

Guidelines for Passengers

Northern
Phoenix
Trials Car
Club Ltd



www.nptcc.org.uk

Introduction

These guidelines have been prepared primarily to outline for prospective passengers and those new to the sport, some of the basic rules to be observed and the manoeuvres to perform in order to help maintain the car's stability and grip on steep hills and cross slopes.

Attempting Sections – The basic objective in sporting trials is to negotiate sections non-stop in the correct sequence without any part of the car or its occupants touching a marker post. Each section is divided into 12 sub-sections, numbered 12-1. Stopping constitutes a fail. The point of failure will be at a vertical line from the centre of the hub of the front wheel which is the furthest from the start of the section (T6.3.4) – see Drawing No.6 reproduced from MSA Blue Book.

A competitor will also be considered to have failed to negotiate a section non-stop if any part of their vehicle **or its occupants** touch a marker (T6.4.1) or if they drive out of a section (ie. go the wrong way).

Passengers Position in Vehicle - On all sections the seat alongside the driver must be occupied (T4.1) and the passenger's hips must be located within the cockpit and on or in front of the rear axle line (T4.1.1). Passengers are not permitted to sit or lie outside the cockpit or on top of the seat back.

Failure to comply risks incurring penalty points from the position the marshal notices the infringement. So for example, being improperly seated from the start of a section risks incurring 12 penalty points for that section – in other words you fail the hill as soon as you start it!

Using Body Weight to Provide Counter-Balance – Trials cars have a comparatively high centre of gravity and narrow wheelbase. This means that they can turnover sideways relatively easily on cross-slopes. Passengers must use their body weight by leaning towards the uphill side of the cross-slope to counter balance the car to prevent this happening. This also helps aid grip as the higher wheel at the top of the slope has a tendency to spin first because more of the car's weight transfers under gravity to the lower wheel.

ON CROSS-SLOPES - ALWAYS LEAN TOWARDS THE UPHILL SIDE OF THE CROSS-SLOPE

Steep backward descents can also be potentially hazardous if the rear brakes are applied too sharply as the front of the car tries to overtake the rear by flipping front over back – not recommended!! Again the passenger can use their body weight to advantage by leaning as far forward as possible and holding onto the front grab bar or handle.

ON STEEP BACKWARD DESCENTS - LEAN AS FAR FORWARD AS POSSIBLE HOLDING FRONT GRAB BAR

Watch and Learn from Experienced Passengers – perhaps the best way to get to grips with the art of passengering is to watch experienced passengers on various types of sections to see how they manoeuvre themselves and change position and hand grips to help counteract the effects of the gradients and cross slopes. Then try it out for yourself. Above all, if you're not sure please ask, we're a helpful, friendly bunch!

Drawing number 6

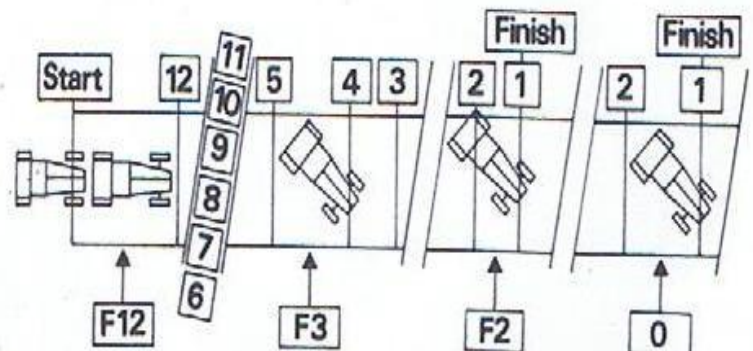


Diagram illustrating the application of 6. The lower figures preceded by F indicate the correct penalties for a car stopping in the position shown.

Rev: 02/2017