

A trial consists of eight or more sections, each of which requires a driver to follow a course over arduous and awkward terrain, defined by pairs of marker canes. The canes are numbered 10 (Start), 9, 8, etc. down to 1 (Finish), though 'blank' canes may be included to further define the route.

Where two types of sections are laid out on the same day, 15 gates may be used where the first 10 gates are less arduous and are to be driven by the Standard Vehicle (SVT). The last five gates can be more arduous and will be over awkward terrain. These can be driven by all vehicles that comply with the technical regulations that are laid down later in this document. Where a driver signs on for the SVT style sections, a separate finish gate will be used to stop any driver inadvertently driving gates that are not designed for the type of vehicle driven. If a driver purposely attempts to negotiate a gate that is not laid out for the type of vehicle, the driver will receive 15 penalty points. If the driver continually attempts to negotiate parts of the section that is not designed for their type of vehicle they will be excluded from the rest of the event.

A competitor completing the section without touching a marker, nor ceasing forward motion, 'clears' the section and scores zero penalties. The boundaries of the course are defined by the lines drawn between markers on each side of the course. If the boundary is crossed by all four wheels of the competing vehicle then the subsequent penalty is awarded. If a numbered marker is touched by a competing vehicle the penalty awarded is the value of that marker. The driver with the least total penalties is the winner.

The time allowed to complete each section is unlimited, but the vehicle must maintain forward motion unless eligible for a shunt. Only vehicles over 100" wheelbase are entitled to a shunt, which must be called before the driver starts the section. If forward motion is not maintained, then the point of failure is defined as the point on the ground directly below the centre of the leading wheel hub. If this point has just passed the line between a pair of markers defining the boundary of a subsection, then the penalty for the next subsection applies.

If there is a tie at the end of the event, the organisers may elect to determine the winner by either a run-off or else by examining the scorecards to see which Competitor maintained the lowest penalty for longest, i.e. 'furthest cleanest'.

Competitors must advise the organisers of their eligibility in any particular class on the official Entry Form. Scorecards will be issued at signing on, will be signed at scrutineering and marked by an official at each section. It is the responsibility of the competitor to get the scorecard marked before moving onto the next section and maintain it in a serviceable condition. If a score is missed or a card is not signed by an official, maximum points will be awarded. Scorecards must be handed in at the end of the competition or in the event of retirement.

The maximum number of entries per class is 60. The minimum for each class is 3. The maximum entry for the meeting is 120, the minimum is 20. Should any of the minimum figures above not be reached, the organisers have the right to cancel the meeting or amalgamate classes as required. The organisers may extend the maximum numbers at their discretion.

### Age Limits

All drivers in trials (except for Tyro and Junior trials) must hold a full Road Traffic Act driving licence for motor vehicles. At present drivers cannot obtain such a licence until the age of 17. The Junior Off Road Trial caters for drivers from 8 to 18 years of age.

Passengers for trials must be at least 14 years old.

The passenger must be a club member, have a current membership card with them and have signed on.