



Supplementary Regulations
for the
Scottish Six Days Reliability Trial 2010

Fort William
3rd May to 8th May 2010

The event will be held in accordance with the Sporting Code of the F.I.M. together with any relevant appendices, these supplementary regulations and any final instructions approved by the Jury. Disciplinary matters will be dealt with in accordance with the ACU National Sporting Code.

SACU Permit Number 10/001
IMN Number 390/008

Organising Committee

Chairman

Rab Paterson

Clerk of the Course

Mark Whitham

Deputy Clerk of the Course

Jeff Horne

Assistant Clerks of the Course

Ian Boyd, Leigh Bremner, Pete Bremner, Alan Crayk, Graham Finnie, Alistair McGillivray, Steven Mycock, Jimmy Reid, David Robinson, Robert Skinner, Grant Taylor

Refuelling Manager

Sandy Mack

Route Markers

Davie Miller, Ted Heather, Kevin McColm

Chief Marshall

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Definitions

The word 'Club' shall mean the Edinburgh & District Motor Club Ltd and shall include the organising committee and the various officials.

The word 'Check' shall mean a checking station where times of arrival and departure are the same. Competitors have no allowance for stopping at these stations and will be held to have left at the time of arrival.

The words 'Pass Check' shall mean a point at which a halt is made when route cards will be endorsed by officials thereby ensuring competitors follow the prescribed route. No time allowances will apply.

The word 'Control' shall mean a point at which a halt is made, and where the time of departure as well as the time of arrival is taken, eg delay control or time control.

The word 'Entrant' shall mean the party or parties entering any machine or person riding on their behalf.

The word 'Manufacturer' shall mean and include any person manufacturing motorcycles.

The words 'Private Owner' shall mean a competitor who does not come under the definition of a manufacturer.

The word 'Disqualification' shall mean that a competitor disqualified shall immediately withdraw his machine from the trial and remove the competition number plate and report to the Clerk of the Course for removal of seals.

For the purposes of regulation 5.1, the word 'Ground' shall include walls, trees, etc.

General Information

- 1.1 The Edinburgh & District Motor Club Ltd will promote the Scottish Six Days Reliability Trial for Solo Motor Cycles (Category 1). This international event will commence on Monday 3rd May 2010 and will start and finish in Fort William, where machines must be presented for examination and sealing prior to the start of the trial.
- 1.2 Competitors will be allocated riding numbers prior to the start of the trial. The daily order of running is given under regulation 3.10.1. A maximum of 275 entries will be accepted, limited by ballot if necessary, including up to 50 riders invited by the Club and a limited number of manufacturer and sponsor entries at the discretion of the Club.
- 1.3 Each machine must be ridden by the same competitor throughout the trial. Any competitor who having undertaken to ride in the trial fails to present himself at the start, or who does not make a bona fide attempt to succeed may be deemed to be guilty of a breach of these supplementary regulations.
- 1.4 Competitors other than holders of an ACU Trials Registration or SACU Licence must be the holder of an International Licence and start permission issued by their FMNR. These documents will be inspected on Sunday 2nd May at the Ben Nevis Hotel during signing on procedures.
- 1.5 The Club reserves the right to abandon the trial at their discretion on ten days notice being given.
- 1.6 The official Headquarters in Fort William will be at the Ben Nevis Hotel. Competitors must make their own arrangements for accommodation.
- 1.7 Competitors should read these regulations carefully and if uncertain about any point should apply to the Secretary of the trial for clarification. Ignorance of these supplementary regulations will not under any circumstances be accepted as an excuse for any breach thereof.

Liability

- 2.1 Competitors must be covered for Third Party road insurance risks whilst competing in the trial. They should verify that their policy covers Reliability Trials and if not a Special Third Party Cover must be obtained for this event.
- 2.2 The Club shall not be responsible for any damage that may be done to the machines or their appurtenances during the trial or while the machines are under the Club's charge in the area provided by the Club for the storage of the competing machines, either by fire (accident or otherwise), nor for the theft of the machines, equipment and accessories, being at all times subsequent to the start and until the close of the trial, at the risk in all respects of the Competitor.

2.3 Competitors shall be responsible for all civil and criminal proceedings and penalties whatsoever. Competitors by entering bind themselves to indemnify the Club against all expenses and / or costs of any action for damages, real or alleged, sustained by them in consequence of any act or omission on the part of the Club, with respect to these regulations, or any matters arising from these regulations, and also bind themselves to accept the decision of the Club as final.

Route

3.1 The route will be marked with arrows, direction cards and flags. The Committee will not accept responsibility for any competitor going off course. If a competitor accidentally leaves the course, he may rejoin it at the point of deviation without travelling in the reverse direction of any unobserved part of the course.

3.2.1 On certain observed sections, markers will be placed - blue to the left and red to the right of the section. Competitors must pass between these markers. A competitor will be accorded as failing the section if he does not pass between these markers.

3.2.2 Where an observed hill is divided into sections, two numbered markers bearing in black the figure '1' will appear at the beginning of the first section. The beginning of each subsequent section will be indicated by markers bearing in black the number of the appropriate section. Where any part of the hill is not observed, this will be indicated by markers bearing the letter 'E' and the start of the next observed section will be indicated by the appropriate numbered markers. The end of the final observed section will be indicated by markers bearing the words 'Finish of Hill'. A competitor will be accorded as failing the section if he does not pass between these markers.

3.2.3 The penalty for travelling in the reverse direction of the route is disqualification. For missing the section or sub-section the penalty is 50 marks. Competitors who miss more than two sub-sections or one complete hill in a single day will be liable for disqualification.

3.2.4 Pass checks may be included in the route to ensure that competitors do not deviate from the route. At pass checks competitors route cards will be signed by an official. The penalty for missing a pass check is disqualification.

3.3 No competitor shall be accompanied by any machine for the purpose of assisting in the repair or maintenance of his machine, nor shall a competitor allow another person to assist him. Any unauthorised rider found to be on the route will be stopped by officials. The Clerk of the Course reserves the right to alter the order of the start to separate competitors who are deemed to be giving each other assistance. Any competitor who has, to the satisfaction of the Clerk of the Course, been accompanied by another machine during the trial will be deemed to have been receiving assistance and will be liable for disqualification.

3.4 Any competitor found practising on any part of the course which lies on private ground will be disqualified from the trial. This regulation has been inserted because of complaints from landowners regarding competitors practising on the hills in private ground before the trial. To retain the goodwill of the landowners and to avoid jeopardising the future of the trial, competitors are earnestly requested to refrain from this form of practising.

3.5 Areas of the route cover several Sites of Specific Scientific Interest (SSSIs). To protect the local environment competitors must not engage in any behaviour that may cause damage. Any deviation from the prescribed route may lead to disqualification.

3.6 Do not drop litter.

3.7 There may be locations where a time control is in operation. As a competitor enters the time control start his arrival time will be listed. After being given permission to leave the time control start the competitor's departure time will be entered on his route card and he will be allowed a fixed period of time in which to proceed to the next time control finish. As a competitor enters the time control finish his arrival time will be entered on his route card. If the competitor arrives at the time control prior to his due time, marks will be lost at the rate of one mark per minute, or part thereof.

3.8.1 This event is routed along and across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch your engine off if necessary.

3.8.2 The route will be monitored each day by police and trial officials and any competitor not obeying speed restrictions or normal traffic regulations will be automatically disqualified.

3.8.3 Any competitor stopped by the Police, reported to the Secretary's Office, cautioned or charged with a road traffic offence will be immediately disqualified from the trial. Competitors, by entering the trial, authorise the Clerk of the Course to make such enquiries as may be deemed necessary.

3.8.4 The Clerk of the Course deprecates excessive speed by competitors at any time during the trial. Due time allowance has been made for speed limits through built up areas.

3.9.1 Each day competitors will be given a route card which will show the time allowed for the day and indicate the approximate mileage to be travelled.

3.9.2 The daily running schedule is as printed on the route card. Final running time will be calculated by the Club using the actual time when the competitor's machine is submitted to the Parc Ferme.

3.9.3 There will only be one speed schedule for all machines throughout the trial. Details of the schedule will be published on daily route cards.

3.9.4 On completion of the daily route, the competitor will have the choice of using his time in hand, if any, or proceeding directly to hand in his machine at the Parc Ferme. It is the responsibility of the competitor to calculate his time in hand. If using time in hand, competitors are not permitted to leave the Parc Ferme car park area (see regulation 7.4).

3.9.5 It is the responsibility of each competitor to calculate his own running time each day. It should be noted that the running times include time controls.

- 3.9.6 Competitors are forbidden to leave a control prior to their scheduled time. If it is necessary to alter the running time of competitors for any reason this will be provided for and the altered time shall be entered on the route card by an official. Marks will be lost at the rate of one per minute, or part thereof, for being late at the start of each day or for arriving after due time at any control.
- 3.9.7 In the interests of safety and also to prevent undue speeding on the route, any competitor who does not leave the Parc Ferme or it's immediate surroundings within one hour of his due starting time will not be allowed to start and will automatically retire from the trial. Any competitor who ignores this rule will be automatically disqualified from the trial by the Clerk of the Course.
- 3.9.8 Any competitor who takes over sixty minutes more than the time allowed (excluding delays) for that day will automatically be retired and take no further part in the trial. It should be noted that time allowed includes time controls. At the control at the end of each day's run a competitor may, if he so desires, hand in his bike early without loss of marks, provided that if he does so he will be regarded as having handed in his machine at the proper time.
- 3.9.9 The Club reserves the right, without prior notification, to amend, alter or cancel any part of the route that may be deemed necessary. In the event of the route, or part thereof, being amended or cancelled the running time may also be amended accordingly. Event or daily instructions may be displayed at the Parc Ferme in the morning. It is the responsibility of the competitors to familiarise themselves with any special instructions.
- 3.10.1 The daily running order for the trial is as follows :
- | | | |
|-------------------|-----------------|------------------|
| Day 1 (Monday) | 001 - 275 | (Start at 07:30) |
| Day 2 (Tuesday) | 047 - 275 - 046 | (Start at 07:30) |
| Day 3 (Wednesday) | 093 - 275 - 092 | (Start at 07:30) |
| Day 4 (Thursday) | 139 - 275 - 138 | (Start at 07:30) |
| Day 5 (Friday) | 185 - 275 - 184 | (Start at 07:30) |
| Day 6 (Saturday) | 231 - 275 - 230 | (Start at 07:30) |
- 3.10.2 Riders are reminded that one rider will start at each minute (unless otherwise informed) and when calculating a rider's start time the retirements must be taken into account. A list of retired competitors will be published each evening with the results.
- 3.10.3 It should be noted that competitors must start at their due time and marks will be lost at the rate of one per minute, or part thereof, for late starting.
- 3.11 The Club may require riders to carry a Global Positioning System (GPS) unit for the purposes of providing accurate time and distance information to the event organisers.

Delay Control

- 4.1 Where for any reason a competitor is granted a 'delay time allowance' that time allowance will be noted on his route card.

- 4.2 Where a delay control is set up on any observed hill, competitors must obey the official in charge and must be ready to proceed when instructed. Any attempt to ride straight through the control or leave before receiving their route card without permission from an official to proceed may lead to disqualification.
- 4.3 If a competitor is not available at this due departure time, that departure time will be noted on the route card which will then be securely placed on the competitor's machine. When the competitor appears he will be released at the earliest opportunity at the discretion of the official in charge of the control. No further time delay allowance will be granted.
- 4.4 On reaching the next control it will be for the competitor to decide whether to use all or part only of any delay granted. If a competitor arrives at a control on his due time any delay allowance given can be ignored. Delay allowance time granted between two controls cannot be used in any subsequent time allowance.
- 4.5 The 15-minute rest stop will be run as a delay control. Rider's route cards will be marked by the official in charge as per delay instructions. Any rider who does not take their compulsory 15-minute rest stop will be penalised by 15 marks.

System of Marking

- 5.1 Marks can be lost under the headings noted below :

- (a) Observation
- (b) Time
- (c) Inoperative stand

The following system of marking will be employed in each observed section :

- (a) For touching the ground once with any part of the body, 1 mark.
- (b) For touching the ground twice with any part of the body, 2 marks.
- (c) For touching the ground more than twice with any part of the body, 3 marks.
- (d) For failure, 5 marks.

- 5.2 A stop, or failure, is considered to have occurred if :

- (a) the machine ceases to move in a forward direction relative to the course. Balance, rolling backwards or moving sideways, whether the competitor's feet are still on the footrests or not, will be considered a stop.
- (b) the competitor dismounts from the machine.
- (c) the machine passes the wrong side of, runs over or displaces a section marker, with either wheel, before the front spindle passes the 'Section Ends' cards.
- (d) the machine or competitor receives outside assistance.

5.3.1 This is a 'No Stop' trial. A clean ascent means ascending the hill without extraneous aid, such as dabbing or footing. Dismounting or circling on any section of an observed hill will constitute a failure. Competitors must also make a bona fide attempt to avoid baulking or being baulked. In the event of a competitor being baulked he may take one of the following courses of action :

- (a) Once the section has been cleared he may restart from the point of the baulk and complete the section.
- (b) He may make another complete attempt at the sub-section in which he was baulked.

5.3.2 Any marks lost in the first attempt up to the point of baulking will be debited to him. Competitors who claim that they have been baulked must be prepared to assist the Secretary to adjudicate on their claim. This can best be done by taking the number of the competitor who has baulked them, then claim the baulk from the observer on the hill. In the event of any section becoming unrideable or impossible to negotiate, the Clerk of the Course reserves the right to exclude that section.

5.4.1 Awards will be made as follows :

Special First Class Award	to the first 50 finishers
First Class Award	to the next 80 finishers
Second Class Award	to the next 80 finishers
Finishers Award	to all remaining finishers

5.4.2 In the event of difficulty in allocation of awards, the winner will be determined in line with TSR25 in the ACU Handbook, with the proviso that ties for daily awards will be based solely on the performance from the relevant day. See Appendix 1 for further details of the trophies and awards.

Refuelling

6.1 During the event, Edinburgh & District Motor Club Ltd will be accepting responsibility for refuelling all competitors. There will be no exceptions and by entering the event each competitor automatically accepts this arrangement.

6.2 It should be noted that the refuelling costs are included in the entry fee.

6.3 Any competitor carrying fuel in any receptacle other than an approved fuel tank whilst riding his machine may be disqualified.

Machine Examination

7.1.1 All machines will be sealed by an official prior to the start of the trial. The following parts may be sealed : Barrel / Engine Frame. The bore and stroke of the engine are to be clearly indicated on the crank case.

7.1.2 The Scottish Six Days Trial signing on process will be carried out in the Ben Nevis Hotel, North Road, Fort William on Sunday 2nd May and each competitor must check in before presenting their machines for sealing. No machine will be accepted for sealing until the competitor has checked in. The SSDT Office will be located at the Ben Nevis Hotel, North Road, Fort William and the Parc Ferme will be located in the West End Car Park, Fort William.

7.1.3 The machine examiners will be available in the West End Car Park for presentation of machines for sealing between the hours of 10:00 and 14:30 on Sunday 2nd May. Competitors must present their machines between these times. Machines will not be accepted after 14:30 hours and therefore any competitor failing to have his machine sealed may not be allowed to start on Monday 3rd May.

7.1.4 After the machines have been examined and sealed, no one will be allowed to make any adjustments prior to the start of the trial. Any breach of this regulation can lead to disqualification.

7.1.5 Any faults existing before the commencement of the trial must be declared to the machine examiner prior to the start. Defects that can be readily adjusted or rectified must be put right before the machine is passed.

7.1.6 It is the responsibility of the competitor to satisfy himself that all parts are correctly sealed and remain so throughout the duration of the trial. Competitors may carry any spare parts (except those detailed in regulation 7.1.1) and may fit them to their machines provided the parts are fitted during running time, or in the 30 minutes allowed before the scheduled starting time.

7.2.1 Only one number plate will be used. This plate will be supplied by the Club and will be issued on Sunday 2nd May as part of the signing-on process.

7.2.2 The number plate must be affixed to the front of the competing machine and must be kept clean and visible at all times.

7.2.3 The plate must not be defaced at any time during the trial. Any rider with a defaced plate will be penalised by five marks for every day that the defaced plate is used.

7.2.4 It is a condition of entry that the rider accepts any sponsor's name or logo which may be displayed on the number plate.

7.2.5 The Club disclaims all responsibility for any resultant damage caused by the fixing of the plate.

7.3.1 Competitors will be allowed into the parking area each day 30 minutes prior to their starting time and no earlier on any pretext whatsoever. Competitors must not refuel in the Parc Ferme except as authorised by the SSDT official. Adjustments will be allowed but all work must be carried out by competitors themselves. In view of this allowance, no competitor may hand in his machine at night with nuts, bolts and any part slackened with a view to affecting a repair on the following morning. Any repair or preparation for a repair must be done in the morning.

7.3.2 No engine may be started until the competitor has received his route card from the official in charge at their due time of departure.

- 7.3.3 At the start of each day competitors will be allowed one minute at the due starting time to kick start their machine and ride out of the Parc Ferme. Failure to do so will entail the loss of five marks.
- 7.4 Within the Parc Ferme area and its immediate surroundings, all machines must be in full view at all times. Competitors in breach of this condition will be deemed to be receiving outside assistance and may be disqualified by the Clerk of the Course.
- 7.5.1 At the conclusion of each day's run, competitors will hand their machines to the control complete in every respect, and no repair of any nature may be executed either by the competitor or by any other competitor on any competing machine during the time the machines are in the Parc Ferme overnight. Machines will not be allowed any additional covering, eg tarpaulins, waterproof covers, etc.
- 7.5.2 Machines will be examined daily with a final examination at the end of the trial. The Clerk of the Course reserves the right to disqualify any competitor whose machine is, in his opinion, in an unrideable condition. 'Unrideable condition' means that it would contravene the Road Traffic Act. Competitors will be notified by the Secretary at the earliest opportunity after such a decision has been arrived at by the Clerk of the Course.
- 7.6.1 Every competing machine must comply with all legal requirements. Only such tyres as approved by the FIM or the ACU may be used during the trial. Competitors may fit replacement approved tyres.
- 7.6.2 Artificial reinforcement of any part by way of metal stays, wires, ropes, bands, chains, etc is not allowed.
- 7.6.3 An efficient stand, which may be either a rear, central or prop stand, must be permanently affixed to all competing machines. Stands in the form of loose separate struts carried by the competitor or fixed to the machine with rubber bands or other means when not in use will not be accepted. Any competitor not complying with this regulation will not be allowed to start. Should the stand be damaged or lost during the running of the trial, a penalty of five marks per day will be lost unless the stand is repaired to the accepted standards of the Clerk of the Course.
- 7.6.4 The use of power / pressure washers is not permitted.

Protests

- 8.1 Every protest shall be in writing, signed by the entrant or the competitor making the protest, containing all relevant details of the subject of the protest accompanied by the equivalent of £100 sterling. The protest fee will only be returned upon a direction by the Jury.
- 8.2 An observer is an assistant to the Clerk of the Course, appointed to judge a competitor's performance in an observed section. No protest or appeal can be made against a judgement of performance made by an observer, however a protest or appeal may be made against any breach or misinterpretation of the regulations.

- 8.3 All protests for Monday to Friday must be submitted within 30 minutes of the rider's finishing time for the following day. All protests with respect to Saturday must be submitted within 30 minutes of the publication of the results.

Conduct and Behaviour

- 9.1 In previous trials the behaviour of some competitors towards officials of the trial was of a very low standard. Any competitor reported for disorderly conduct may be disqualified from the trial.
- 9.2 Competitors bringing the trial into disrepute may be disqualified from the event and future events.
- 9.3 Competitors may be requested to submit samples for drug testing. Chapter 9 of the ACU Sporting Code refers to this.
- 9.4 Crash helmets must be worn at all times. Any competitor not wearing a helmet whilst riding during the trial will be disqualified.
- 9.5 A 'walking pace' speed restriction applies within the Parc Ferme and car park at all times. Any competitor not complying with this regulation may be liable for disqualification.

Retiral and Disqualification

- 10.1 When a competitor retires from the trial he must notify the Secretary's Office or the nearest official at once. The number plate must be removed from his machine immediately and the competitor must take no further part in the trial.
- 10.2 Disqualification is the penalty for breach of the following Supplementary Regulations :
- (a) for starting an engine in breach of regulation 7.3.2
 - (b) for working or permitting to work at any competing machine when in a control
 - (c) for being unable to give a satisfactory explanation of any missing seal
 - (d) for receiving outside assistance
 - (e) for being guilty of any unfair practice on the road, or interfering with another competitor's machine
 - (f) for disorderly conduct during any period of the whole week over which the trial extends
 - (g) for not riding the same machine throughout the whole trial
 - (h) for publishing, or communicating for publication, directly or indirectly, any performances other than the official results as approved by the Jury.
 - (i) for the machine being in an unrideable condition
 - (j) for travelling in the reverse direction of any unobserved part of the route
 - (k) for riding, or attempting to ride, through any control before receiving instructions to proceed
 - (l) for deliberately deviating from the official route of the trial
 - (m) for breach of regulations 1.3, 3.4, 3.8.3, 7.1.4, 7.6.1, 9.1, 9.2 or 9.5
 - (n) for any other serious breach of these Supplementary Regulations

10.3 Competitors who are liable for disqualification may elect to forfeit their right of appeal to the Stewards in exchange for being allowed to continue in the event on a 'No Award' basis. It should be noted that this concession will be subject to the following conditions :

- (a) confirmation of acceptance from the Secretary's Office
- (b) competitor and machine must be presented for re-scrutineering in the Parc Ferme at 07:00 the following morning
- (c) whilst riding on a 'No Award' basis, the main regulations of the trial must be adhered to
- (d) this concession will only be allowed once during the trial. Any other incidents of a similar nature will be subject to the main regulations
- (e) any deviation from these conditions will mean instant disqualification from the trial

Riders opting to continue on this basis will have their number plates marked to highlight the fact that they are riding for no award. Riders still competing in the event will be given priority over those riding for no award where necessary.

Appendix 1 : Trophies and Awards

Trophies

The **North British Rubber Company Trophy** for the competitor making the best performance throughout the trial.

The **Jimmy Hutchins Memorial Trophy** for the competitor making the second-best performance throughout the trial.

The **Henderson Trophy** for the competitor making the third-best performance throughout the trial.

The **Ian Pollock Memorial Trophy** for the best performance by a competitor who has never previously competed in a Scottish Six Days Trial.

The **Ben Nevis Challenge Trophy** for the second-best performance by a competitor who has never previously competed in a Scottish Six Days Trial.

The **Ian Fender Quaich** for the best performance by a Scottish competitor (resident in Scotland) who has not won any other trophy, cup or class award in the trial.

The **Jimmy McGregor Memorial Trophy** for the best performance by Scottish competitor (resident in Scotland) on a motorcycle up to 250cc who has not won any other trophy, cup or class award in the trial.

The **George Baird Memorial Trophy** for the best performance by a Scottish competitor (resident in Scotland) on a motorcycle over 250cc who has not won any other trophy, cup or class award in the trial.

The **Jimmy Beck Challenge Trophy** for the best performance by a competitor who is not a British subject and who is not resident in Great Britain, Northern Ireland, the Isle of Man or the Channel Islands.

The **Services Individual Trophy** for the best performance by a competitor entered by one of the services.

The **Davie Hogg Memorial Trophy** for the best performance by a Scottish competitor who has never previously competed in a Scottish Six Days Trial.

The **Ian Dubh Memorial Trophy** for the best performance by a competitor who has attained 40 years of age on or before Sunday 2nd May 2010.

The **Jack Williams Trophy** for the best performance by a female competitor.

The **Willie Dalling Best Endeavour Award** for the individual deemed to have made an outstanding endeavour during the course of the week.

Daily Awards

An award will be presented for the best performance on each of the six days of the trial.

Class Awards

An award will be presented in each of the following categories :

- (a) best performance by a competitor on a machine up to 200cc
- (b) best performance by a competitor on a machine from 201cc to 250cc
- (c) best performance by a competitor on a machine over 250cc

Team Awards

The **Jackie Williamson Trophy** for the best performance by a Scottish club team. Team members must be resident in Scotland for a period of not less than 12 months and must hold SACU licenses.

The **Mamore Trophy** for the best performance by a team of three competitors, all being members of the same club. Team members must be private entrants.

The **John Bull Trophy** for the best performance by a team of three competitors, all being members of the same service.

The **Jim Birrell Trophy** for the best performance by a team of three foreign competitors, all holding passports from the same country.

The **Eric McNamara Trophy** for the best performance by a team of three competitors who have not won any other team award and are all resident in Scotland and holding SACU licenses.

The **Isle of Iona Medal** for the best performance by a team of three competitors, all being members of the same club.

The **Orkney Islands Medal** for the best performance by a team of three competitors, all riding on the same make of machine and entered as an official factory team.

The **Isle of Skye Medal** for the best performance by a team of three foreign competitors, all being members of the same foreign club.

Please note that club members must be full members of the nominated club on or before Sunday 2nd May 2010.

Competitors can compete for more than one trophy except trophies awarded for teams of nominated club members.

**NO TROPHIES CAN BE RETAINED BY THE WINNER OF THAT TROPHY
INSTEAD, A REPLICA WILL BE AWARDED TO THE WINNER.**