



CLUB MANUAL



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“the club” is meant to represent the riders, active participants of events hosted by the SOCT.

“SOCT event” A moto trials “Classic Style” event hosted by the SOCT

“CVMG” Canadian Vintage Motorcycle Group



Committee & Assistants Roles

ALL roles are to consider the best interests of the club

President – Oversee the roles of the committee, ensure position occupied is voted by members. Schedule setting

Treasurer – Bank account management, event registration, event rider list creation, year end accounts report.

Social Media director – Maintain social media platform(s), ie: Facebook. In the best interest of the the club.

Web Design/management – Maintain SOCT website and domain(s), email assignment/management

Events Coordinator – Create relationship and contacts with land owners. Arrange calls and permissions according to schedule.

Results Coordinator – Verify and create event and season/series results and communicate to the Committee, Social media, Web management team(s).

Membership Coordinator – Membership status verification, contact information, emergency contact information, follow ups.

Special Event Coordinator – Manage, coordinate special events outside of regular events ie: Trials School

Committee Members 2024

President – Andy Gale

Treasurer – Les Birchall

Social Media Director – Christie Spain

Web Design/management – Daryl Spain

Events Coordinator – Michelle Connell

Special Events coordinator leads – Daryl Spain, Rob Lang

Assistants to the committee

Results coordinator – Steve Troupe

Assitant to Treasurer – Frank Debono

Assistant to Web design – Graydon Mathews

Membership coordinator – Charlene Bryant

Special events team – Daryl Spain, Rob Lang, Tony North, Garydon Mathews,
Michelle Connell, Steve Troupe



Membership

Membership to the CVMG is a requirement of the SOCT. See links at SOCT.ca

Riders should present a current valid CVMG membership when signing in at an event.

Special circumstances may be granted by the committee and approved by the president. For example, a first time rider wanting to try riding an event.

Membership type:

Full member

Associate member – per CVMG Associate member must reside at the same address

Memberships will be verified via the CVMG membership portal and non members will be notified of the requirement.



Rules

Everyone entering the trial property must sign our general waiver before riding/spectating

Trial Event: A Motorcycle trial is an event in which the skill and consistency of the riders form the basis of the results.

Event Scoring

Sections are included within a course, where the skill of the rider negotiating them is observed and evaluated. In addition, a time limit may be set for part of, or for the whole competition to maintain the flow of the event. Trials is not a race competition. The aim for each rider is to obtain as few penalties as possible.

The official score is the rider's card only, sections not "punched/marked" will be considered as missed. If cards are lost/not surrendered to registration or unreadable (including the riders name), the rider will be marked DNF.

It is the Rider's responsibility to see that their score card is properly marked and turned in on time.

Scoring will be based on the system as follows:

| ERRORS | PENALTY |
|------------------------------|----------------|
| 0 Faults | 0 Points |
| 1 Fault | 1 Point |
| 2 Faults | 2 Points |
| More than 2 Faults | 3 Points |
| Failure | 5 Points |
| Missing a Section (no punch) | 5 Points |

Scoring shall start when the motorcycle's front axle passes between the Start markers and stops when the front axle passes between the End markers.

Fault Definitions:

1. Footing: any contact providing support between any part of the Rider's body or motorcycle (exceptions: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc.). Footing can occur either inside or outside the Section boundaries.
2. Foot rotation counts as one point.
3. Sliding a foot count as three points.
4. Both feet placed on the ground simultaneously counts as two points.



Failure Definitions:

1. The motorcycle moving backwards more than half a bike length with or without the Rider footing.
2. Any displacement, breaking, or knocking down of markers by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position is a Failure. Touching a boundary is not a Failure. A rider is responsible to repair or reposition a fallen marker or broken boundary tape to as close as possible to its original position.
3. The Rider dismounts from the motorcycle and has both feet on the ground on the same side of the motorcycle, or if both the Rider's legs are behind the motorcycle's rear tire with both feet on the ground.
4. The Rider removes their hand from the handlebar to perform mechanical adjustments to the motorcycle when footing while stationary.
5. The Rider does not complete a Section.
6. The Rider receives deliberate outside assistance.
7. The Rider changes the condition of a Section while not riding the Section.
8. The engine stops while any other part of the motorcycle, except for the tires, is used for support.
9. The handlebar touches the ground,
10. The motorcycle does a complete loop in a Section—crossing both its own tracks with both wheels.
11. The Rider fails to pass through all the gates for the Rider's class.
12. The front wheel must precede the back wheel when passing through the gates.
13. The Rider passes, in either direction through a gate of another lower class—that is, breaking the plane of a gate.
14. Either tire passes on the out-of-bounds side of the Section boundary with the tire on the ground. In the case of running over a taped boundary, for a Failure to occur there must be ground visible between the tape and the tire and the tire must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over an exterior Section boundary, but not both tires. Jumping the motorcycle so that it travels outside of a boundary is a Failure.
15. Only the greatest penalty, (Fault definitions & Failures) as defined above, shall be counted for the Section.

Other Penalties

1. If the Rider chooses to not attempt a Section, the Rider must report a "5" for that Section.
2. Sections are to be ridden in the designated order. Sections can not be ridden twice or more on the same loop.
3. Riding in any of the Sections before the Trial will result in disqualification of the Rider from the Trial. "NO pre-riding" Walking only allowed. (No riding of the event Seven (7) days prior to an event)



Rider Classes

Note: Riders cannot change a riding class once their first section is ridden or score card marked. Example – a rider cannot change from Modern or Vintage B to Sportsman B (less loops) at any time once the first section is ridden or score marked.

A rider that wished to change a class must return to registration for a new card.

| Class | Motorcycle Requirement | Line – Loops | Skill level |
|--------------------------------|---------------------------------|-----------------------------|---|
| Vintage A | 1990 and older | A – 4 loops | Experienced |
| Vintage B | 1990 and older | B – 4 Loops | Intermediate |
| Modern AA or X | Any (Modern recommended) | X – 4 Loops | Advanced |
| Modern A | 1991 and newer | A – 4 Loops | Experienced |
| Modern B | 1991 and newer | B – 4 Loops | Intermediate |
| Sportsman B | Any | B – 2 Loops | Intermediate fewer loops |
| Sportsman C | Any | C – 2 Loops | Beginner/Recreational |
| Youth 1 age 13–16 years old | Any (under 200cc for I.C.E) | Youth 1, C line– 2 Loops | Beginner/Recreational |
| Youth 2 Age 12 and under | Any, (under 200cc for I.C.E) | Youth 2 Line – 2 Loops | Beginner/Recreational, (selected 5-6 sections) |

Lower loop number classes are welcome to, and are encouraged to, ride more loops than required to gain practice and experience in a trial setting.

Sportsman B – count only the first two loop scores, loops 3 and 4 are for practice/experience purposes only.

Sportsman C – must count the first and any other loops 2, 3 or 4 score to reach the two-loop requirement.

Youth 1 or Youth 2 – Youth 1 riders (age 13-16) will utilize the C line route to be ridden 2 times each

Youth 2 riders (age 12 years or younger) will have 5-6 sections suitable for smaller wheel machines that may or may not incorporate part of the regular sections and vary in length to be ridden 2 times each.

Youth age will be determined as of the first event date of the current year season, for the season.

Rider Class Route Marking



| Class | Route Marking Colour |
|----------------------------------|----------------------|
| Vintage A, Modern A | Red |
| Vintage B, Modern B, Sportsman B | Yellow |
| Modern AA or X | White |
| Sportsman C, Youth 1 | Green |
| Youth 2 | Blue |

Final Standing Points Scoring System

| Place | Awarded Points |
|------------------|----------------|
| 1 st | 15 |
| 2 nd | 12 |
| 3 rd | 10 |
| 4 th | 8 |
| 5 th | 6 |
| 6 th | 5 |
| 7 th | 4 |
| 8 th | 3 |
| 9 th | 2 |
| 10 th | 1 |

Tie breaks for an event or, in the championship series of events will be by –

- The most Cleans.
- The most Ones
- The most Two's
- The most Three's

The rider with the most in the first of the above levels in a tie break situation shall be declared the winner.

In all classes, year-end Championship ties beyond podium positions will be listed as finishing in the same place with the following position not listed. Example: riders A and B both finish the year with five Modern B points tying them for 10th place, both will be listed as finishing in 10th place and the next rider will finish 12th in the class.

Event Setup

Each trial should be setup in such a way to challenge each class with safety being the number 1 concern.

Branches should be trimmed at a 90 degree angle to not leave a spear like end preferably as close to the trunk or supporting branch as possible.

Saplings, trees if needed to be removed should be cut 90 degrees to the ground and below the earths surface.

Gates should be a minimum of 1 meter in width or to give adequate space for handlebars to pass, skill levels should be considered on clearance for this.

Event Set up Continued –

Section boundaries should be clearly marked with tape indicating left and right where possible

Start and finish gates should be clearly marked on left and right of each respective gate

Section gates should be marked with opposing arrows (gates), with no opposing marker riders will assume the opposing boundary tape to be the gate



Course officials, have the authority to close a section or part of the loop for unforeseen reasons, such as natural disasters or rider injury. Once closed, the section shall remain closed for the rest of the trial and the trial master and/or clerk-of-the-course must be notified immediately.

Where long sections are to be divided into sections with subsections, each subsection will be clearly marked on each side of the track with cards marked "Sub A," "Sub B," etc. with a maximum of five subsections.

Youth 2 riders (age 12 years or younger) will have 5-6 sections suitable for smaller wheel machines that may or may not incorporate part of the regular sections and vary in length to be ridden 2 times each.

Trials Etiquette

Caution should be given at all times. If you do not feel comfortable with an obstacle presented in a section, avoid the obstacle ride around and "take your 5" but we encourage to ride the rest of the section to gain the experience. If you would like to try something out of your comfort zone, ask an experienced rider for assistance for a spot.

To complete the Trials event, a rider must attempt (or have a score marked/punched for) every section the required number of times. Crossing any section start gate with the front axle shall be deemed as an attempt.

Abuse of any official, rider or spectator will result in disqualification.

Riders are required to operate their motorcycle in a respectful manner considering the safety of themselves and others at all times.

Start times will be indicated on the event schedule. In most cases 11am start unless otherwise noted. See schedule page at SOCT.ca

No riding on the course within Seven (7) days prior to the event.

No riding in sections before the event start time. If checking sections prior to the event it must be walked.

One rider in a section at a time. In the event another rider enters upon another rider and interferes with the first rider a re-ride is allowed. A failure score of 5 will be issued to the second rider.

Riders that are walking the section prior to riding, must not interfere with riders in the section and **must not be between the competing rider and the End/finish gate**

Trials Etiquette Continued –

Section start is when the front axle crosses the start gate plane and finished when the front axle crosses the finish gate plane

Ride your appropriate gates within the section in any order passing through all gates without crossing your path.

Higher class riders are not allowed to pass through a lower class gate



Lower class riders are allowed to pass through higher class gates but all class appropriate gates must be successfully passed

Be curious and mindful of other riders waiting to ride the section

If a failure is achieved in a section remove yourself from the obstacle and finish the section or remove yourself in the quickest and safest fashion as to not hold up other riders

Equipment for all Riders at the event site including competitors, minders, officials, spectators.

- a. A Motorcycle helmet that meets CSA or FIM approval is required to be worn by the rider when the rider is in a section as well as whenever operating a motorcycle at a Trials site. This must be an off-road **motorcycle** helmet with a DOT, SNELL or ECE designation in good condition.
- b. Back Protectors, knee pads and riding protection are highly recommended for all Riders.
- c. Both tires must be of a trials tread, maximum number 400 rear, 275 front. No alterations to either tire or may only be those commercially available at the retail level.
- d. Rear wheel must have an efficient cover (i.e.: fender), extending from the top of the rear frame members under the saddle to a point at least even with a vertical line drawn through the rear axle.
- e. Sound level - 94 DBA maximum.
- f. The use of handlebars made from carbon, Kevlar or any other composite materials is forbidden.
- g. Motorcycles must be equipped with an operational engine cut-off switch or shut off tether/device.
- h. No broken parts (for example: ball end levers must be intact)
- i. Front and rear brakes must be in good working order.
- j. The motorcycle must be in good overall working and safe condition.

April 15th 2024, V1

Subject to updates, Committee review and changes at any time.

Check for the latest version updated to the web site SOCT.CA

Approved SOCT Committee April 15th 2024,