

## **Kent Trials Combine Rules and Regulations**

**With Effect from 1<sup>st</sup> January 2024 – Updated November 6<sup>th</sup> 2025**

This document contains rules that are to be used in addition to the current ACU Handbook, the current South Easter Centre Handbook and relate only to Trials.

The Group or Combine shall be formed for the purpose of organising Combine Trials in the Southeastern Centre of the ACU.

It shall be called the “Kent Trials Combine” otherwise known as the “KTC”.

It shall be composed from clubs of the Southeastern Centre ACU that may be elected for membership from time to time by the Combine Committee.

1. The Combine Committee may consist of a chairman, vice-chairman, secretary, treasurer and two delegates from each club as its maximum size. Each club shall have a voting power of one, excluding a casting vote of the chairman.  
The officials excepting club delegates shall be elected annually at the AGM.
2. The combine committee will meet quarterly starting from the annual AGM (at time of publication AGM is October), dates for the following meeting to be confirmed at each meeting subject to confirmation of venue/attendees availability.
3. Club members wishing to apply for committee positions should do so in writing to the secretary 28 days before the announced AGM.  
Existing committee members automatically offer themselves for re-election at the AGM unless they have offered their resignation in writing to the secretary by the 1<sup>st</sup> September.  
Offers to fill vacant positions on the committee will be considered at any time and can be voted on at an EGM.
4. The number of clubs admitted to the Combine and the number of events organised in any one year shall not contravene any current rulings made by the SE Centre board.
5. Clubs shall upon joining the Combine agree to abide by these rules, the current centre supplementary regulations and any rules and regulations subsequently passed by the Combine Committee.
6. A club may give notice at any time of its desire to resign from the Combine, and this shall take effect from the next committee meeting date.  
In the event of a tie, the chairman has casting vote.
7. By simple majority (more than 50% of member clubs), if present, shall be enough by a simple majority to conduct business and make decisions.
8. A club failing to be regularly represented at a committee meeting may be requested for an explanation.
9. Member clubs shall agree to send to the combine secretary or treasurer such annual contributions or subsequent calls to cover running expenses of the combine as may be passed at the AGM – £50 per club for 2024 to be agreed/published annually.
10. The combine bankers shall be determined by the committee and will hold authority to meet all cheques signed by the treasurer and secretary or chairman.  
The bankers may be changed for the benefit of the combine.
11. Items for the agenda of the AGM in must be with the secretary 28 days prior to the AGM. The agenda will be circulated to those delegates on the contact list 7 days prior to the AGM. The contact list is those members who have provided their email address. A copy of the agenda will also be available at the meeting.

12. The KTC committee shall be authorised to decide any question for which no provision is made in these rules.
13. The rules and regulations may be amended at the AGM or at an EGM.
14. An EGM may be convened by the committee or at a written request of at least 3 member clubs (or 25% if member numbers change) whose belong to the KTC group. Details for the EGM must be provided in that written request.
15. The combine season starts on the 1<sup>st</sup> January and ends on the 31<sup>st</sup> December.  
Final positions will be published as soon as practicable. Awards will be presented at a date agreed by the committee in order to allow sufficient time for a presentation event to be organised.  
Awards that are not permanently given to a rider must be returned by the end of the calendar year when requested by the KTC committee so they can be prepared for the following years winners.
16. The number and nature of the trials to be run in a season shall be determined by the committee at or before the AGM. Clubs must ensure that their requests for dates and events for the following year are with the secretary by the 28 days prior to the AGM. Each trial will qualify for points as per the ACU handbook.
17. The club organising each trial shall be decided by the combine committee. Any club that has not run or assisted in the organisation of any event may be asked to resign. A club not running an event may be allocated a day at which they will assist another club.
18. If in the opinion of the other clubs in the combine, an organising club has been lax in running a combine event, or in any avoidable way draws discredit on the combine, the delegates of the committee may, after hearing the case, vote, and should there be a majority against the club in question, the club may be requested to resign forthwith from the combine.
19. The rules shall in no way affect the right of constituent clubs to organise other meetings.
20. The entry fee ranges for the following calendar year shall be decided at the AGM – Entry to be via an online booking system (at time of publication ACU Sport 80 is chosen platform), postal entries will be at the discretion of the hosting club.
21. Day entries shall be allowed by the discretion of the hosting club however riders that enter on the day will not be eligible for points towards the championship.
22. The publication of regulations, showing details of the club awards, start and finish, officials, permit number etc, shall be a domestic matter for each organising club but they must be published in advance of the event.
23. A club shall bear all the profit or loss arising out of the trial it organises.
24. Competitors must belong to a club that is part of the KTC group – member clubs are identified as by having paid the annual contribution as **identified in rule 9**.  
Competitors accessibility to ride their parent clubs event is to be determined by the needs and discretion of the parent club at their round.  
For competitors whose main club is not in the KTC, their parent club within the KTC is the club they joined to ride KTC events.
25. All riders that participate in KTC events are required to act in an official capacity as an observer at least once in the combine season at a club's event, priority to be given to their parent clubs event. If unavailable on that date they must act in an official capacity or as an observer for another club at their event, failure to do so will result in a deduction of 20 points from their aggregate. A rider may provide a substitute for them, to act in an official capacity or as an observer at another clubs' trial, but only if they have a legitimate reason for missing their parents club event.  
If a substitute observer is provided in lieu of a rider, it must be made clear who the substitute

observer is acting on behalf of so the rider is not penalised on the championship aggregate. It is the responsibility of the hosting club to record a final list of observers and officials to be sent to the aggregate officer.

26. The final championship aggregate will be made up of the competitors 75% of the highest scoring rounds of the year – at the time of publication of these rules there will be the potential of 12-point scoring rounds minus one round for observing an event.
27. The provisional results from each trial must be issued as soon as possible and certainly not later than 10 days after the event.  
Results must be published in finishing order with all classes shown.
28. A results sheet and programme must be sent to the combine recorder and published in an easily accessible and readable format suitable for any persons to be able to readily access.
29. The programme must show the name of the KTC club to which each competitor is a fully registered member.
30. Should the KTC be in breach of the rules then it has the right to rectify that breach at a subsequent meeting.
31. It is an advisory rule that examination or scrutineering of competitors machines prior to the start of the trial is undertaken.
32. The closing date for regulations published is at the discretion of the hosting club but should be available the day prior to the event.
33. A copy of the current ACU handbook is to be available, it is downloadable from the ACU sport 80 website.
34. Youth riders must ride machines correct for their chronological age as per ACU handbook.  
Some manufactures do not clearly identify the cubic capacity of their motorcycles; therefore, it is the Parent or guardian who signs the youth consent form, who is responsible for making sure that the youth has stated the correct bike on the entry form, and, is riding the correct bike at the trial.

### **35. KTC Youth Classes**

This rule applies to Youth A through E in KTC events only. It does not apply to centre events which have different classes for youth categories.

All routes are to be ridden for point and awards.

Youth Expert – White route

Youth Intermediate – Blue route

Youth Novice – Red route

Youth Expert: on the white route – Youth experts are youth A – B riders who have the capability of riding the white route.

Youth Intermediate: On the blue route – Youth intermediates are youth A – B riders who have the capability of riding the blue route.

Youth Novice: On red route – Youth novices are youth A – C riders whose ability is at the red route and for those youth riders who may be new to trials riding.

There are mandatory engine sizes that youth A – D are allowed to ride and this is determined by their age and not by the route they ride on. It is important that the correct size bike is purchased to avoid disappointment at trial scrutineering.

When upgrading during the calendar year, points awarded on one route may not be taken up to the next route. If a rider upgrades and then decides to ride back down, they can but for no points or awards.

Youth Beginner Yellow (only if a club wishes to put on a yellow)

A club could also run a yellow route for any rider.

Youths are not allowed to compete against adults; however, any youth ages 16 or above may ride red route as an adult. For a complete explanation of this paragraph please refer to TSR1 in the trials section of the ACU handbook.

36. Youth entry fees may be reduced by the club running the event.
37. Expert B riders may ride on part of the expert route by the clerk of the course setting out a sub section, clearly noting at the section begins card "Expert B ride White".

Alternatively expert B riders may ride the whole of the expert route on a section again clearly noted at the section begins card.

The variations are to be set by the clerk of the course up to a maximum of 50% of the total sections set out in trial and they should be of a technical nature whilst being safe to ride. There is no obligation on the organising club to set out any such sub sections.

If the hosting club does not set out any sub sections riders results should still be published within their own class so not to penalise the rider's championship aggregate.

38. Intermediate B riders may ride on part of the intermediate route by the clerk of the course setting out a sub section, clearly noting at the section begins card "Intermediate B ride Blue".
- Alternatively intermediate B riders may ride the whole of the intermediate route on a section again clearly noted at the section begins card.

The variations are to be set by the clerk of the course up to a maximum of 50% of the total sections set out in trial and they should be of a technical nature whilst being safe to ride. There is no obligation on the organising club to set out any such sub sections.

If the hosting club does not set out any sub sections riders results should still be published within their own class so not to penalise the rider's championship aggregate.

39. The classification for the pre-67 class is set out in the rules of the south-eastern centre trials combine which are available on their website.

From the 1<sup>st</sup> January 2006 pre-67 riders will enter in the twin-shock classes.

#### **40. Riding Categories**

Route	Class	Awards
Elite Expert – White with a cross	Elite	TBC
Expert - White	Expert	Yes
	Youth Expert	Yes
Intermediate - Blue	Expert B	Yes
	Intermediate	Yes
	Over 40	Yes
	Youth Intermediate	Yes
	Twin shock	Yes
Novice - Red	Intermediate B	Yes
	Novice	Yes
	Over 50	Yes
	Twin Shock	Yes
	Youth Novice	Yes

	Sidecar	Yes
Sportsman - Yellow	Sportsmen	Yes – Organising club to confirm if setting up yellow route
	Youth Beginner	Yes – Organising club to confirm if setting up yellow route
	Pre-67/Twinshock	Yes – Organising club to confirm if setting up yellow route

A club with the permission of the combine may vary the usual rules of our trials as a “one off”, to allow for other alternative successful formats to be found. For example, a single route trial. Any club wishing to do this must bring their proposal to the normal combine meeting for discussion, but the vote to accept or reject would be taken at the following combine meeting, allowing each club committee to instruct their delegate on how to vote.

41. Over 40 class: Is for Expert and Expert B riders to compete on the blue route as a separate class from the intermediate, primarily for those who are over 40 years of age and do not wish to upgrade onto the expert route or experts who cannot risk injury for the sake of their employment.
42. Over 50 class: Is for Expert and Expert B, and intermediate riders to compete on the red route as a separate class from the novices, primarily for those who are over 50 years of age and do not wish to upgrade onto the expert/intermediate route or experts/intermediates who cannot risk injury for the sake of their employment.

43. The clerk of the course should aim to take approximately 10 marks from the winner of the expert, intermediate and novice classes. The routes for these classes will be marked in white, blue and red cards respectively throughout the entire length of the section.  
It is understood that factors such as weather conditions may make this difficult, but best efforts should be made.

#### 44. Upgrading of Riders

A rider who wins three best performances in the novice or intermediate class may choose to be upgraded immediately (note; there is no requirement for a rider in intermediate B or in expert B classes to upgrade even though they may win 3 best performances or their class championship). Alternatively, they may remain in that class in order to accrue points for the aggregate. At the end of the season they must either upgrade or begin riding for no award. Unless there are a minimum of 6 class entries in the programme that start the trial, the best performance win will not count to the rider's requirement to move up a class.

The winner of the novice and intermediate class at the end of the season must upgrade or begin riding for no award.

#### 45. Downgrading of riders

After upgrading by winning three best performance, should a rider fail to win a single award during the following two years then the rider may elect to ride back in a lower class but for no award.

#### 46. Awards

The following are at the discretion of the hosting club and could be offered at their trial:

Awards are given for the best expert, youth Expert, Expert B, Intermediate, Over 40, Intermediate B, Youth Intermediate, Novice, Over 50, Youth Novice, Twin shock Blue, Twin shock Red and the Sidecar.

1<sup>st</sup> Class awards the next 10% of starters in all of the above classes.

All awards are subject to a minimum of six starters in the programme of each class. Competitors entering on the day are not eligible for an award or points. Clubs will generally specify the awards in the regs published or in the supplementary regs sent to competitors prior to the trial. Clubs must ensure that awards are ready for the distribution within 3 months of the trial date.

In addition to the awards listed above that the organising clubs may give the KTC will offer the following:

At the end of the year once the final aggregates are known, the top rider in each class that is eligible for awards will get a trophy/award and a replica, the 2<sup>nd</sup> and 3<sup>rd</sup> places will get replicas. For the 2024 season onwards there must be at least 5 riders with points in the class and that at least one of them must have gained points in 5 trials. If the criteria are not met the combine is not obliged to present an annual award – for example expert typically has a low entry and so only the class winner may get an award.

Youth classes are to be reviewed at the end of each year as these criteria may not apply due to their age deciding their class.

47. Competitors will be marked as per the ACU handbook TSR22B 'Non-Stop' – COC to confirm to riders and observers at start of trial any flexibility on this rule due to how the course is set up.
48. The organising club must issue each competitor with two numbers before the start of the trial. Each competitor must clearly display their two riding numbers both at the front and the rear of the machine.  
If it proves to be necessary riding bibs may be used or the rear number may be taped to the back of the crash helmet.  
Competitors may receive penalty marks from the organising club if both numbers not clearly visible at all times.
49. Competitors and their associates must not argue with an observer or direct any abuse towards the observers or will be subjected to rule infraction/judicial process outlined with the National Sporting Code.
50. Trials Start times – In Winter trials should start at 10am and aim to finish by 15:00. In summer trials should start at 10:30 and aim to finish by 15:30.
51. Before taking part in an event, it is the responsibility of each competitor, where necessary, to ensure that they meet all legal requirements including the road traffic act.
52. All KTC events will be run under the rules currently in use by the ACU.

### **53. Riding Numbers**

The organising club can decide which of the following two numbering systems to use.

- a. All riders' numbers will be black and printed on card of the same colour corresponding to the riders' route.
- b. All riders' numbers will be made of white card with a distinctive red or blue line corresponding to the riders' route.

Numbers should be displayed as per the following:

The rear number is better on the back of the crash helmet and the number can be plain white or an exact copy of the front number. Decided by the club running the event.



White background to be displayed on the front of the bike

Expert & Youth Expert riders



Blue background with diagonal cross to be displayed on the front of the bike

Expert B riders



Blue background to be displayed on the front of the bike

Intermediate, Youth Intermediate, Ov40 Intermediate, Twinshock Intermediate riders



Red background with diagonal cross to be displayed on the front of the bike

Intermediate B riders



Red background to be displayed on the front of the bike

Novice, Ov50 Novice, Youth Novice, Pre65, Twinshock



Yellow background to be displayed on the front of the bike

Beginners, Sportsman, Youth Sportsman

The organising club must issue each competitor with two numbers before the start of the trial. Each competitor must clearly display their two riding numbers both at the front and the rear of the machine.

If it proves to be necessary riding bibs may be used or the rear number may be taped to the back of the crash helmet.

Competitors may receive penalty marks from the organising club if both numbers not clearly visible at all times.

**15 April 2024**

**Reviewed November 2025**

## Addendum

**Annual General Meeting:** Also known as an AGM and it is a meeting when all club members can attend to vote on specific matters, hear about the financial state of the combine and ask questions.

**Extraordinary General Meeting:** Also known as an EGM and it is like an AGM but held at any time to vote on specific matters only.

**Group or Combine:** They are two words used to describe the same thing which for us is a group of clubs coming together under common rules to run events during a yearly season.

**ACU:** Short version of “The Auto Cycle Union” which is a governing body that controls most aspects of motor sport in the UK to which our combine is linked via The South Eastern Centre.

**Handbook:** The book of rules that we must follow when running sporting events. There is the ACU handbook published annually which is sent to trials riders following payment of whatever affiliation fee is required each year. Also the South Eastern Centre has a handbook which clubs should have a copy, the trials part can be found at

<https://www.southeasttrialcentre.com/>

**Sport80:** Is the online hosting body used by the ACU to operate their website and manage online payments and entries.

**The Sporting Motorcyclist:** Usually known as TSM and published monthly by subscription, entry forms and events and ongoing news and information can be found here.

**Steward:** An official at a trial who ensures it runs as per the rules.

**Clerk of the Course:** An official who is responsible for the trial. Do as they say, or you face exclusion and the possibility of a ban.

**Secretary:** An official who receives your entry forms, checks they are correct as per the trial regulations published in the TSM and will return it to you if you don't. They will also publish the programme, send it to you and after the trial is over, collate all the results and send them out.

The workload on this official is high, so on the day have patience at the signing on area, don't demand anything as if you ask nicely you are likely to get it.

**Machine Examiner or Scrutineer:** An official who briefly checks your bike before you can ride in the trial. It is not a MOT. You are responsible for the safety of your bike and having the correct bits on it that the manufacturer fitted, not the scrutineer.

**Observer:** A person who is present at the sections to record your score according to how you ride. Obey what they say and do not start until they are ready for you or you may get a 5 and if you do not start when you are called you may get a 10. Do not argue with them whatever mood you may be in, talk calmly and rationally.

**Best performance:** A win in the class you were riding if you were eligible for it.

**Awards:** Are what you will receive if you do well in the class. Check the regulations for what is available.

**Aggregate:** The total of the points you are eligible for in a particular trials season counting towards the championship that you are aiming at.