 5 | 5 |
| Crossing machine tracks whilst moving forward with either or both wheels | 5 | 5 | 5 |
| The handlebar of the motorcycle touches the ground | 5 | 5 | 5 |
| Dismounting from the machine with both feet on the ground, on the same side or behind the machine | 5 | 5 | 5 |
| Any part of sidecar passenger touching ground or other obstacle | 5 | 5 | 5 |
| Rider receives outside assistance | 5 | 5 | 5 |
| Practising on course prior to event | | | Exclusion |
| For disorderly conduct towards an official | | | 30 |
| Rider or Minder arguing with an official | | | 20 |
| Not vacating a section after failure | | | 10 |
| Handing in scorecard after finish time (per minute) | | | 1 |
| Handing in scorecard more than 30 minutes after finish time | | | Exclusion |
| Losing a scorecard (per section) | | | 5 |
| Rider or Minder altering a section | | | 5 |
| Missing a section | | | 5 |
| Refusing to attempt a section | | | 5 |
| Minder obstructing or conversing with observer regarding scoring | | | 5 |
| Not attempting sections in numerical order (unless otherwise instructed by clerk of course) | | | 20 |

- 23.24a The greatest penalty incurred in a section is the only one to be taken into account for each competitor.
- 23.24b A competitor who receives the maximum 5 point penalty in a section must vacate that section either:
- At the first available opportunity, or
 - As directed by an official.
- 23.25 Riders must not argue with any Observer but may consult the Clerk of the Course and if not then satisfied may put forward an official protest as provided for in Chapter 7.
- 23.26 If there is any question concerning penalties, the rider will always be given the benefit of the doubt.
- 23.27 The finishing time and an official timepiece must be displayed by the organisers in a conspicuous place throughout the meeting. The finishing time

shall be stated by the Clerk of the Course at rider's briefing. (Time allowance of six minutes per section has been found adequate for most Championship Moto Trials. More time may be necessary for factors such as: long distances between sections; unusually difficult sections; queuing due to observation difficulties or subsections; large numbers of Riders). There will be penalty of one point per minute added to all riders returning their last lap card past the official finish time. Sections will close no later than 30 minutes after the official finish time.

23.28

Minders:

- A: All minders must be entered into the event by the rider on the official entry form. They must also sign on, on the day and attend the official riders briefing.
- B: Minders may use any form of motorcycle to get around the course but must be of a safe operating standard, and is at the discretion of the Steward of the day.
- C: Minders must wear supplied Bibs (if available) to clearly define them from the riders.
- D: Minders are only allowed in the section whilst their rider competes, and must stand clear while other riders attempt the section. Minders should make themselves known to the observer and advise them that they will remain in the section to catch and call at particular hazards while their rider passes through.
- E: Minders must wear helmets and gloves at all times while riding on the course or minding in sections.
- F: Minders must not enter any discussion about their or any other riders score with an observer or any other official.
- G: It is the rider's responsibility to get their cards punched by the observer and not the minders.
- H: Any other competitor on the day that is also fulfilling the role of a minder from time to time must also adhere to all of the above points except points B and C.

23.29

Championship Moto Trials (General):

Sections at Championship Trials shall generally be marked over natural terrain.

23.30

At Championship Moto Trials a minimum of ten sections must be set. The number of times they are ridden must be such that the total number of sections ridden is thirty or more.

23.31

At Championship Moto Trials competitors must be scored at every section by an Observer nominated by the Clerk of the Course.

23.32

The Championship year will be from 1 January to 31 December every year.

23.32a

Ties at the end of the Trial

In the case of ties, the rider with the greatest number of 'cleans' (0's) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, then 3 points will be taken into account. If a tie still persists, the rider who

completes the Trial in the shortest time measured by the official clock will be deemed the winner.

- 23.33 When Moto Trials are held as a series competitors will be awarded series points according to their placing in each Trial, where points will be added together to determine series placing. Where a tie of Club or Championship points exists at the end of a series refer to rule 6.7a
- 23.34 At New Zealand and Island Championship Trials, a rider must attempt 80% of the sections to gain Championship points. If a rider attempts over 80% but fewer than 100% of sections, a penalty of 5 points per non attempted section shall apply.
- 23.35 **New Zealand Moto Trials Championship:**
The New Zealand Championship will be decided over three one-day Trials held on consecutive days. Riders will gain Championship points (see 6.14a) for each one day Trial. Points will accumulate over duration of event or series. The event will alternate between the North and South Islands providing that it is applied for by a Club from each Island in turn.
- 23.35a "Trials" rules (scoring) will apply
- 23.36 **North & South Island Moto Trials Championships:**
The North and South Island Championships will be decided over an unlimited number of rounds in each island. Riders will gain Championship points (see 6.14a) for each one day Trial. Points will accumulate over duration of event or series.
- 23.36a "Trials" rules (scoring) will apply
- 23.37 A South Island rider may compete for the North Island title and vice versa.
- 23.38 Island Trials coordinators may decide not to include some of every rider's worst scores when calculating series totals. The number of scores not counted shall not exceed 20% of the rounds contested and must be made known to the preceding year's Championship organisers and to the MNZ Office before each year's first round.
- 23.39 **North vs South Island Moto Trials Championships:**
The Trial is to be a one day event held alternately in the North and South Islands.
- 23.39a "Trials" rules (scoring) will apply
- 23.40 A selected team of riders shall compete from each Island.
- 23.41 The team's selector shall be appointed by the MNZ Trials Commissioner.
- 23.42 The team will be selected over various competition classes, by agreement of the individual Island selectors.

Within each class the winning rider will be allocated Championship points equal to the number of selected riders in that class of competition. The next rider will be allocated one less down to the last rider who will receive one point.

- 23.43 Summation of the individual rider's Championship points will determine the winning Island Team.
In case of tied points a 'tie' will be declared and the shield shared for 6 months by each Island.
- 23.44 The shield is to be presented to the highest placed rider in the winning team and remain his/her responsibility until the next challenge.
- 23.45 **New Zealand Expert Trial:**
This will be a one day event which riders who have qualified may compete for In the Expert Class only.
- 23.45a Qualifiers will be all riders who have previously competed in New Zealand Championships at Expert level.
- 23.45b **Vertical Class System (Qualifying Classes):**
Winners from the 'vertical class system' will be taken first, from the 'highest' (most difficult) grades and will be ranked from the best scores in the highest grades down to the worst scores in the lowest grades. Competitors will be able to choose which grade (line) they contest when entering each event and will gain Championship points according to their ranking at each Trial. Competitors will automatically qualify for any class according to their age and/or their gender and/or their motorcycle specifications. Expert Class riders and the previous A-Grade Class riders will compete for Expert using the vertical class system choosing from the Red or Orange grades only. Riders following the Red grade may be awarded special awards. Competitors will only be classified as finishers in each trial where they reach a threshold of less than 65% failures (5s) unless competing in the lowest available grade.
- 23.46 **Arena Trials:**
Definition of an Arena (Indoor) Trial
A Trial held within the confines of an Arena (usually indoor) in which the skill and regularity of the riders form the basis of the results. Man-made sections are included within the arena where the skill of the rider negotiating them is observed and penalties given. A time limit is usually set for part of, or for the whole course. Special sections in the form of a "high jump" or "double lane" section (where two or more riders ride in parallel) may also be included.
- 23.47 **Additional Penalties:**
Sections marked with a (speed) double lane:
- When a section is marked in a double lane for the passage of two riders simultaneously then the following penalty shall be added to the rider's total score together with any time penalties:

- first riders finished: 0 point
- second rider finished: 1 point
- if both riders arrive at the same time with the same section penalty points the section is repeated with different section penalty points: 0 additional points to either rider
- If both riders fail (5 points) 0 additional point to either rider
A maximum of 5 points per section, including the time penalty and the additional penalties would be applied to the riders.
Any penalty awarded by the section observer which is subsequently agreed by the Clerk of the Course to be within the Trial Appendices, shall be deemed a statement of fact.

23.48

Elimination:

When the Trial consists of a single lap then the results will be decided on the total points lost, the winner being the rider with the lowest score. When the Trial comprises several laps, it is the total of points gained in the last lap that will count. For the riders not selected for the final lap it shall be their performance in the final lap for which they qualify that shall decide their result.

23.49a

Gated Moto Trial:

Each Trial will comprise a minimum of 32 sections

23.49b

Each lap will comprise a minimum of eight sections

23.49c

Each section will comprise several 'gates' including a numbered start gate and a numbered end gate

23.49d

Each section has defined boundaries (usually taped).

23.49e

Each gate is defined (usually by a pair of inward-pointing arrows).

23.49f

Sections are to be ridden consecutively in ascending numerical order.

23.49g

Trials rules (scoring) will apply

23.49h

No practice rides within any section will be allowed – every attempt is to be scored

23.49i

No rider is to attempt a section unless observed by an independent person.

23.49j

Finishing positions are determined by the marks gained.

23.49k

The rider who gains the most marks over the course of the Trial is the winner.

23.49l

A rider is given +5 marks each time his front wheel spindle passes through a gate.

23.50

After his front wheel spindle has passed through the start gate, the rider is given -1 mark each time he gains/maintains control by making bodily contact with a fixed object (including the ground). This action shall be termed a "footing".

- 23.50a If a rider suffers a 'failure' within a section:
They cease to accumulate points beyond the position at which they suffered the failure.
They retain the marks gained up to the position at which they suffered the failure.
- 23.50b A failure is defined by:
- Both of the rider's legs are on one side of the bike
 - Both of the rider's legs are in front of the bike
 - Both of the rider's legs are behind the bike
 - The handlebars touch the ground
 - Either wheel touches the ground outside the section
 - The rider's bike travels in a backwards direction (relative to the direction of the section)
 - The rider fails to make forward progress within the time limit (set at rider's briefing)
 - The rider fails to pass the end gate within the time limit (set at riders' briefing)
- 23.60 **Scott Trial:** A Scott Trial shall cover a minimum distance of 30 kilometres, with a minimum number of 30 sections.
- 23.61 Prior to the start of competition, a machine examination as provided for in Rule 10.1 shall be carried out.
- 23.62 Tyres shall be trials tyres as provided for in Rule 23.9
- 23.63 A circuit inspection and exploratory lap shall be held prior to the start of the competition.
- 23.64 **Starting:** Two or three competitors at a time should start at one minute intervals (depending on number of entries, length of circuit and conditions). All competitors should be away from the start before the first rider completes the first lap.
- 23.64 **First Lap:** Competitors are timed from the start, but may (at organisers discretion) have a free ride through the observed sections; the observers mark the score sheet with a tick to indicate that the rider has passed through his/her section on his/her first lap. (This avoids a build-up on the first lap of riders stopping to inspect sections before attempting them).
- 23.65 **Circuit Markers:** Marking shall consist of red pegs on the right; white pegs on the left.
- 23.66 **Observed Sections:** as per Observed Trials Rule 23.1
- 23.67 **Observers:** There shall be a minimum of two (2) on every observed section, one to control riders entering the section, the other to be the points marker.
- 23.68 **Points Lost on Observation:** As per Observed Trials Rule 23.24

- 23.68a **Plus:** 10 points for barging into a section with another rider still under observation unless permitted by an observer.
- 23.68b **Points Lost on Time:** 1 point lost for every two (2) minutes in excess of standard time.
- 23.68c **Standard Time:** This shall be the time as set by the rider who completes the trial in the shortest time.
- 23.69 **Finish Time:** To determine Finish Time, take the average time of the first three finishers, plus 50%. This time is then added to each rider's starting time to give individual rider's maximum finishing time. Provided individual lap times are recorded on the master sheet, officials will be able to notify any rider not able to complete the trial inside his/her finishing time.
- 23.69a The Clerk of the Course will leave control and proceed around the circuit and close the sections. Any competitor on his/her last lap in front of the Clerk of the Course then has time to complete his/her last lap, providing he/she has no breakdowns.
- 23.69b **Result:** This is determined by the lowest points on observation and time combined. In the event of a tie the rider with the most clean sections should be declared the winner. If still a tie, after time combined refer to rule 23.13
- 23.70 **Trials Sidecars:**
Trials Sidecars will observe the same rules as for solo riders with the following exceptions:
- 23.70a A failure will occur when the machine ceases to move in a forward direction relative to the course.
- 23.70b A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.