



## SPORTING TRIALS REGULATIONS

### 1. SPONSORSHIP.

Sponsorship is deemed to be outside the spirit of the sport.

### 2. SCRUTINY.

#### A STRICT SCRUTINY WILL TAKE PLACE AT THE START OF EACH SEASON.

Scrutineering of cars will take place prior to the start of the first trial of every new season, organised by the Motorsport Ireland Trials Commission. Before being presented for scrutiny, cars must be declared to be in compliance with the regulations by their owners.

A competitor who is unable to be present at the official, organised pre-season scrutiny may make private arrangements with an MI appointed scrutineer for Sporting Trials, for which there may be a fee, the amount of which will be set by the Trials Commission.

A car may not be driven in an event until it has passed scrutiny for the current season.

A competitor who starts an event in a car that has not passed scrutiny for the current season, will be excluded from the results of that event. Furthermore, when the car is presented for scrutiny a fine equal to the amount of the scrutiny fee will be payable in addition to the scrutiny fee.

The onus is on the competitor to ensure the car in which they have entered has passed scrutiny before the event.

At the request of the Clerk of the Course, cars may be checked by the scrutineers for compliance with the Technical & Safety Regulations at any time during an event. Penalties for non compliance will apply as laid down in GCR 148, except that a breach of the minimum tyre pressure will incur a penalty of 10 Marks.

### 3. CHAMPIONSHIPS.

It is recommended that there is no overall Annual Sporting Trials Championship.

### 4. PROCEDURES FOR DRIVERS AND OFFICIALS.

4.1. Standing Starts only permitted with front wheels on start line. A new draw should be made to decide the starting order of each driver at each event. Competitors must only start when observer is ready and must follow intended line of section. Greater use of "via" stakes is recommended to define intended line.

4.2. ANY REARWARD MOTION excludes further scoring in that section.

4.3. When any part of car touches a marker stake the competitor is deemed to have finished in that section and receives the value for the last pair of markers through which the centre line of the front wheels have passed. Crossing of tracks within a section is permitted. Where a section is laid through undergrowth - ensure that it is cut.

4.4. In the event of a stall, use of the starter is not permitted. An unaided forward rolling start only is allowed to qualify further progress.

4.5. A competitor is permitted a reasonable time lapse (not more than 5 seconds at a time) with no forward motion, after which marks will be awarded according to progress to that point. Observers to signal end of the reasonable time.

4.6. Observers should always be in a good position to differentiate between a car touching a stake and the ground around it moving the stake.

4.7. Where a stake has been run down, care should be taken to ensure that it is replaced in exactly the same position to give equal opportunity to all drivers. Observers should use a reference point e.g. distance from tree, rock etc.

4.8. Competitors are not permitted to alter the course under any circumstances.

4.9. When a competitor has failed in a section he should immediately be advised so that the course does not get unnecessarily broken up.

4.10. Drivers, Bouncers and Passengers feet must remain on the cockpit floor within the confines of the car. Standing not allowed.

No person outside the car may assist or direct the crew during any section. **A driver who receives verbal or physical assistance will be deemed to have failed and marks will be awarded for the subsection completed up to the point of failure. This rule does not apply to drivers in their first season, who should make their status known to the observer before they start the section.**

4.11. **Each driver must complete their first lap and second lap in sequence, starting at the section in which they are drawn. Drivers must start their second lap at the same section they are drawn to start their first lap. Drivers must start their first section of lap one in the order in which they are drawn, but subsequent sections on both the first and second lap need not be started in the same order, except that a junior licence/cover note holder (drivers aged 10 to 16 inclusive) must always start a section after their parent/guardian. Double drivers must 'double up' on both laps. Where a driver arrives at a section having not completed the**



*previous section (unless it is their first section) then they may be penalised 10 marks.*

4.12. **The Clerk of the Course is responsible for vetting and approving the safety of the event, including the sections and section areas both prior to the start and during the trial. They or the Safety Officer, or both, should inspect all sections prior to the start and make changes if necessary on safety grounds or if conditions have changed since the section was laid. Only the COC can make changes after the event has commenced.** It is recommended **that the COC go around the course at the end of an event to advise officials when the trial is finished.**

For the competitors and observers benefit the C.O.C. must be clearly identified at an event by either a hi-visibility armband or vest printed with the letters C.O.C

**4.12.1 Where a COC changes a section on safety or other grounds during a trial (other than at the half time break), any competitor who has attempted the section prior to the change and failed at the changed gate, the preceding gate or the following gate, must be offered the opportunity of a re-run. If the offer is accepted the mark from the first attempt will be void and only the mark from the second attempt will be valid, except that any Roll penalty incurred in the first attempt will not be deleted. Any competitor who has already attempted the section but failed before the gate preceding the change or successfully negotiated the changed gate or the following gate will not be offered a re-run.**

4.13. **Organisers shall make a draw for the starting order, which shall be displayed at check in. They should endeavour to start an equal number of competitors at each of the sections. Grade 'A' drivers must be drawn first into the sections, followed by Grade 'B', 'C' and 'D'. Double drivers will be drawn to start at the same section and must start in their drawn order. Where one of the drivers is the holder of a junior licence/cover note (drivers aged 10 to 16 inclusive) and both are in the same grade, the junior driver must be drawn to start after their double driver. In circumstances where the parent/guardian of a driver holding a junior licence/cover note is entered in a different car, both cars will be drawn to start at the same section, with the parent/guardian starting before their junior. Competitors in this situation are requested to advise organisers when submitting their entry.**

4.14. Drivers must notify the Official at the check in control if they retire.

4.15. Drivers and Observers briefing will take place 15 minutes before the due start time.

4.16. The width of all "Gates" in a section be a minimum of seven (7) feet. Minimum height through the section should be at least six (6) feet. Red markers must always be on the left.

4.17. The Clerk of the Course may impose a penalty of up to 10 marks on a Competitor who arrives late at the event or at the first section dictated by the draw.

4.18. An overall time limit may be imposed by an organising club and a penalty maybe imposed for infringement of this requirement.

4.19. Organisers are required to provide and signpost a laid out practice section for use by all competitors. This practice area will be closed upon commencement of Drivers Briefing.

4.20. A 10 mark "roll" penalty for each roll by a driver will be added to their final score. **Failure to report a roll to the COC in accordance with rule 4.20.1 will incur an additional penalty of 10 marks (i.e. total penalty 20 marks).**

4.20.1. A roll is defined as - a driven vehicle that turns over either to its side or upside down or vertically ends up supported on its roll bar, engine or sump guard (anywhere within the confines of the overall trial venue) and which cannot be righted by the driver, acting with no outside assistance and while within the confines of the cockpit and subject to compliance with Article 4 sub sections 4.2, 4.3, 4.4 and 4.5 herein. Competitors are required to report all rolls to the C.O.C. so decisions can be made as to what action needs to be taken to ensure the continued safety of the event.

## 5. MARKING SYSTEM.

5.1. Zero marks will be awarded for a clean passage through an observed section. Sections to be sub-divided and if a car stops for more than 5 seconds or touches a marker pole it will be deemed to have failed that sub-section. Marks will be awarded for the sub-sections completed up to the point of failure.

5.2. The 10 mark "roll" penalty should be punched against the nearest section where it occurs in addition to the mark achieved on that section by either the observer or the C.O.C.

5.3. All ties will initially be decided in favour of the competitor with the most 0s, 1s, 2s etc. scored in the event.

5.3.1. Any ties that remain unresolved, excluding those in contention for the Premier Award, will be decided on the competitors ranking on the current grading list i.e. the lower position wins the tie.

5.3.2. Unresolvable ties for the Premier Award will be decided over an extra section, unless this is deemed impracticable by the CoC. In such a case the competitors ranking on the current



grading list, as in 5.3.1. above, will be applied so a clear winner of the event is achieved.

**5.3.3.** The CoC shall determine the driving order in the extra section by a drawing of the names with the first name out driving first, second name out driving second etc.

**5.3.4.** Competitors driving the extra section will be placed in overall result according to their marks in the extra section. If the Premier Award is unresolved after the first run of the extra section, then the section should be adjusted with only the driver's tying on the lowest mark driving the altered section. This process may be repeated or, at the discretion of CoC, a result declared on the basis of the lower ranked driver on the grading list being declared the winner as in 5.3.1. above.

**5.3.5.** The results of all competitors taking part in the extra section shall determine the overall and class result for those drivers.

**5.4.** The winner of the overall award will be the driver with the lowest marks. No driver may win more than one award with the exception of age related memorial trophies. "Scratch" placings take precedence over handicap and Junior awards.

**5.5. To be classified as a finisher, a competitor must attempt all sections run, in the same car.**

## 6. GRADING SYSTEM.

**6.1. A recorder, who will calculate the Grades, will be appointed by and report to the Trials commission. The organising Clubs must email the results of each event to the recorder immediately after each event.**

**Recorder: Roy Stewart.**

**Email: roy@roystewart.eu.**

**6.2.** A system to grade drivers will be employed based solely on their performance and will reflect their average overall (scratch) result in each event. The Grades will be A, B, C and D. Drivers Grades will be determined by the Registrar in agreement with the Trials commission at:

- a) The start of the season effective September to end of December
- b) From 1st January to end of season.

**6.3.** The Premier Award will be decided as per 5.4. with ties resolved as per 5.3. and if unresolved per 5.3.2.

Grade awards will be presented in each of the Grades A, B, C and D as per 6.2. for 1st, 2nd, 3rd and at the discretion of the organizing club, 4th and 5th in each grade. Ties will be resolved as per 5.3. and 5.3.1.

The following additional awards may also be presented at the discretion of the organising club: Junior, Novice, Ladies, Handicap Awards.

## 7. JUNIOR AND 1 DAY COMPETITION LICENCE HOLDERS

**7.1.** Junior Clubman competition licences valid for Sporting Trials are available for competitors aged 10 to 16 inclusive. First Time licences are issued free of charge. Competitors aged 10 to 13 years inclusive will not be issued with a Competition Licence but instead must apply for a Cover Note by completing a Competition Licence application form, inserting the word 'Junior' after 'Clubman' and their date of birth under the 'Licence Category' section. They will be issued with a Cover Note valid for the remainder of the year. Annual licences will be issued to competitors aged 14 to 16 inclusive.

Competitors aged 10 to 13 years inclusive must have satisfactorily completed the Sporting Evaluation as per Appendix 1 Article 15.1, before they can be issued with a licence.

Competitors aged 10 to 13 years inclusive must be accompanied in the car at all times by the holder of a competition licence **and who is aged over 18.**

Competitors aged 14 to 16 inclusive must be accompanied in the car at all times by the holder of a competition licence **and who is aged over 18**, but may drive alone in a section at the discretion of the COC and their parent/guardian.

It is the responsibility of the parent/guardian to ensure that their wards fully understand and adhere to the rules and regulations for Sporting Trials as issued under the General Competition Rules and Appendices 1 and 88 of the Motorsport Ireland Year Book.

Motor sport is inherently dangerous and it is the responsibility of parents/guardians to make sure their wards are familiar with, can properly operate and safely control a trials car prior to allowing them participate in a Sporting Trial.

**7.2.** One-Day licence holders, who are deemed by the officials of the event to have inadequate sporting trials driving experience, must be accompanied in the car at all times by the holder of a competition licence **and who is aged over 18**, but may drive alone in a section at the discretion of the COC.

**7.3.** Both these classes of competitors are required to make use of the practice section prior to the start of the trial.

**7.4.** Competitors aged 10 to 13 years inclusive will compete on the regular sections up to the 5 marker.  
**7.5.** Competitors aged 10 to 13 years inclusive must wear a distinctive bib as supplied at the event.



7.6. Competitors aged 10 to 13 years inclusive must wear a restraining strap while driving at all times.

**7.7. Competitors aged 10-13 inclusive are not permitted to sit as passengers in a car while being driven in a section.**

## 8. CREW.

8.1. Two entries will be accepted in respect of each car, with the exception that three entries will be permitted where **at least one of the entries is from a driver aged 10-16** inclusive and **one of the entries is from** a driver holding a Competition Licence for a category not less than Clubman National B. No competition car may be driven on any part of the course or adjoining lands by any person other than a person who is entered for the event and who has signed the official entry form. Passengers or Bouncers may be carried in competition cars subject to the following conditions.

8.2. All Passengers or Bouncers must sign the indemnity on the event entry form and pay the appropriate CPA insurance premium. In the case of passengers or Bouncers under 18 years of age, this must be counter signed by a Parent or Guardian.

8.3. Competition licences are not required for bouncers or passengers.

8.4. No passenger under 5 years of age may travel in a competition car on the course or any part of the adjoining lands. Passengers aged 5 to 13 inclusive may travel between sections only, on condition that they wear a restraining strap.

8.5. Only one Passenger permitted in a car at any one time.

8.6. Any driver carrying a Passenger not in compliance with 8.2 and 8.4 above may be excluded and be subject to such other penalty as the Clerk of the Course may decide.

## 9. FIRST AID

9.1. A basic first aid kit must be available at all trials. This kit must be located at the Start Control.

9.2. An Emergency Services Liaison Officer must be present at the event per Appendix 109 Article 3.6).

## 12. CHASSIS.

12.1. Free choice of design and construction.

12.2. Minimum wheel base 60".

12.3. Minimum track front 44" and rear 48".

## 13. ROLL OVER BAR.

13.1. To be made from adequate strength steel.

13.2. With a minimum outside diameter of 1 1/4", a wall thickness of min. 1/8" and a 1/8" witness hole.

13.3. To be securely mounted to the chassis at a place not less than the cockpit width.

13.4. To be a minimum of 2" above the heads of the occupants but also a minimum of 40" above the base of both seats.

13.5. To have a minimum horizontal width at the top of 10".

13.6. Both sides to be braced either forwards or backwards.

13.7. To provide driver/passenger equal protection in the event of rolling over.

13.8. Bar may be padded with material no thinner than .25" (e.g. central heating pipe type insulation), and cover the complete roll bar down to within 12" of the cockpit sides.

## 14. ENGINE.

14.1. Free choice of type up to 2000cc.

14.2. Free choice of location.

14.3. Any engine modification permitted.

14.4. Two throttle return springs required.

14.5. Exhaust to be effectively silenced.

14.6. Adequate guards to be fitted over exposed pullies, fanblades, belts, etc.

14.7. The maximum noise level for Sporting Trials Cars is 95Db.

The procedure will be as follows:

- Measurements will be made at a distance of 3 metres and an angle of 45 degrees from the exhaust outlet.


- The engine is to be held at 50% power for duration of measurement.

- Measurements are to be taken outside, with no large reflecting surfaces (e.g. walls) within 3 metres. Background noise should be 10Db below the measured level.

## 15. TRANSMISSION.

15.1. Rear wheel drive only permitted.

15.2. A free turning differential must be used in the rear axle. A locked, solid or welded



differential is not permitted in this position. Also, any form of mechanical, centrifugal, electronic, hydraulic or automatic anti-lock or torque biasing of the drive to the rear wheels is not permitted. This includes, but not limited to, proprietary or designer variations of:

ABS - automatic braking system  
LSD - limited slip differential,  
ETC - electronic traction control,  
ATB - automatic torque bias,  
ASP - advanced stability platform.

15.3. Car must have an operable reverse gear.

15.4. All gear selection must be possible from the driver's seated position.

15.5. Adequate guards to be fitted over any exposed moving propshafts.

## 16. SUSPENSION.

All wheels must have an operable suspension system. The medium of suspension is free.

## 17. STEERING.

17.1. Front wheel steering only permitted.

17.2. Conventional type steering wheel only permitted.

17.3. Only a steering wheel knob, similar in design to a "mushroom" topped proprietary type safety wheel knob, may be fitted.

## 18. BRAKES.

18.1. Rear brakes mandatory.

18.2. Independent operation permitted.

18.3. Front brakes optional.

18.4. Handbrake levers not to be higher than top of steering wheel and rough ends to be protected.

## 19. WHEELS.

Free choice.

## 20. TYRES.

20.1. The only rear tyre permitted are the Hakka M+S pattern car tyre, manufactured by Maxsport and the FEDIMA 175 x 65 x 15 TYPE F/M7 both tyres are as selected by the Trials Commission. Tyres must be inflated to a minimum of 5 psi.

20.2. The maximum permitted rear tyre cross section (width) is 175 mm and diameter up to a maximum of 15".

20.3. Front tyre size is unlimited and may be of any standard road going car or motorcycle pattern.

20.4. Cutting or altering of the tyre tread pattern

is not permitted.

20.5. Chains, studs, etc. not permitted.

20.6. Tyre to rim security bolts permitted.

## 21. ELECTRICAL.

21.1. Battery to be adequately secured to chassis. All battery terminals must be covered.

21.2. Battery to be sealed to prevent acid spillage e.g. substantial plastic cover.

21.3. Ignition switch to be centrally mounted on 'dashboard' and clearly marked on/off.

21.4. All wiring to be of good workmanship, properly insulated and secured to chassis/bodywork.

21.5. Electrical wiring to be routed separately to fuel lines.

## 22. BODYWORK AND SAFETY EQUIPMENT.

22.1. The cockpit width to be a minimum of 32" and the sides to be a minimum of 4" above the seat base.

22.2. Cockpit to accommodate two adult sized seats, side by side, which must be adequately secured to car. Right hand driving position only permitted.

22.3. Every effort should be made to keep the centre of gravity as low as possible. The maximum height of the base of BOTH seats must not be more than 21" from the ground. It is strongly recommended that the seat height be lowered below this figure especially where a new car is being constructed. The seat measurement must be made with the car on level ground without occupants, tyre pressure at 5psi and suspension at normal ride level.

22.4. Rear mudguards to provide adequate protection for driver/passenger from wheel and tyre and must cover at least one third the width of the tyre. Front mudguards optional.

22.5. Fuel tanks to be secured to the chassis and be leakproof in the event of the car turning over.

22.6. A dry powder type fire extinguisher (or an alternative MI approved type) with a minimum capacity of 1kg, plus a condition gauge, to be fitted in an obvious and accessible position.

22.7. An adequate tow rope to be carried at all times, minimum length 15 feet, and to have appropriate hook/eye connections.





22.8. A solid and adequate floor to be fitted to provide protection to drivers/passengers feet and legs.

22.9. The bodywork to be a proper workmanlike construction providing a safe compartment for the driver and passenger. The bodywork also to be maintained to a standard where it will not bring the sport into disrepute.

22.10. A towing eye/hook to be fitted to the front and rear of all cars. Such eye/hook at the rear of the car should be fitted at the lowest possible point.

### **23. COMPETITION NUMBERS.**

All cars must display a number on the rear panel. This number will be allocated at pre-season or subsequent scrutiny. The numbers must comply with the following dimensions: Height - 4 inches, width - 1.5 inches. The numbers to be black on white background.



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# APPENDIX 88