EDINBURGH & DISTRICT MOTOR CLUB
PRE '65 SCOTTISH TWO DAY TRIAL
FRI 30 APRIL & SAT 1 MAY 2027

SUPPLEMENTARY REGULATIONS

The Trial will be run under the Sporting Code and Standing Regulations of the ACU and the SACU along with these Supplementary Regulations and any final instructions that may be issued.

SACU Permit Number: ????
IMN No: 390/03, NMN No: ??/???

ORGANISING COMMITTEE

Chairman
Alan Scott

Clerk of the Course
Darren Palmer

Deputy Clerk of the Course
Gavin Brown

Trial Secretary
Anne Gordon

Asst. Clerk of the Course
Scott Gordon

Asst. Clerk of the Course
David Taylor

Course Marshall
Scott Gordon

Environmental Officer
Mike McNiven

Liaison Officer
Anne Gordon

Results Co-ordinator
Kirstin Pennycook

Asst. Clerk of the Course
Colin Barrie

Officials Co-ordinator
Sally Burton

Presentation Co-ordinator
TBA

Programme Co-ordinator
John Gaffney

Start Area Co-ordinator
Wullie Gordon

Eligibility Committee
Wullie Gordon, Alan Scott, Colin Barrie

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SUPPLEMENTARY REGULATIONS

1 GENERAL INFORMATION

1.1 DATE AND LOCATION

The Edinburgh & District Motor Club Ltd hereafter referred to as "the Club" will promote a Two Day International Open Trial for Pre '65 Solo motorcycles. This event will commence on Friday 30 April 2027 and will start and finish in Kinlochleven. Machines must be presented for examination prior to the start of the event between the times stated on the Entry Acceptance.

1.2 ENTRIES

Entries will be limited to a maximum of 200. The Club reserves the right to allocate a number of entries at their discretion. Should the entry be oversubscribed, all other entries shall be selected by ballot. All riders must have a valid, full Motorcycle Driving Licence, a valid Competition Licence**.** Riders will be allocated riding numbers prior to the start of the trial.

1.2.1 Change Of Entry Details Or Machine

Prior to the entry closing date any changes to **entry details**, however small, and/or **change of machine or any component changes on the machine** must be notified to the Secretary as soon as possible.

Any change of machine after the entry closing date **must be in the same capacity class or higher** and, if a **rigid** was accepted, it must remain a rigid. For a machine change a Change of Machine Form must be requested from the Secretary and new pictures must be submitted before any change can be considered.

No machine changes will be accepted after Monday 5 April 2027.

1.3 APPLICABLE REGULATIONS

The Trial will be run under the Sporting Code and Standing Regulations of the ACU and the SACU along with these Supplementary Regulations and any final instructions that may be issued.

1.4 LICENCES AND START PERMISSION

Competitors, other than holders of an ACU or SACU Trials Registration card, must be the holder of a Licence and Start Permission issued by their FIM affiliated home federation (TSR1).

1.5 ABANDONMENT

The club reserves the right to abandon the trial at their discretion on ten (10) days notice.

1.6 SIGNING-ON

All riders must sign-on at the Trial HQ within the Kinlochleven Community Centre within the specified times.

1.7 SIGNING-OFF

All riders must sign-off at the Finish Area at the end of each day even if they have not completed the course. When signing-off they must have their machine with them and hand over their Route Card to the Finish Official.

1.8 RIDERS

Each machine must be ridden by the same rider throughout the trial. Any rider who, having undertaken to ride in the trial, fails to present himself at the start, or who does not make a bona fide attempt to succeed, may be deemed to be guilty of a breach of these Supplementary Regulations.

1.9 TRIAL HEADQUARTERS

The official Trial Headquarters in will be at the Kinlochleven Community Centre. Riders must make their own arrangements for accommodation.

1.10 SUPPLEMENTARY REGULATIONS

Riders should read these regulations carefully and, if uncertain about any point, should apply to the Secretary of the Meeting (sec@pre65scottish.co.uk) for clarification. Ignorance of these Supplementary Regulations will not, under any circumstances, be accepted as an excuse for any breach thereof.

2 LIABILITY

2.1 INSURANCE

Riders must have their own insurance policy that covers them, as a minimum, for Third Party road risks whilst competing in the trial. They should verify that their policy covers taking part in competitions and, if their policy does not, an additional Third Party Supplement cover (Supplementary Road Traffic Act Insurance) must be obtained. This Supplementary Road Traffic Act Insurance is available via the organisers for the Third Party Cover necessary to **SUPPLEMENT YOUR OWN INSURANCE** to meet the Road Traffic Act requirements on the Road Sections of the event. Requirement details for obtaining the Supplementary Insurance are shown in Appendix 1.

2.2 DAMAGE TO MACHINES

The Club shall not be responsible for any damage that may be done to the machines or their appurtenances during the trial (TSR 33).

2.3 LEGAL PROCEEDINGS

Riders shall be responsible for all civil and criminal proceedings and penalties whatsoever. Riders, by entering, bind themselves to indemnify the Club against all expenses and / or costs of any action for damages, real or alleged, sustained by them in consequence of any act or omission on the part of the Club, with respect to these regulations, or any matters arising from these regulations, and also bind themselves to accept the decision of the Club as final.

3 ROUTE

3.1 ROUTE MARKING

The route will be marked with arrows, direction cards and orange flags over its entire length and will use some Public Highways along with unsurfaced roads, paths and rough moorland country. The route will not exceed 30 miles each day and there will be up to 30 observed sections per day. The Committee will not accept responsibility for any rider going off course. If a rider accidentally leaves the course, he may rejoin it at the point of deviation without travelling in the reverse direction of any unobserved part of the course.

3.2 PASS CHECKS

Pass checks may be included in the route to ensure that riders do not deviate from the prescribed route.

3.3 START/FINISH AREAS

The Start/Finish area will be located in the Alcan Car Park on both Friday and Saturday.

3.4 START

The Trial will start each day at 9am with riders leaving singly at one (1) minute intervals. Each riders' start times for both days along with their riding number will be indicated on their Entry Acceptance. Riders may check their official start and finish times when signing-on.

3.4.1 Running Order

The daily running order for the trial is as follows:-

- Day 1 (Friday) 1 – 200
- Day 2 (Saturday) 101 – 200 – 1 – 100

3.5 ROUTE CARDS

Each day riders will be given a route card that will show the time allowed for the day and indicate the approximate mileage to be travelled. This Route Card must be returned to the Finish Official at the end of each day to confirm that you have completed the course.

3.6 PENALTIES

3.6.1 Route

The penalty for travelling in the reverse direction of the route is disqualification. Sections must be ridden in the order specified on the rider's Route Card.

3.6.2 Sites of Specific Scientific Interest

Areas of the route cover several Sites of Specific Scientific Interest (SSSIs). To protect the local environment riders must not engage in any behaviour that may cause damage. Any deviation from the prescribed route may lead to disqualification.

3.6.3 Time Limit

Any rider who is late at the start or the finish will incur a time penalty of one (1) mark per minute late, up to a maximum of thirty (30) minutes, thereafter the rider may be disqualified.

3.6.4 Missing Sections

For missing a section the penalty is twenty (20) marks. A rider who misses more than eight (8) sections in a single day may be disqualified.

3.7 PRACTISING

Any rider found practising on any part of the course which lies on private ground will be disqualified from the trial. This regulation has been inserted because of complaints from landowners regarding riders practising on the hills on private ground before the trial. To retain the goodwill of the landowners and to avoid jeopardising the future of the trial, riders are earnestly requested to refrain from this form of practising (TSR26).

3.8 ASSISTANCE

No competitor shall be accompanied by any person or machine for the purpose of assisting a competitor, or in the repair or maintenance of a competitor's machine. Any unauthorised rider found to be on the route will be stopped by officials. Any competitor who has, to the satisfaction of the Clerk of the Course, been accompanied by an unauthorised rider during the trial will be deemed to have been receiving assistance and will be liable for disqualification.

3.9 LITTER

PLEASE do not drop litter.

3.10 CARE

This event is routed along and across public rights of way. Riders must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch your engine off if necessary.

3.11 TRAFFIC REGULATIONS

3.11.1 Monitoring

The route will be monitored each day by police and/or trial officials. Any rider not obeying speed restrictions or normal traffic regulations will be automatically disqualified.

3.11.2 Road Traffic Offences

Any rider stopped by the Police, reported to the Secretary's Office, cautioned or charged with a road traffic offence will be immediately disqualified from the trial. Riders, by entering the trial, authorise the Clerk of the Course to make such enquiries as may be deemed necessary.

3.11.3 Excessive Speed

The Clerk of the Course deprecates excessive speed by riders at any time during the trial. Due time allowance has been made for speed limits through built up areas.

3.11.4 Starting

In the interests of safety and also to prevent undue speeding on the route, any rider who does not leave the Start Area or its immediate surroundings within thirty (30) minutes of his due starting time will not be allowed to start and will be automatically retired from the trial. Any rider who ignores this rule will be automatically disqualified from the trial by the Clerk of the Course.

3.12 ROUTE CHANGES

The Club reserves the right, without prior notification, to amend, alter or cancel any part of the route that may be deemed necessary. In the event of the route, or part thereof, being amended or cancelled, the running time may also be amended accordingly. Event or daily instructions may be displayed at the Start Area in the morning. It is the responsibility of the riders to familiarise themselves with any special instructions.

4 MARKING

4.1 SYSTEM OF MARKING

A bona fide attempt must be made to ride all sections. Competitors will be monitored throughout the course of the event and anyone not making a bona fide attempt in the sections may be excluded from the trial at the discretion of the Clerk of the Course.

Marks can be lost under the headings noted below:-

- Observation
- Time

The following system of marking will be employed in each observed section:-

- For touching the ground once with any part of the body, 1 mark.
- For touching the ground twice with any part of the body, 2 marks.
- For touching the ground more than twice with any part of the body, 3 marks.
- For stop or failure, 5 marks.

Any competitor re-entering a section for the purpose of the assistance of another competitor may incur a penalty of 5 marks for the competitor he/she is assisting and may face disqualification. TSR17 rule in ACU handbook refers to this.

Any competitor who has been deemed to be altering any part of the section for their, or anyone else's, benefit will incur a penalty of 5 marks.

IF ANY COMPETITOR IS ASKED FOR THEIR ROUTE CARD BY AN OFFICIAL THEY MUST PRODUCE IT.

Failure to do so will result in them being reported to the Clerk of the Course.

4.2 STOP, OR FAILURE

A stop, or failure, is considered to have occurred if:-

- The machine ceases to move in a forward direction relative to the course. Balance, rolling backwards or moving sideways, whether the competitor's feet are still on the footrests or not, will be considered a stop.
- The competitor dismounts from the machine.
- The machine passes the wrong side of, runs over or displaces a section marker, with either wheel, before the front spindle passes the 'Section Ends' cards.
- The machine or competitor receives outside assistance.
- Anyone who has been deemed to be altering any part of the section for their or anyone else's benefit.

4.3 NO-STOP TRIAL

This is a 'No Stop' trial. A clean ascent means ascending the hill without extraneous aid, such as dabbing or footing. Dismounting or circling on any Section of an observed hill will constitute a failure.

4.4 BAULKS

Competitors must make a bona fide attempt to avoid baulking or being baulked. In the event of a competitor being baulked they may take one of the following courses of action:-

Once the section has been cleared he may restart from the point of the baulk and complete the section.

He may make another complete attempt at the sub-section in which he was baulked.

Any marks lost in the first attempt up to the point of baulking will be debited to the rider. Competitors who claim that they have been baulked must be prepared to assist the Clerk of the Course to adjudicate on their claim. This can best be done by taking the number of the competitor who has baulked them, then claim the baulk from the observer on the hill.

In the event of any section becoming unrideable or impossible to negotiate, the Clerk of the Course reserves the right to exclude that section.

4.5 RESULTS

The results will be published on the Pre '65 Scottish Trial web site (www.Pre65Scottish.com).

4.6 TROPHIES AND AWARDS

The list of Trophies and Awards will be as follows:-

Best Performance	The Challenge Trophy
Second Best Performance	Duncan Smith Trophy
Third Best Performance	Ralph Venables Trophy
Best "Original" Machine	Edgar Bros. Challenge Trophy

Second Best "Original" Machine	The Barrie Trophy
Third Best "Original" Machine	The Committee Cup
Best Foreign Rider	Peter Mitchell Trophy
Best Newcomer	Willie Pitblado Trophy
Best Scottish Rider	Aileen Randall Trophy
Best Over 60 years of age	Nick Nicholls Trophy
Best Rigid Machine up to 250cc	Willie Dalling Trophy
Best Rigid Machine over 251cc	Mick Andrews Trophy
Best Woman Rider	Joan Westbrook Trophy
Best Over 350cc	Bob Patterson Trophy
Best 251cc-350cc	John Draper Trophy
Best 201cc-250cc	The Lampkin Trophy
Best up to 200cc	Allie Cameron Trophy
Best Matchless/AJS over 300cc	Len Hutty Trophy
The Oldest Finisher	SACU Trophy
The Youngest Finisher	Vesterinen Family Award
Best Performance on 1st Day	Bob Adamson Trophy
Best Performance on 2nd Day	Kinlochleven Trophy
4th to 23rd Place after Final Day	Special First Class Awards
24th to 43rd Place after Final Day	First Class Awards
All other finishers after Final Day	Finishers Award

No rider can win more than one Trophy with the exception of Best Rigid up to 250cc, Best Rigid over 250cc, Best Performance on 1st Day, Best Performance on 2nd Day, Edgar Bros. Challenge Trophy, Originals 2nd & 3rd, Best Matchless/AJS, Oldest Finisher and Youngest Finisher. All trophies will be retained by the Club immediately after their presentation but trophies for the rider to keep will be given.

4.7 TIES

Ties will be resolved in accordance with TSR 23 of the ACU Sporting Code as modified below:-

a) In favour of the rider on a rigid machine.
b) In favour of the rider on a machine classified as "Original"
c) In favour of the rider with the highest number of cleans.
d) In favour of the rider with the highest number of one mark.
e) In favour of the rider with the highest number of two marks.
f) In favour of the rider with the highest number of three marks.
g) In favour of the rider who travelled furthest with the least marks lost.
h) In favour of the rider with the lowest score on the first day.
i) In favour of the rider with the highest number of cleans on the Friday.
j) In favour of the rider with the highest number of one mark on the Friday.
k) In favour of the rider with the highest number of two marks on the Friday.
l) In favour of the rider with the highest number of three marks on the Friday.
m) In favour of the rider riding in the larger capacity class.
n) In favour of the older rider.

5 REFUELLING

5.1 REFUELLING

An appropriate Environmental Mat must be used when machines are refuelled or serviced. No refuelling or servicing will be allowed in the Start or Finish Areas and no refuelling will be allowed on any off-road parts of the route (TSR9).

5.2 FUEL CONTAINERS

Any rider carrying fuel in any receptacle other than an approved fuel tank fixed to the bike whilst riding their machine may be disqualified.

6 MACHINES AND EXAMINATIONS

6.1 MACHINE COMPLIANCE

All machines must be registered with DVLA or equivalent organisation for road use, have an MOT (or equivalent), if required, and be taxed and insured for road use in the UK for the duration of the trial.

6.2 MACHINE STROKE

The engine stroke, in millimetres, must be permanently and prominently displayed on the crankcase for use in sound control calculations (TSR 14).

6.3 CLASSES

A machine may only be entered in the capacity class appropriate to the capacity of the engine when originally manufactured or one (1) capacity class larger, for example, a BSA C15, std capacity 249cc, if enlarged to 360cc would compete in the Up To 350cc class.

6.4 MACHINE EXAMINATION

Riders must present their bikes at the time indicated on their Entry Acceptance for their Machine Examination. Any rider whose machine does not comply with the technical specification and/or requirements of this trial, or, if it is not in keeping with the spirit of the event, may be excluded or penalised with a 50 mark penalty per day unless the issues have been rectified and approved by the Eligibility Committee prior to the start of the event. Any rider unsure of their machine's eligibility can contact the Eligibility Committee via scrutineer@pre65scottish.co.uk .

6.5 NUMBER PLATE

6.5.1 Issue

Only one (1) number plate will be used. This plate will be supplied by the Club and will be issued as part of the signing-on process along with two (2) cable ties for attaching the number board.

6.5.2 Fixing

The number plate must be affixed to the front of the competing machine using only the supplied cable ties and must be kept clean and visible at all times.

6.5.3 Defacing

The plate must not be defaced in any way at any time during the trial. Any rider with a defaced plate will be penalised by five (5) marks for every day that the defaced plate is used (TSR11).

6.5.4 Sponsor's Name and Logos

It is a condition of entry that the rider accepts any sponsor's name or logos which may be displayed on the number plate.

6.5.5 Damage

The Club disclaims all responsibility for any resultant damage caused by the fixing of the number plate.

7 PROTESTS

7.1 PROTESTS

Every protest shall be in writing, signed by the entrant or the rider making the protest, containing all relevant details of the subject of the protest accompanied by the equivalent of £100 sterling. The protest fee will only be returned upon a direction by the Jury.

7.2 OBSERVERS

An observer is an assistant to the Clerk of the Course, appointed to judge a rider's performance in an observed section. No protest or appeal can be made against a judgement of performance made by an observer, however, a protest or appeal may be made against any breach or misinterpretation of the regulations.

7.3 SUBMISSION

All protests with respect to Friday must be submitted prior to the rider's starting time for Saturday. All protests with respect to Saturday must be submitted within thirty (30) minutes of the publication of the results.

8 CONDUCT AND BEHAVIOUR

8.1 CONDUCT AND BEHAVIOUR

Any conduct or behaviour that contravenes TSR 27 or TSR 34 of the ACU Sporting Code may lead to the rider being disqualified.

8.2 CRASH HELMETS

Crash helmets must be worn at all times. Any rider not wearing a helmet whilst riding during the event will be disqualified.

8.3 CAMERAS

Helmet cameras and cameras attached to the body are completely prohibited. Cameras attached to the machine may be allowed subject to the permission of the Clerk of the Course.

8.4 CONCUSSION GUIDANCE

I undertake to notify the club of any recent (within 23 days of the event) concussion injury and will produce a doctor's note to state I am able to compete in the event. The Doctors note to state:-

"The rider is no longer suffering the consequences of concussion".

8.5 START/FINISH AREAS

A **'walking pace'** speed restriction applies within the Start/Finish and car park areas at all times unless directed otherwise. Engines **must not** be run in any spectator areas. Any rider not complying with this regulation may be liable for disqualification.

8.6 UNAUTHORISED RIDERS

Any rider proven to be riding with a "Minder" or unauthorised rider will be disqualified from the Trial.

9 RETIRAL AND DISQUALIFICATION

Any rider failing to finish on the first day **may** appeal, to start on the second day, to the Clerk of the Course between 8am and 8:30am on Saturday within the Start Area. A rider will only be able to continue on the second day on a "No Award" basis. This **must be on the same machine** they started the trial on. This decision will be at the discretion of the Clerk of the Course.

APPENDIX 1

SUPPLEMENTARY INSURANCE GUIDANCE NOTES

All competitors must have their own insurance policy which provides, as a minimum, Third Party Road Traffic Act Insurance valid for the duration of the trial. If this does not include cover whilst taking part in events, Supplementary Road Traffic Act Insurance is available via the trial organisers for the additional Third Party Cover necessary to meet the Road Traffic Act requirements on the Road Sections during the event. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the Competitor.

If you comply with the following criteria, road cover is available for the two days:-

1. aged 19 years or over
2. have held a full licence for a minimum of 6 months
3. have no more than 6 points on your licence
4. have had no more than 1 fault claim in the last 3 years
5. is named on a valid motor insurance policy for the machine they are riding
6. do not have the Third Party extension cover on their existing motor policy
7. machine is registered with DVLA or equivalent organisation for road use, have an MOT (or equivalent), if required, and be taxed and insured for road use in the UK at the date of the trial.

If you are able to comply with all points above simply pay the fee when your entry is accepted and sign the form for Insurance at the signing-on for the trial – No letter of acceptance will be issued.

If you are unable to comply with any of the above points please contact the Pre ’65 Trial Secretary (sec@pre65scottish.co.uk) as soon as possible and allow sufficient time for liaison with the insurers for further instruction. A loading will probably apply to the premium for competitors who cannot comply with the above statements.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

EDINBURGH & DISTRICT MOTOR CLUB
PRE '65 SCOTTISH TWO DAY TRIAL

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