



20

TRIAL

Chapter contents

SECTION 20A: AUSTRALIAN CHAMPIONSHIPS.	276
20.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS.	276
20.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRIAL CHAMPIONSHIPS.	276
20.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES	276
SECTION 20B: COMPETITION CLASSES.	277
20.4 SENIOR COMPETITION CLASSES AND GRADES	277
20.5 JUNIOR COMPETITION CLASSES	278
SECTION 20C: COMPETITION RULES..	278
20.6 ELIGIBILITY: GENERAL..	278
20.7 ELIGIBILITY: JUNIOR..	278
20.8 GENERAL RULES	279
20.9 PROTECTIVE CLOTHING AND HELMETS	279
20.10 MACHINE AND RIDER IDENTIFICATION	279
20.11 MEETING PROTOCOLS.	279
SECTION 20D: TECHNICAL REGULATIONS	283
20.12 SOUND EMISSIONS	283
20.13 FUEL	285
20.14 ENGINES.	286
20.15 FRAMES AND PARTS.	286
SECTION 20E: TECHNICAL REGULATIONS: CLASSIC AND SIDECARS..	288
20.16 CLASSIC TRIAL	288
20.17 SIDECARS	288

APPLICATION OF CHAPTER

The Rules set out in this chapter are for Trial.
Everything that is not authorised and prescribed in this chapter is strictly prohibited.

SECTION 20A: AUSTRALIAN CHAMPIONSHIPS

- 20.0.0.1 It is recommended that the Australian Trial Championship each year be conducted by 31st August of that year.
- 20.0.0.3 Promoters must ensure that the standards of sections must provide for all levels of competitor in each class.
- 20.0.0.4 For the Australian Trial Championships, only those competing for the Championships may use the course during the period of competition.
- 20.0.0.5 At all Australian Championships competitors must place an MA supplied logo on the front number plate of their machines.

20.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS**SENIOR TRIAL**

Solo

Sidecar

Classic

Post Classic

Youth

Veteran Age Groups:

40 - 49

50 - 59

60 - plus

Masters

Women

Air Cooled Mono Shock

20.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

CLASS/ AGE RANGE	CAPACITY
Junior 7 to under 13	Up to 125cc
Junior Open 13 to under 16	Up to 125cc
Junior Women 7 to under 16	Up to 125cc

20.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES**20.3.1 Individual Competitions**

- 20.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd riders in each Championship solo class and the 1st, 2nd and 3rd rider and passenger in the Championship sidecar class at all Australian Championship meetings.

20.3.2 All Competitions

- 20.3.2.1 At least the first three (3) place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the promoter, irrespective of MA awards.
- 20.3.2.2 Medallions and points will be awarded in Australian Championships where there are five (5) or more starters.
- 20.3.2.3 Riders of any nationality may be awarded an Australian Championship. The Trial Commission recommends that the Promoter provides a trophy for the best Australian should an Australian not win the title.



**Play by the
Rules**

SECTION 20B: COMPETITION CLASSES

20.4 SENIOR COMPETITION CLASSES AND GRADES

CLASS	AGE	GRADE	CONDITIONS
Open Solo	Open	May be divided into Expert, A, B, C, and Clubman	
Open Women	Open	May be divided into A and B	
Open Sidecar	Open	May be divided into A and B	
Veteran	40 - 49 50 - 59 60 - plus		All competitors within each of these classes will compete without handicap
Classic	Open		For machines first available to the general public before 1965.
Post Classic (Twin Shock)	Open		For machines manufactured before 1986. The machines may not be fitted with disc brakes or mono-shocks
Air Cooled Mono-Shock	Open		
Masters	35 - plus		No handicapping system will apply
Youth	For competitors aged between 13 16 and under 21 years at the first day of the event		This class will compete using the Masters lines



20.5 JUNIOR COMPETITION CLASSES

JUNIOR TRIAL: INTERNAL COMBUSTION MACHINES	
CLASS/ AGE RANGE	CAPACITY
Classic & Post Classic Junior 7 to 12	Up to 200cc
Classic & Post Classic Junior 13 to 15	Open Capacity
Classic & Post Classic Junior Women 13 to 15	Open Capacity
Classic & Post Classic Junior Women 7 to under 13	Up to 200cc
Junior 7 to under 13	Up to 125cc
Junior 13 to under 16	Up to 125cc
Junior Women 7 to under 16	Up to 125cc
JUNIOR TRIAL: ELECTRIC MACHINES	
Junior 7 to under 13	Up to 1.5Kw
Junior 12 to under 16	Up to 10Kw

SECTION 20C: COMPETITION RULES

20.6 ELIGIBILITY: GENERAL

- 20.7.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.
- 20.6.0.2 No person may participate in an Australian Championship unless and until:
- That person's protective clothing/equipment, and machine have been examined and approved by the Scrutineer for that meeting, or
 - If stipulated in supplementary

regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/equipment and machine have been self-scrutineered.

- 20.6.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 20.6.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- 20.6.0.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.
- 20.6.0.6 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.
- 20.7 ELIGIBILITY: JUNIOR**
- 20.7.0.1 Juniors only to compete in Junior competitions
- 20.7.0.2 In Junior competition,
- A rider's age on 1st January will determine their age for competition purposes for that year,
 - A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,
 - Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
 - This GCR applies to all riders up to and including the age of 16 years.
- 20.7.0.3 Subject to GCR 20.7.0.2, a person under the age of 16 years may compete in Trial in other than a Junior competition.
- 20.7.0.4 No person who is unable to lift his or her machine unaided from the

horizontal to the vertical may compete in any Junior competition.

20.7.0.5 No applicant will be issued with their first competition licence if they are under the age of 7 years,

20.7.0.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than four (4) years,

20.7.0.7 A Relevant Controlling Body may grade Junior competitors according to their respective skills,

20.7.1 Junior Endorsements

20.7.1.1 Endorsements will be issued for:

- Up to 125cc
- Up to 200cc
- Trial Open Capacity
- Trial Electric Bike (~~Open kW~~)

20.8 GENERAL RULES

20.8.1 Homologation

20.8.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

20.8.2 Helmet Cameras

20.8.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

20.9 PROTECTIVE CLOTHING AND HELMETS

20.9.0.1 No competitor may practice, start or compete in any Trial competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment:

20.10 MACHINE AND RIDER IDENTIFICATION

20.10.1 Identification Plates

20.10.1.1 Identification plates must:

- a) Measure 200mm x 150mm +/-10%,
- c) Have the riders name displayed on the identification plate, using lettering 25mm high.

20.10.1.2 Identification plates may include reference to:

- a) Where a rider completed the Australian Trial Championship in the first 10 places in the previous year, that riders place in the Championship, and
- b) The riders club or sponsor, providing the background colour of the plate remains prominent and clearly visible.

20.10.2 Rider and Grade Identification

20.10.2.1 The following grades will have the following identification plates:

CLASS/GRADE	PLATE BACKGROUND COLOUR
Open Solo A grade	Red
Youth Masters B grade Women	Yellow
Veterans Post Classic Open Junior Air-cooled Mono shock C grade	Blue
Junior Women Juniors 7-12 Clubman	White
Sidecars - A grade	Red
Sidecars - B grade	Yellow
Classic	Black

20.11 MEETING PROTOCOLS

20.11.1 General

20.11.1.1 The result of a Trial or any class of Trial is decided on the total number of points lost, the winner being the competitor who loses the least number of points.

20.11.1.2 In the hearing and determination of any protest or appeal arising out of a Trial, video evidence may not be used.

20.11.1.3 In the event of a tie in points, the tie is to be broken as follows:

- a) The competitor who completes the greatest number of sections without loss of points wins,
- b) If the tie continues, the competitor

wins who completes the greatest number of sections with the loss of 1 point, 2 points, 3 points and so on,

- c) If there is still a tie, a ride-off must take place, starting from the 1st section at a severity level decided by the Clerk of Course and continuing in numerical order until the tie is broken.

20.11.1.4 Meetings may be held in the following categories:

- a) Trial,
- b) No-Stop Trial,
- c) Super Trial.

20.11.1.5 Unless otherwise stipulated in supplementary regulations, all meetings will run using the Trial rules described in GCR 20.11.

20.11.2 Courses

20.11.2.1 Observed sections:

- a) Must be clearly named or numbered,
- b) Must have a clearly marked start and finish,
- c) Must have clearly marked boundaries,
- d) Must be preceded by an observed area of the route where the competitors are controlled,
- e) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
- f) May be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.

20.11.2.2 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.

20.11.2.3 Passage through section must be indicated by gates which consist of:

- a) Two arrows pointing inwards,
- b) An arrow and a natural obstacle or boundary,
- c) Coloured rectangles, red for right and white for left may be used to indicate section outer boundaries.

20.11.2.4 The available width between two successive gates may be limited by means of tape which must be:

- a) Placed no more than 500mm above the ground,
- b) Not inside the line of markers on the same side.

20.11.2.5 Where a section is marked by stakes they must be:

- a) Of flexible material,
- b) Connected by tape placed no more than 500mm above the ground,
- c) Coloured red for right,
- d) Coloured white for left.

20.11.2.6 The Promoter:

- a) May modify the design of a section between the passage of the last competitor on one lap and the first competitor on the following lap, and
- b) 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.

20.11.3 Penalties: Competitions

20.11.3.1 The following terms have the following respective meanings:

- a) Footing occurs when:
 - i) Any part of the body of the rider touches the ground and or obstacle (tree, rock etc.) either inside or outside of the boundary marker or tape,
 - ii) Any part of the machine other than the:
 - Footrests,
 - Wheels,
 - Tyres,
 - Engine casing,
 - Frame,
 - Protection plates under the engine,
 - Sidecar body, touches the ground or an obstacle without stopping progress of the machine,
 - iii) Sliding a foot along the ground is deemed to be footing more than

twice,

- b) Stopping occurs when the machine fails to maintain forward progress relative to the direction of the course,
- c) Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.

20.11.3.2 The penalties on the following tables apply:

INFRINGEMENT	POINTS LOST		
	TRIAL	NO-STOP TRIAL	SUPER TRIAL
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	5 1
Footing twice whilst stopped	2	5	5 2
Footing more than twice whilst stopped	3	5	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, touching 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 a 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 (sidecars only)	5	5	5
Crossing machine tracks whilst moving forward	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

Subscribe to MA's e-Newsletter –
regular motorcycle news in your inbox, free!

www.ma.org.au

INFRINGEMENT	POINTS LOST
	ALL TRIAL
Practicing on course prior to event	Exclusion
For disorderly conduct towards an official	100
Rider or Minder arguing with an official	10
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
The rider does not have the lanyard cut-out switch attached to the wrist while in the section	5
Late to Scrutineering (per minute)	1

* Or as detailed in the supplementary regulations

20.11.3.3 The greatest penalty incurred in a section is the only one to be taken into account for each competitor.

20.11.3.4 A competitor who receives the maximum five point penalty in a section must vacate that section either:

- a) At the first available opportunity, or
- b) As directed by an official.

20.11.3.5 A time allowance of 90 seconds is allowed for each rider to complete each section. Each rider who fails to complete a section within the 90 second time allowance will be deemed to have failed that section. The time will start when the rider passes the section beginning line. The decision of the observer in charge of this time measurement shall be deemed a statement of fact.

Note: This rule will be applied to the National Championships, and to all State Championship rounds. Subject to inclusion in the supplementary regulations, any promoter may choose to apply this rule to other open events.

20.11.3.6 Where necessary, for Trial, organisers may include a time limit to complete the first lap. This instruction should be included and defined in the supplementary regulations.

20.11.4 Minder

20.11.4.1 Each competitor in an event may have a Minder who, for the purposes of these Rules, will be a competitor.

20.11.4.2 A Minder must be identified as such in accordance with the requirements of the supplementary regulations.

20.11.5 Change of Machine during a Competition

20.11.5.1 During any competition, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

20.11.6 Radio Communication

20.11.6.1 Radio communications with riders is allowed in Trial.

20.11.8 Measurement at Meetings

20.11.8.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

20.11.8.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

20.11.9 Measurement: Australian and State Championship Events

20.11.9.1 For all Australian and State Championship events:

- a) All machines must have provision for the placement of sealing wire,
- b) An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event,
- c) The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,
- d) At the conclusion of that period, if no protest is received, the result will be final,
- e) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,
- f) If no protest is received within that period, the seals may be removed,
- g) Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event,
- h) No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

SECTION 20D: TECHNICAL REGULATIONS

20.12 SOUND EMISSIONS

20.12.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines.

20.12.1 Specifications

20.12.1.1 Sound emissions are set out in the tables below:

2 Metre Max Method	
DISCIPLINE	LIMIT dB(A)
Trial	112 with a 4dB(A) allowance

20.12.1.2 Where government regulations or planning orders exist in relation to lower sound emissions or where a venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over GCR 20.12.1.1.

20.12.2 Sound Control during Competition

20.12.2.1 The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

20.12.2.2 Machines can be tested before, or after competing in an event, chosen by ballot, or as required by a Steward, Clerk of Course or SCO.

20.12.3 Use of Sound Level Meters

20.12.3.1 Sound testing apparatus must:

- a) Comply with International standard IEC 651, Type 1 or Type 2.
- b) Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

20.12.3.2 Sound testing apparatus must be set to:

- a) 'Fast response',
- b) 'A' weighted,
- c) Select range High 80-130 dB,
- d) Activate the function MAX MIN - set on MAX,

20.12.3.3 '2 Metre Max' set up of the sound meter and the motorcycle:

- a) The sound levels will be measured with the sound meter/microphone

fixed on a tripod, in the horizontal position, at the rear of the motorcycle.

- b) For the place and position of the motorcycle, ensure that there are no solid obstacles within a 10 metre radius of the microphone.
- c) The sound meter will be positioned at a distance of two metres behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metres above the ground, with the sound meter level.
- d) The two metre distance is measured from the point where the centre of rear tyre touches the ground.
- e) It is preferred that the tests are conducted on soft ground, to prevent reverberation, i.e. grass or fine gravel.
- f) In other than moderate wind, machines should face forward in to the wind direction.
- g) The ambient sound level must remain lower than 100 dB(A).

20.12.3.4 '2 Metre Max' positioning of the motorcycle:

- a) The reference points:
 - i) For a motorcycle: the contact point of the rear wheel on the ground.
 - ii) For motorcycles fitted with two exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
 - iii) For Sidecars: the contact point of the side wheel on the ground.
 - iv) For Quad vehicles: the vertical line to the ground from the centre point of the rear axle.
 - v) For Quad vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

20.12.3.5 '2 Metre Max' method:

- a) The measurement is made with the motorcycle on its wheels, with a hot engine.
- b) During a sound test, machines not equipped with a gear box neutral must be placed on a stand.
- c) The SCO should stand beside the motorcycles, opposite the microphone and not screen or stand between the bike and the microphone. An assistant, placed on the left side of the motorcycle, shall disengage the clutch.
- d) The SCO shall open the throttle as fast as possible until full open throttle (instantly, within 0.3 seconds) and keep at max engine 'rpm' for at least one second. To end, the SCO will release the throttle quickly.
- e) If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle a maximum of two more times.
- f) For motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least one second has evolved and/or when there is an audible sign of over revving the engine.
- g) For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than two seconds and/or when there is an audible sign of over-revving the engine.
- h) If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- i) If detonations appear, the measurement must be started again.
- j) The numbers obtained from the test shall not be rounded down.
- k) For the sound level measurement, the handling of the throttle is limited only to the SCO, who shall open the throttle himself in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an

extension cable to the sound meter).

20.12.3.6 Tests shall not take place in the rain

20.12.4 Machine Testing

20.12.4.1 If a machine fails, it can be represented for re-testing.

20.12.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

20.12.4.3 A machine which does not comply with the sound limits can be presented several times.

20.13 FUEL

20.13.1 Fuel Warning

20.13.1.1 Fuels and lubricants are highly specialised substances and participants must be aware they may contain substances that are extremely dangerous to human health if misused, inhaled or allowed to contact skin.

20.13.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

20.13.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

20.13.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

20.13.2 Fuel Testing

20.13.2.1 For any event, meeting or series, the Relevant Controlling Body may direct that no fuels other than fuels of prescribed specifications and from a prescribed source may be used.

- a) Tests to ensure that only prescribed fuels are used in an event, meeting or series may be administered at any time and place during the course of the same,
- b) The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.

20.13.2.2 Fuel tests must comply with the following procedures:

- a) All containers for holding samples must be clean and constructed of robust non-reactive impermeable material, must be sealable, and must

have provision for identification,

- b) Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,
- c) All samples must be divided into two lots (Sample A and Sample B) of not less than 5ml each, which must be placed in separate containers,
- d) Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken and the identity of the rider,
- e) Both samples must remain in the control of the official who administered the test.
- f) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
- g) All samples held by the official must be delivered as soon as practicable after the competition to the Relevant Controlling Body which must deliver the Sample A as soon as practicable to a laboratory approved by MA where they must be tested for content and quality in accordance with standard scientific procedures,
- h) The Relevant Controlling Body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
- i) If the rider is dissatisfied with the test result of Sample A, they may request Sample B be tested at an MA approved laboratory in their presence.

20.13.3 Refueling

20.13.3.1 During refueling, each machine must be stationary with the engine stopped.

20.13.3.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

20.13.3.3 Smoking is strictly prohibited in areas where refueling is permitted.

20.13.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 20.13.3.3, and are responsible for the actions of their mechanics and support team members.

20.13.4 Homologation of Fuel

20.13.4.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five (5) States does not have to be homologated. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet at each of at least five (5) separate service stations in each of at least five (5) Australian States or Territories.

20.13.4.2 Organisations seeking homologation of fuel must provide MA with:

- Two one-litre sealed containers of the fuel for analysis,
- Details of the fuels characteristics,
- The distribution network,
- The price structure,
- A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.

20.13.4.3 Fuels approved under this GCR will be published at www.ma.org.au.

20.13.5 Fuel: Trial

20.13.5.1 Fuel for machines other than Classic competition must:

- Be Unleaded, and
- Be no more than 100 RON, and
- Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines, and
- Be readily available in Australia as per GCR 20.13.4.1; or
- Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

20.13.5.2 Fuel for Classic Trial must be:

- As per GCR 20.13.5.1, or
- Leaded fuel providing that
- ~~The fuel is purchased from suppliers approved by Environment Australia.~~

20.14 ENGINES

20.14.1 Reciprocating Engines

20.14.1.1 The Formula for calculation of capacities and classes

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

20.14.2 Engine Capacity Tolerances

20.14.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

20.15 FRAMES AND PARTS

20.15.1 Fuel Tanks

20.15.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

20.15.2 Tyres

20.15.2.1 Tyres must comply with the following:

- Metal studs, spikes, chain, rope or other non-skid attachments as well as paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.
- Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.

~~20.15.2.2 Valve caps must be used for all competitions.~~

20.15.3 Tyre Types

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

20.15.4 Ignition Cut-Out Switch

20.15.4.1 All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.

20.15.5 Design and Dimensions

20.15.5.1 When brake cam arms or levers are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgement.

20.15.6 Centre and Side Stands

20.15.6.1 Centre and side stands may remain on machines for Trial.

20.15.6.2 Centre and side stands must be secured in the closed position.

20.15.7 Kick Start Levers

20.15.7.1 Kick start levers, other than transverse, must be folding.

20.15.8 Mudguards

20.15.8.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

20.15.8.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

20.15.9 Footrests

20.15.9.1 Footrests must:

- a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
- b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

20.15.10 Handlebars

20.15.10.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

20.15.10.2 Handlebar levers must:

- a) Have ball ends with a minimum diameter of:
 - i) 15mm, for levers longer than 76mm,
 - ii) 10mm, for levers shorter than 76mm.
- b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

20.15.10.3 Throttle controls must be self-closing.

20.15.11 Drive Chain Protection

20.15.11.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or

sprockets with the fingers.

20.15.11.2 The guard must be constructed of:

- a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or
- b) Fibreglass having a minimum thickness of 3mm.

20.15.11.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

20.15.11.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.

20.15.11.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

20.15.11.6 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

20.15.12 Exhaust Systems

20.15.12.1 Exhaust systems must:

- a) Be fitted with silencers,
- b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,
- c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors,
- d) Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc,
- e) Where silencers are re-packable, have safety wired securing bolts.

SECTION 20E: TECHNICAL REGULATIONS: CLASSIC AND SIDECARS

20.16 CLASSIC TRIAL

20.16.1 Eligibility

20.16.1.1 The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component. The responsibility for proving eligibility is on the individual seeking approval.

20.16.1.2 Major components are:

- a) All engine and gearbox external castings,
- b) Frames,
- c) Brakes,
- d) Wheel hubs,
- e) Forks, and

20.16.1.3 Major components that were manufactured outside the period, but which are visually indistinguishable from period components shall be eligible for that period.

20.16.1.4 All other components shall be considered as minor components.

20.16.1.5 Minor components may be modified or updated provided that they remain visually compatible with the period being depicted.

20.16.1.6 For the purposes of determining eligibility machines are categorised as follows:

- a) Pre 1965:
 - i) Manufactured before 31st December 1964,
- b) Pre 1965 Heavyweight Solo:
 - i) Non-unit construction engines with an original capacity of over 250cc, or
 - ii) Unit construction engines with an original capacity of over 350cc.
- c) Pre 1965 Lightweight Solo:
 - i) Non-unit construction engines with an original capacity of 250cc or less,
 - ii) Unit construction engines with an original capacity of 350cc or less.

- f) Special
 - i) Machines first available to the general public before 1 January 1968,
 - ii) Any such machines that have been modified to provide the ground clearance or chassis performance consistent with the Post Classic era,
 - iii) D10/14 Bantam, BSA C15F/G, M10 Bultaco, and aftermarket-framed machines are eligible for this category (not Pre 1965).
- g) Post Classic (Twin Shock):
 - i) For models designed and first manufactured between 1st January 1965 to 31st December 1986,
 - ii) Disc brake models are not eligible,

20.17 SIDECARS

20.17.1 Design and Dimensions

20.17.1.1 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.

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

20.17.1.3 Passenger grab rails, handles and straps may be fitted.

20.17.1.4 Sidecar wheel drive is prohibited.

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