So what does an observer have to do?

* You’ll need to have acquainted yourself with the rules – nearly all our trials are TRS22A Stop Allowed and the rules are on the back of the board
* Check how many laps the riders will ride when collecting the scoreboard
* Make sure you have a spare pencil!
* Have a good look around the section and don’t let anyone ride it until you are happy you know which way the routes go
* Find a place where you can see all the section
* On our trials, riders on the Easy route go through the green flags and have a green number board;

Hard route, Blue and Red (red on right) with a red number board:   
Middle route, Blue and Red plus any Yellow and White (white is on right) deviation flags and white number board.

* Start and end gates are Blue and Red.
* Take note of the next rider’s number and put a dot against it on the scoresheet
* Only when you are ready, beckon the rider into the section. (If they come in without the observer calling them in – it’s a 5!).
* When the rider’s front wheel spindle passes the end gates, mark the score on the scoresheet overwriting the dot you have just marked. If you forget the rider’s number it’s the one with the dot against it that hasn’t been overwritten with a score!
* Don’t look up at the next rider until you have finished marking the scorecard or they may take that as the sign to start the section.
* Each rider will have as many scores as there are laps assuming they complete the course.
* If any flags have been removed or bent by a rider (himself or his bike), after you have given him a 5, replace or straighten them before you beckon the next rider through.
* Don’t forget, it’s your section; you are in charge.
* If riders or spectators are blocking your view, politely ask them to move
* The observer decides what the ‘intended limits of the Section’ are.

Ask the Clerk of Course to explain this if you are unsure.

* If any rider argues with any decision you have made or is in anyway unpleasant or derogatory, do not enter into an argument, make a note of their number and report the incident to the organisers. A rider cannot protest a score given to them by an observer (but an observer is allowed to change a score in light of further information or knowledge). Dissent from a rider to an observer will not be tolerated
* At the end of the trial collect up the flags, return them with your board to the start point and collect your £15 (Charity Trial excepted).
* Remember; No Observers, No Trial
* If it’s sunny when the trial starts, don’t assume it will be when it ends; go prepared with hats, gloves, brollies etc!

The above may look a bit complicated because we have tried to cover all the angles but in practice it’s very simple.   
 **TSR22 METHOD OF MARKING**   
A machine will be deemed to be in an Observed Section or Sub-Section when the front wheel spindle has passed the ‘Section Begins’ Card and until the front wheel spindle has passed the ‘Section Ends’ Card. Marks will be lost as follows:  
 **A. STOP PERMITTED**   
0 Clean  
1 Footing once  
2 Footing twice  
3 Footing more than twice  
5 Failure  
5 When requested by a rider rather than attempt the section  
5 Entering a section before being called upon to do so by an official  
10 Not attempting a section when called upon to do so by an official  
10 For missing a section or failing to have punch card marked.  
 **Graded Hills**. Where a Section is to be termed a ‘Graded Hill’ a notice to that effect must be displayed at the Section Begins, and the following shall apply: Numbered boards must be placed at defined places along the Section, in order that a rider’s performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed. Footing is allowed without penalty.  
0 Clean  
1 Reaching or passing the “1 Board” without Failure  
2 Reaching or passing the “2 Board” without Failure  
3 Reaching or passing the “3 Board” without Failure  
5 Failure to reach the “3 Board”  
5 When requested by a rider rather than attempt the section  
10 Not attempting a Section when called upon to do so by an official 10 For missing a section or failing to have punch card marked.

**DEFINITIONS**   
**Clean**: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a “CLEAN”.  
**Footing**: Footing will be considered to have occurred if any part of the rider’s body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefit from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.)

Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing.  
 **Failure**: A failure is considered to have occurred if:  
a) The machine moves backwards.

b) The rider does not have both hands on the handlebar WHEN HE FOOTS WHILST STATIONARY.

c) The engine stops WHILST ANY PART OF THE MACHINE, WITH THE EXCEPTION OF THE TYRES, TOUCHES THE GROUND OR THE RIDER IS FOOTING.

d) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider’s feet are on the ground at the same side of, or behind the machine.

e) A rider is requested to leave the section by the observer for “unnecessary delay”.  
  
f) A machine does not stay within the intended limits of the section as defined by the Observer.   
  
g) If any wheel of the machine crosses any boundary tape or goes over or on the wrong side of a marker, whether the wheel be on the ground or airborne, before the front wheel spindle passes the “Section ends” sign.  
  
h) The rider is held responsible for displacing a marker or support in an observed section whereby the observer considers it necessary to reinstate the flag/marker prior to the passage of the next rider.  
The displacing of any marking not relating to the competitor’s route will be considered to constitute a failure.

i) Travelling in a forward direction against the direction of the Section.  
  
j) The motorcycle crosses its own track with either wheel.  
  
k) The machine or rider receives outside assistance.  
  
l) A rider or person having an interest in a rider’s performance, who in any way alters the severity of a section without the authority of an official.