BIKETRIAL FEDERATION – FULL RULES 2025
The rules within this document are for British National Cup.

Entries for National Cup
• No “membership” nor “licences” are required to enter Biketrial Federation events.
• Entries should be received by the closing date stated on the entry form / regulations.
• Payment must be received with the entry application, if not, it will be classed as a ‘late entry’.
• Late entries received after the closing date will not be accepted.
• Entries cancelled by telephone giving a minimum of 24 hours’ notice will receive a full refund at the secretaries’ discretion.
• Each rider will be given a card displaying their name, class and route colour. This card must be secured on the handlebars of the bike to be ridden.

Definition
Trials is a cycling discipline in which riders get over obstacles grouped into sections.
The aim is to cross the obstacles indicated with gates and scoring 10 points at every sector crossed. Setting any part of the body and/or any part of the bike (except the rubber of the tires – dependant upon route ridden – see below) on the ground or on the obstacles incurs penalty points and the sector is not scored with the 10 points.
The rider with the highest total of points scored shall be declared the winner in his/her category.

Classes / Routes
Whilst setting the routes and ages detailed below consideration has been taken of International age classifications.
At Biketrial Federation UK National Cup events the following classes / routes will be laid out:-
• The age is based on the age during that calendar year (eg: if a rider wishes to ride in Novice Green route and is aged 14 in January but reaches age 15 before 31st December then they should ride in the Novice Senior class).
• All riders may self-select their class according to their perceived ability, including female riders.
• The rider’s age will be quoted on results with the riders name.
• Those wishing to ride in the Elite class must have qualified by either winning the Expert category championship, being an established Elite class rider. Any others must apply in writing to the BTF committee for consideration.
Policy.

Primary	6-9 years	White Route	Pedal dabs allowed
Primary Senior	10 and over	White Route	Pedal dabs allowed
Novice	Under 13	Green Route	Pedal dabs allowed
Novice Senior	13 and over	Green Route	Pedal dabs allowed
Intermediate	Under 16	Blue Route	Pedal dabs allowed
Intermediate Senior	16 and over	Blue Route	Pedal dabs allowed
Expert	Any age	Red Route	Pedal dabs NOT allowed
Elite	Selected only	Yellow Route	Pedal dabs NOT allowed

Time
• 2 minutes for each section.
• The observer should call time remaining at 30 second intervals, then “15, 10, 5, 4, 3, 2, 1”
• The time is completed at the first sound of the time clock completing the 2 minutes.
• The duration of the event will be stated at the pre-trial briefing, based on the number of sections, the distance to be covered, and the number of riders.

General
• The bike is considered to be “in the section” when the front wheel spindle crosses the start line.
• The bike is considered to be “out of the section” when the front wheel spindle crosses the finish line.
• The entire bike must pass between the coloured markers (gates), the ribbon and stakes.
(The “entire bike” is defined as the wheel axles and the line between the axles.)

• A rider and bike may pass OVER a taped area designated as a “No Touch Zone” (crisscrossed tape) but the rider or bike must not make contact with the ground or any objects within this area as it would be deemed as “out of section”.

Clothing
Riders are responsible for choosing their own riding clothing. Safety should be a priority and riders should take the following points into consideration:-
• Helmets must be worn at all times when riding your bike, before, during and after the event.
• Shoes with ankle protection are recommended.
• Long trousers and / or shin protection are recommended.
• Long sleeves are recommended.
• Gloves are recommended.

Bicycle
All bicycles used for competition must meet the general specifications below.
The bicycle's frame must be of sufficient strength to withstand the rigors of Trials riding and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.
All components, accessories and other parts must be firmly attached to the bicycle.
Tyres may not be fitted with chains, ropes or other devices.
The bicycle shall have two brakes in working order (one front and a second one for the rear wheel).
Pedals must be securely attached to the crank arms.
Pedal axles must be of sufficient strength to withstand the rigors of competition. In addition no pedal hooks or toe straps shall be allowed.
Handlebars that are cracked or bent are not permitted. Handlebars must have the end capped.

External Assistance
Relatives, followers, minders or attendants shall in no case interfere in the competition except as stated below.
The following acts by minders, attendants or followers to help riders shall be prohibited and penalized by minus 100 points against the rider helped:

- Criticizing the observer. Clarification and questioning reasons for a score being given in a polite manner is acceptable, arguing against a decision is not (see below)
- Entering a section Red & Yellow route only (assistance to protect the rider without influencing his/her performance in the section shall be permitted)
- Giving advice (positions) to a rider riding in the section Red & Yellow route only.

Each rider is responsible for the actions of their minder, attendant or follow and can also be penalised points for that rider (ie altering sections, arguing with observers, assisting riders aged 15 and over; etc).
• One minder is allowed per rider
• **Riders on White, Green & Blue routes irrespective of age:-** Minders may assist their rider in advice, encouragement and safety capacities. If the minder makes physical contact with the rider and / or any part of the bike it is considered an instant 5 penalties at that point, any accrued points up to that stage can be kept.
• **Riders on Red and Yellow route:-** are allowed no external advice or assistance in any form by any person, including their minder, followers, attendants, the observer or other riders.
The minder may only enter the section where the rider may feel unsafe (ie big step/drop), to give physical reassurance, not verbal advice. The minder may only enter the section after the rider requests permission from the observer and
telling the observer which part of the section they are needed for on grounds of safety before the rider starts the section, and must retire over the section boundary after that move. Note: This may be done for more than one move per section and each move must be requested prior to starting the section.

Observers
At National events organisers will attempt to have all observers in advance of the event; it is

therefore essential that more volunteers come forward in advance. A pre-trial briefing is always given to observers an event, and pre-event training is available.
• The observer will stay at his/her section throughout the event. Cover will be provided if a break is needed.
• Where possible an assistant will also be at the section.
• Observers should refresh their understanding of all rules prior to the start of the trial and any doubts about rules should be referred to the Event Secretary.
• Observers should walk each route in their section prior to the first rider going through noting marker and tape positions. Any doubts about the routes should be referred immediately to the Clerk of Course before riding commences. Sections must not be altered in any way by anyone except the Clerk of Course *(see penalty points for riders)*.
• Should any marker accidentally be knocked or moved, or tape damaged, the observer should replace/repair this before the next rider starts *(see penalty points for riders)*.
• The observer/assistant will start the time clock with 2 minutes as the front wheel spindle of the bike passes the start line.
• The observer should call time remaining at 30 second intervals, then “15, 10, 5, 4, 3, 2, 1” or when asked by the rider (15+) or rider or minder (aged 14 and under).
• The rider is deemed out of the section if the front wheel spindle passes the finish line before the first sound of the 2 minutes ending.
• The observer will indicate the score to the riders by hand signals during their ride.
• The observer/assistant will punch the rider’s card with their score.
• Where an incorrect score has been punched, the observer/assistant will punch out all scores except the correct score.
• In the case of an argument or verbal confrontation between a person and an observer, the observer will hand out a yellow card after 5 seconds of continued arguing, and a red card after 10 seconds. If the observer issues a yellow card, this represents a warning. The red card represents minus 100 penalty points and will be referred to the Clerk of the course and event stewards for further decision which may lead to disqualification.
• In the case of a dispute between the observer and the rider, the observer will note it on the back of the penalisation card. Any final decision will be made by the Clerk of Course and Event Stewards with penalty points possible between minus 100 points and disqualification.

Sections– Rider Information
The Clerk of Course has overall responsibility for Health & Safety at the event and may therefore change or withdraw sections under exceptional circumstances (ie bad weather; condition of section).
• Each section will:
(a) be marked with “start” at the entry gate and “end” at the finish gate and a line of barrier tape in a different colour from the boundary tape.
(b) be marked with coloured markers indicating the gates for each route – there will be no ‘common route’ and riders will only pay attention to their own colours. Riders must not put either axle through a pair of coloured flags that is not their category in either direction – penalty 5 points.
(c) be taped for the boundary of the section where possible ideally installed 20 to 30 cm above the ground and be tight such that it doesn’t move into or out of the intended boundary.
(d) be also taped within the section to clarify precise lines for specific routes where required.
(e) Each gate will be numbered and they must be followed in numerical order and be followed in the direction where the numbers can be read.
(f) have any “No Touch Zones” within the section identified using crisscrossed tape.
(g) Each section shall be split into six sectors. Each sector is composed of different obstacles marked with gates. Gates inside the section with the same number and different letter, belong to the same sector (for example 1A, 1B and 1C belongs to sector 1). If a sector contains only one gate, then the gate can be indicated only with the corresponding number. If a sector contains more than one gate, then the number of last gate must be circled to indicate that is the last gate of the sector. − The first sector starts at the starting line by passing the front wheel axle. − The next sector starts at the last gate of the previous sector by passing both wheel axles. − The sector ends at the last gate by passing both axles, except the last sector which ends at the finish line by passing the front wheel axle.

(h) The sections must not be ridden and or practiced by bicycle preceding the start of the competition. In case of a breach, the rider will not be permitted to start.

At some venues there may be rules set out by the landowners which may restrict the use of tape (ie no drilling holes into rocks to hold stakes). In such cases the riders should ride the section in the manner intended using a direct line between coloured markers. If in doubt, the rider should ask the observer what will be allowed.

It is forbidden for a rider to modify sections of the competition area or their configuration.

Sections may be covered by foot.

NOTE: Riders self-select their class and have the option to 'not attempt' any section they consider too difficult for their ability. It is the rider's decision whether or not to attempt or start any section. If not attempted, the rider should still have his/her punchcard marked accordingly. (Note: 0 points if the rider joins the queue and puts the bike into the section; minus 50 points if not attempted.)

Infringements
All riders must observe these rules and follow all instructions given by any official at any time during the course of the event.
Every rider must at all times observe such conduct which reflects the ideals of good sportsmanship and avoid any conduct which may bring himself/herself or the sport of Trials into disrepute.
The use of obscene or foul language is forbidden. Riders using such language will be penalized in a manner to be determined by the BTF committee.
The infringements described in this document will be penalized as defined.

Third Persons Interference
Team managers, minders, parents and other people who accompany a rider or who provide external assistance shall not interfere with the competition on behalf of a team or a rider.

Penalty points
• A scorecard will be provided to record each rider's section scores.
• It is the rider's responsibility to ensure the correct score has been punched at the time at each section; this cannot be changed later.
• The observer's decision is final and will not be changed by the Clerk of Course or Event Secretary unless there is a clear misunderstanding of the rules and this is agreed with the observer. Where it is believed that an observer has misunderstood a penalty point rule, the rider should notify the Clerk of Course so that this rule can be clarified with that observer if appropriate.
• The observer must remain consistent throughout that event.
• Scorecards must be handed to control before leaving the event. Incomplete or missing scorecards will be given minus 50 points per section. Five or more missed sections is classed as 'Retired'.

Points System
A rider starts the section with zero penalty points and zero points.
Every time that the rider crosses a sector with zero penalty points, his/her score will be added by 10 points. The procedure to validate the sector is defined below. The same procedure must be followed with the other sectors of the section. The rider can only score five penalty points in the whole section. If a rider has got five penalty points before finishing the whole section, he/she has to leave the section, but he/she keeps the previous score gained.

Penalties
The following penalty points may be imposed cumulativeley on riders in the sections:

1 dab (Any support on the obstacle or the ground with any part of the body. The body is split into 4 parts, feet until the ankle, between the ankle and hip, from the hip including the arms and head and the hand until the wrist. In case of support from more than one part the penalty points are accumulated). Brushing without any weight on the touching part of the body during the bicycle movement shall be permitted. It is allowed to pivot the foot in place	1
2 alternate dabs (or parts of the body as defined above)	2
2 dabs at the same time	5
3 alternate dabs	3
4 alternate dabs	4
5 or more dabs	5
The front or rear axle must not pass between a gate from another category in either direction	5
After one dab, sliding the foot on the ground to gain advantage (pivoting on the toes without gaining distance is allowed).	3
Leaning with only the toes or heels on any surface (resting or touching the pedal is allowed except for the Expert and the Elite routes - see additional penalty points below)	1
Touching the ground or the obstacle with a hand that does not hold the handlebars	5
Fall, i.e. parts of the body above the hips in contact with the ground or sit on the ground or on an obstacle.	5
Brushing the handlebar on any part of the section e.g. the ground, tree, wall etc without any weight	0
Leaning the handlebar on any part of the section eg. the ground, tree, wall etc	1
Re-crossing the start line with the front wheel, or passing the vertical line of the tape with any part of the bike after entering the section (above or below tape)	5
The bike or rider touches the ground or an object within an area designated as a “No Touch Zone” (Crisscrossed tape)	5
The entire bike must pass between the coloured markers (gates), the ribbon and the stakes. *(The entire bike is defined as the wheel axles and the line between the axles)*. The line between the front and rear axles must not cross over a coloured marker or stake.	5
Knocking down colour signs	0
Breaking a ribbon, pulling up or knocking down a stake	5
With foot down, touching any part of bike with hand except handlebar / stem	5
One dab on the ground and the other foot crossing the centre line of the bike frame	5
One foot on the pedal and the other foot crossing the centre line of the bike frame	0
Riding numbered gates out of order or going through a gate in the wrong direction	5
Overpassing time limit of 2 minutes. The rider is not allowed to continue riding the section.	5
If a rider is approaching the gate from behind the visual line of the gate and puts the foot on the obstacle/ground while at least one wheel axle is behind the visual line and uses this foot to cross the gate. This rule applies even if the foot has been lifted briefly one or more times. The rider is not allowed to continue riding the section	5
Entering a gate or a direction in the wrong sense for the first time (5 penalty points). A gate is passed only if the line between the two arrows with the same number is crossed in the correct sense of the arrows. Once the gate is passed, if it is crossed backwards, the rider will have to pass it again (in the correct sense of the arrows).	
Additional Penalty Points for Red and Yellow routes	
Resting of any part of the bike on the section i.e. bashguard, pedal, crankarm, handlebar, rim, frame etc	1 each part
NOTE: Foot on the ground BEFORE a bike part touches (A point should be given for the foot touching, then 0 points for each bike part thereafter until the foot is lifted)	1 each part

In the case of accumulating 5 penalties the section is over. The rider may use their maximum 2 minute time allowance to practice the remainder of the section for the next lap. Any points gained up until the 5 are kept by the rider.

Deduction of Points and Disqualification

The sections can not be modified by either the rider or any other person without the permission of the clerk of the course.	-100 / Disqualification
Missed section when card handed to control	-50 per section. Max 5 sections after which ‘retired’
Any use if bad language directed at or about the observer or other event officials	Disqualification
Any offensive, insulting or abusive language or behaviour directed to any competitor, (even if family), either from a fellow competitor, parent, minder, follower will not be tolerated. final decision by Clerk of Course / BTF committee	-100 / Disqualification
Any rider handing the card in after the finish time will be given minus 10 points per 2 minutes or part of. (ie if the finish time is 14.30 then a rider finishing at 14.30 and 10 seconds will be	-10 per 2 minutes or part of

given minus 10 points, finishing at 14.32 and 10 seconds will be given minus 20 points, etc…).	
Minder / Assistant infringement as detailed in this document	-100
Red Card – final decision by Clerk of Course / BTF committee	-100 / Disqualification
None attempt of section without queuing and putting the front wheel into the section (considered as missed)	-50
Non Compliance of rules re number board	-100
Non Compliance concerning wearing a helmet	Disqualification

Championship Points

The top 15 riders in each class will receive Championship points: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

In case of a tie (where two or more riders have the same total of points), the tie shall be solved in the following order:

1. Highest number of sections covered with maximum points possible;
2. Highest number of sections with fifty points, with forty points, etc;
3. In cases of equal points, the total competition time will be the decision-making criterion

At the end of the season the rider with the highest championship points will take the Champion title in each class with awards being presented for the top three riders.
Each rider's total will place their Championship standing for the year. Where the year's total points are equal, the rider with the most wins, most 2nds, most 3rds etc will be awarded the higher standing. If these are the same highest score at the final round will be awarded the higher standing. At the start of the season the number of rounds and the number of counting rounds will be published. In the case of a round being permitted to be dropped the lowest scoring round will be dropped.

Updated 8th January 2025