

How to score observed trials

Thank you for checking! Without you there is no observed trials.

The object of observed trials is, for the rider, to negotiate a marked course consisting of a series of obstacles without putting their feet down, crashing or riding out of bounds. As a section observer your job is to keep them honest. Sounds simple huh? Sometimes it isn't because the checker, YOU, have to make judgment calls which will affect the outcome of the trials. The most important thing to remember is **BE CONSISTENT**. If one rider gets a five for leaning against a tree while stopped then all riders get a five for stopping while leaning against a tree. If there is any doubt in your mind that a point was taken your decision must go in favor of the rider. If a spectator or another rider says someone took a point you didn't see you can't count it as a point. Below are the basic rules for checking observed trials.

START AND END FLAGS

A rider is **in the section** when his **front axle** passes between the start flags. A rider is **out of the section** when his **front axle** passes between the end flags. A rider **cannot** enter the section without the **permission of the section official**. The section official does this by signalling to the rider and yelling, "CLEAR THE SECTION" or "RIDER". This lets riders walking the section know that a rider and motorcycle are coming through.

WALKING THE SECTION

Riders will usually walk a section before riding to analyze the section and watch how others ride the obstacles. This is permitted. If riders walking the section are obstructing the checker's view or the path of a rider riding the section the checker may order them to clear the section. **RIDERS MAY NOT ALTER THE SECTION WHILE WALKING IT**. Occasionally a rider will change the section while riding so that the section becomes impassable or dangerous. For example a log or rock may be displaced which fundamentally alters the nature of the section. These may be removed or replaced at the **checker's discretion**. (NOTE: There will be a certain amount of change to any section as the day progresses. This is expected and is part of the challenge)

INCIDENTAL CONTACT

Often while riding a section a rider's body will brush against an obstacle or the motorcycle will be close enough to a rock or tree to cause a rider to contact the obstacle. This is usually a problem for the rider more than a help. If the rider didn't **intentionally receive support** from the obstacle then the contact is incidental and **no points** are assessed.

MISCONDUCT PENALTY

If a rider is using foul language or behaving in a disorderly manner the section official can assess a **25-point misconduct penalty**. The section official must warn the rider that his actions will lead to a misconduct penalty if continued. (NOTE: It's difficult to fall off a motorcycle and not blurt out something you normally wouldn't say to your mother. Please be tolerant with this rule.)

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DABBING

A rider receives **1 point** for **dabbing** by putting a **foot down** or **leaning against** a tree or other **obstacle for support**. The point of contact does not have to be within the section markers.

A rider may dab up to three times and receive **1 point for each dab**. After three points have accumulated the rider can paddle like a duck and still receive only three points. Occasionally a rider will **slide his foot** while dabbing. A sliding dab receives **3 points**.

FORWARD MOTION

A rider may **stop** in the section **without penalty** as long as there is no contact other than with the motorcycle. The rider may dab while stopped and receive one point (One for the dab). The rider will receive **5 points** if the **motorcycle moves backward** at any time while in the section. The rider may move **either wheel sideways without forward motion** of the motorcycle **without penalty**. A **stalled engine while dabbing** is **5 points**

OUT-OF-BOUNDS

If a rider rides **out-of-bounds** the rider will receive **5 points** for the section. Out-of-bounds refers to the **motorcycle only**. The rider's body can touch outside of the section boundary with the normal 1 point penalty.

Sections marked with ribbon. The area between the ribbons is considered inside the section. A rider can stretch a ribbon as long as it does not break. If a rider rides **over a ribbon** the wheel must be clearly over. Riding **on** the ribbon is not considered out-of-bounds.

Sections marked with flags. A rider must ride between the flags to stay inside the section. In most cases the boundary between flags of the same color is considered to extend one bike length outside the direct line between the flags.

If **while riding** the section the rider **breaks a ribbon** or **dislodges a section marker** the rider will receive **5 points**. If a rider crosses over their own line with both wheels in a section the rider will receive **5 points**.

ASTRIDE THE BIKE

A rider must remain astride the motorcycle while in the section. If the rider puts both feet on the same side of the motorcycle or dismounts and remounts, including standing behind the motorcycle, the rider will receive **5 points**.

RE-RIDES

Occasionally a situation will occur where a rider fails to complete a section due to something that is not the rider's fault. For example; a spectator or rider walking the section gets in the way. In cases like this the rider is given the option of a re-ride and is scored on the re-ride.

AUTHORITY

Remember you are the boss in your section. Riders will occasionally question a call. This is to be expected since it is a competition though a good-natured one. If you're sure of a call stick to it.