**AMCA Observer Guide**

**25 OBSERVERS**

Observers are appointed by the organiser. Protests or appeals cannot be accepted against a judgment of performance made by the Observer, protests may be made to the organiser. Mistakes by observers may be corrected with the approval of the organiser.

**27 RECOMMENDATION TO RIDERS**

Please remember the observers are human and treat them with respect and don't take longer to complete sections than necessary, don't argue regarding marks etc. Remember, without observers it would be difficult to run trials.

**28 BAULK**

A baulk is deemed to occur when a rider, is prevented from making an attempt to ride a section due to outside obstruction. Should a rider claim a baulk, the Observer may, at their discretion, allow a re-run of the section.

**31 RIDERS**

(a) Riders missing section(s) lose maximum marks possible on section or sections.
A rider who misses four sections must be declared as retired.
(b) CARELESS OR DANGEROUS riding, if reported, will entail exclusions. This includes riding around the start area before a trial.

(c) Changing machines after starting – exclusion (Championship Only)
(d) A rider may not be towed to the finish but may push his machine to the finish
(e) A rider is deemed to be in a section when the front wheel has passed the Section Begins card.
(f) A rider must complete the course on his own machine; young riders may have a person to drive their machine around the course, but the competitor must travel on the pillion seat. Machines which are used for this purpose must have rear foot rests and a rear seat.
(g) The course is from start to finish as stated either on the entry form or route card.
(h) A rider at an open type trial is only accepted on the understanding he/she has current insurance and road tax, and signs to this effect and a current valid driving licence. The organising club and/or the AMCA shall not be held responsible.

**32 RECOMMENDATION TO ORGANISERS**

On observed sections which are subject to rapid deterioration due to weather, the chief observer of a group of sections, or the observer, in the instance of an isolated section, should be given authority to alter such sections if, in that persons opinion, the section will prove to be impossible due to changed conditions on the day of the event. Any such change must be made BEFORE ANY RIDER has attempted the section (as per RULE 24).

**33 MARKING**

A machine will be deemed to be in the section when the front wheel has passed the Section Begins card and marks will be awarded until the back wheel has passed the Section Ends card. 0, 1, 2, 3 and 5 system of penalty marks must be stated on observer cards, and also the route cards. Any timed section of an event must be clearly stated on the route card showing the penalty marks, distance to be timed (approx.) and time that will be allowed.

Marks are awarded as follows:
5 Fails to complete the section
Machine moved backwards to gain better position
Engine stops with rider or any part of the machine (except the tyres) touching the ground.
Rider dismounts from the machine (both feet on the ground on the same side or behind the machine)
Machines crosses boundary tape or dislodges marker (wheels may not be lifted over markers or tape
Machine or rider receives outside assistance
Requested by rider rather than attempt the section
A rider, or person having an interest in the rider’s performance, who in any way alters the severity of the section without the authority of an official
Travelling in a forward direction against the direction of the section;
3 Footing more than twice
2 Footing twice
1 Footing once
0 Completing the section un-penalised.
Footing will have occurred if any part of the rider’s body touches the ground or the rider benefits from any part of his body leaning on an obstacle (tree, wall, rock, etc.) without stopping the progress of the machine. Footing outside the section does not class as failure but is simply classed as footing.
The machine may also move back slightly as the rider regains momentum.
No penalty for TOUCHING tape or Section Cards.
SIDECAR MARKING. The same as for solos but if the passenger foots or dismounts = 5. A competitor will be deemed to be in an observed section from the time the front wheel reaches the section begins card, until the machine has cleared the ends card.
NOTE! Clubs may adopt their own marking rules, any changes should be stated on the entry sheet or the signing on sheets.