



THE BALLOT EXPLAINED

The ballot is **not** just a case of pulling 200 names out of a hat as a great many believe. If only it was that easy! In actual fact it is a very complex procedure to ensure it is done as fairly as possible and below we have tried to explain how we do it.

To ensure a varied mix of different makes of bike as well as riders, age, nationality, newcomers and capacity class, all the entrants are put into different categories ready for ballot. Our aim is to have a balance across all four of the capacity classes, ie, approximately 50 in each cc class. This is the starting point but, by the time we actually get to the trial, this balance won't be as apparent due to withdrawals being replaced by the next rider from the reserve list irrespective of capacity class.

- When entries are received they are put into their capacity class.
- Only those entries that arrive by the closing date and comply with the rules are entered into the ballot. Any entrant who submits an entry with a bike that has eligibility issues that cannot be rectified prior to the entry closing date, do **not** go into the ballot. The entrant will be notified so that they can rectify it, if they wish to do so, for the following year. Late entries are **not** balloted.
- All Trophy winners (18) from the previous year's trial are guaranteed a entry as long as the bike entered complies with the eligibility requirements.
- A few places are reserved at the discretion of the committee. These are for our sponsor's riders (not free of charge) and any special interest or unusual bikes to ensure as many makes as possible are represented.
- Riders who have been unsuccessful in the ballot for 3 consecutive years are flagged up from the database and given priority if their bike is eligible.
- Approximately 25 Scottish riders are drawn from all Scottish rider applications to ensure at least that number are in the trial.
- Approximately 35 Overseas riders are drawn from all Overseas rider applications. This is anyone who does not hold an SACU or ACU Competition Licence to ensure at least that number are in the trial.
- Approximately 35 Newcomers are drawn from all Newcomer rider applications. This includes riders in all the categories that precede this part of the ballot to ensure, at least, that number are in the trial.
- All the remaining places are drawn from the remaining applications and this is done by capacity class, to give approximately 50 riders in each of the four capacity classes.
- After the main ballot has been completed, another ballot takes place for the Reserve List. These riders are notified of their reserve list number and should be aware that they may get a ride at the very last minute.

Whilst we would love to accommodate all entrants, due to being so over-subscribed each year, we unfortunately have to disappoint a great many. However, don't despair, we do have measures in place to ensure that you don't go more than 3 years without a ride if you enter every year with an eligible bike.





HOW TO GIVE YOURSELF THE BEST POSSIBLE CHANCE IN THE BALLOT

Make sure that:-

1. You have filled in **ALL** the information requested on the Entry Form.
2. Your Machine Details Form is completed with the component details requested and the year they were manufactured. This information should be accurate and truthful. If you don't know what components are on your bike, please try to find out. Falsely declaring components will only result in you not being entered into the ballot. Ensure you have put the correct Registration number on the form.
3. The pictures of each side of the bike should be of A4 size, clearly show the listed components and be good quality colour prints (if the ink is running out on your printer, please wait until you have new cartridges before printing and sending in your pictures).
DO NOT take pictures of your bike at an angle – full, side on pictures are best to be able to see all the components. If your bike is covered in mud, please take the time to wash it before taking the pictures to ensure that the components can be clearly seen.
4. Make sure your bike complies with the eligibility guidelines and, wherever possible, use genuine Pre '65 parts and ensure that any modifications do not take it outwith the parameters of a "Pre '65 design". Remember you are entering a Pre '65 Trial and in doing so your bike has to look like a Pre '65 machine and keep to the spirit of Pre '65.
5. Don't wait until the last gasp to post your entry. Post it early enough to give it time to be delivered well before the closing date and so allow the possibility of minor eligibility issues to be rectified. Ensure that you have the correct postage on your envelope as entries that have insufficient postage are NOT collected from the Post Office sorting office.

A total of 314 entries were received by the closing date for the 2018 Trial and the capacity class breakdown of entrants was Rigid - 5, Up to 200cc - 76, 201 to 250cc - 124, 251 to 350cc - 54 and Over 350cc – 55. With about 50 spaces in each of the four capacity classes available, it does not take a genius to work out that if, for example, there are only 54 entries in a class then there will only be a few disappointed but in the case of a very over-subscribed class then your chances are greatly reduced due to the number of available spaces.

