



# 2014 FIM Europe TRIAL RULES

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## DEFINITION OF A TRIAL

*A Trial is an event in which the skill and regularity of the riders form the basis of the results.*

*Sections are included within the course, where the skill of the rider negotiating them is observed and penalties given. In addition, a time limit is set for part of, or for the whole course.*

*The course may consist of cross-country terrain, country lanes, and woodland tracks etc.*

## IMPORTANT RULE CHANGES FOR 2014

Some important changes has been made by the FIM Europe Trial Commission to the FIM Europe Trial Rules for 2014.



### LAPS AND SECTIONS

To

keep it simple and predictable for riders and organisers, we have kept the well tested format of 2 laps and 15 sections for the European Championship. But when the round is held joint with a round of the World Championship with 3 laps, the EC format will be 3 rounds and 12 sections to harmonize the format with the WC.



### NEW DEADLINE FOR ENTRIES

The deadline for submitting entries will be 14 days from 2014. Late entries will be accepted up until 4 days prior to the event, but then the organiser will charge double entry fee for both rider and assistant, and there is no guarantee that the rider will be mentioned in the official program.



### KEEPING THE 2013 WEIGHT LIMITS, NO CAPACITY LIMITS

We want riders to be able to compete, even if they use the same bike as last year or the year before. So even if the Technical rules for the World Championship introduces a weight limit of 66kg for 125cc and 70kg for over 125 and a capacity limit of 300ccm for 2 stroke bikes, we keep everything as last year for 2014 by introducing exemptions from the FIM Technical Rules in our article TL 01.9.



### ONLY 10 EXTRA POINTS FOR NOT RIDING SECTIONS IN NUMERICAL ORDER

For years we have sanctioned the rider with 20 extra points both for missing a section and for not attempting them in numerical order. The reason for this is to avoid that a rider who skip a section (for instance rides section 7 after section 5) just keep going without using time to ride the missed section, because both instances would give him 20 extra points + the points he would take in that section and thereby being punished for being willing to ride all sections. Now he will save 5 points even if he rides the section he missed and score a failure.

We also want to remind you about the most important changes introduced last year. All events will be on a «closed circuit» without any use of public roads. The rider are not required to have a driver's license or a registered bike. This way, we could then allow all riders above 16 years of age (except in the youth category) to ride a bike with a capacity of their own choice. Also, from last year, all riders finishing in the championships and cups will be awarded points for the final standings.

## **FIM Europe TRIAL EUROPEAN CHAMPIONSHIP, FIM Europe TRIAL JUNIOR CUP & OVER- 40 TRIAL CUP**

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## **TL 01.1 GENERAL**

The FIM Europe has established the FIM Europe Trial European Championship, a FIM Europe Junior Trial Cup and an Over- 40 Trial Cup according to the rules of the FIM Europe Sporting Code and the other Codes as well as this appendix.

The European Championship is open to riders of at least 16 years of age at the date of the event, are from a FIM Member FMN and who have not been classified in the first five positions of the final standings of the FIM World Individual Championship for Trial during the last three years.

The FIM Europe Junior Trial Cup is restricted to riders of at least 16 years of age at the date of the event and who are under, or attain, 23 years during the current year and are from a FIM Member FMN.

The FIM Europe Over- 40 Trial Cup is restricted to riders of over 40 years of age at the date of the event and from a FIM Member FMN. These riders will pass through the Section regardless of passing particular arrows.

An International Class shall be included in each event for riders of at least 16 years of age who will compete on the same section route as the Over 40 Cup.

NB: There is no overall classification for this class.

Each event includes:

- Technical and Administrative controls.
- The Trial
- Prize-giving ceremonies

### **TL 01.1.1 FIM Europe Standards for Organisers**

It is the responsibility of the FMNR to ensure that the starting area, the riders' paddock, the sections and the course and the other installations fulfil the demands stated in the [Compulsory Standards for Organisers](#).

Each FMNR shall appoint a person to ensure that all Standards for Organisers and requirements of the Environment Code are respected throughout the event and ensure that the Organiser is fully conversant with the Rules.

The Jury President will inform the FIM Europe of any violation of the FIM Europe compulsory standards for organisers; the FIM Europe may then impose a sanction on the FMNR.

### **TL 01.1.2 Meeting with the Organisers**

A meeting will be held between the organisers and the Jury President at 18:00, two days prior to the event. This meeting shall include the following persons: the President of the Jury, the Clerk of the Course, the Secretary of the meeting, the person appointed by the FMNR as detailed in TL 01.1.1 FIM Europe Standards for Organisers, the person responsible for the Sections. Other persons who the Jury President or the Organiser feels appropriate may attend.

## TL 01.2 JURISDICTION

An International Jury composed of a Jury President appointed by the FIM Europe, a Jury Member appointed by the FMNR and a Jury member recruited from the licensed delegates, will supervise the event. A Jury Member may not be registered as an Assistant.

Each FMN who has a rider competing in the event may send a Delegate (Licensed Sporting Steward) to attend all open meetings of the Jury. The Jury Delegate can report any observations to the Clerk of the Course or at the open Jury meetings. The Jury Delegate has no jurisdiction over the Observers or other Officials and must not discuss any concerns directly with them.

## TL 01.3 COURSE

The route should be in one direction only. If, in exceptional circumstances, two-way traffic is unavoidable, then special safety measures must be taken, e.g. separating the track or positioning of officials.

It must be possible for the riders to complete the course (from the paddock to all sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).

To be classified as a finisher the rider alone shall ride or push his machine for the entire distance of the Course, unless the organisers have authorised other assistance or authorised deviation.

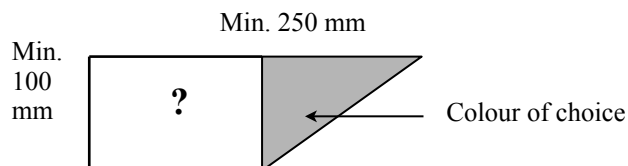
### TL 01.3.1 Distance

The length of the course for each lap shall not exceed 20 km.

The Trial shall consist of 2 laps, **except in the case of a joint event with the FIM World Championship, when it may consist of 3 laps.**

### TL 01.3.2 Course marking

The course shall be marked with direction arrows as shown below:



Within the square marked ? shall be written the number of the section to which the arrow directs the riders. All arrows must be made of waterproof material.

During the event the marked route must be strictly followed. A rider who leaves the route must, under penalty of disqualification, regain the course at the point where he left it.

The course shall be marked the day before the event and the riders will be allowed to follow it by motorcycle under their own responsibility during the scheduled inspection of the sections (see TL 01.7.1).

For safety reasons, there shall wherever possible, be a route marked for spectators, which is different to that marked for the riders.

## **TL 01.4 SECTIONS**

The number of sections shall be 15 per lap. **In the case of a joint event with the FIM World Championship, the number of sections pr lap shall be 12 in the case of a 3 lap course.**

Different passages within the sections, shall be provided as appropriate for riders of the Championship Class and for riders of the Junior Cup. Provision shall be made for the Over-40 Cup and International Class (see 01.4.2).

**For each class the sections must be designed so that at least 1/3 are of an easy, medium and difficult level.** Each section shall be completely independent of other sections.

Sections constructed predominantly with industrially processed elements or materials should be avoided and can eventually be abandoned by the jury.

Each section must be clearly numbered in consecutive order and the rider must, under penalty of **10** points, attempt the sections in numerical order. Each section shall have signs clearly identifying the location of both the "Section Begins" and "Section Ends". The Sections must be numbered at the time of the Rider's inspection.

A machine is considered as being in a section when the front wheel spindle has passed the "section begins" sign and until the time when the front wheel spindle passes the "section ends" sign.

Where it is found necessary to abandon any section owing to "force majeure" before all riders have passed through then no penalties shall be incurred in this section by any rider. If there are riders in the queue for this section, then the queue should be formed in the same order at the next section. The total time for the event shall not be modified in the event of any section being abandoned during the Trial.

If any section proves during the first lap to be impossible for all riders (all 5 points) that section shall not be modified for the next lap but may be abandoned at the conclusion of the lap. The penalties incurred by any rider in the section shall be included in that rider's total penalty points for the event.

### **TL 01.4.1 Section Corridor**

A corridor shall be provided at the entrance to each section and it shall be controlled by a responsible Official.

This corridor shall allow at least three riders to sit in a queue with their machines when they are ready and prepared to attempt the section.

The rider will be penalized by 5 additional points for contravention of the following:

- Leaving his machine in this corridor.
- The Assistant entering the corridor.
- Receiving any outside assistance to the machine in this corridor

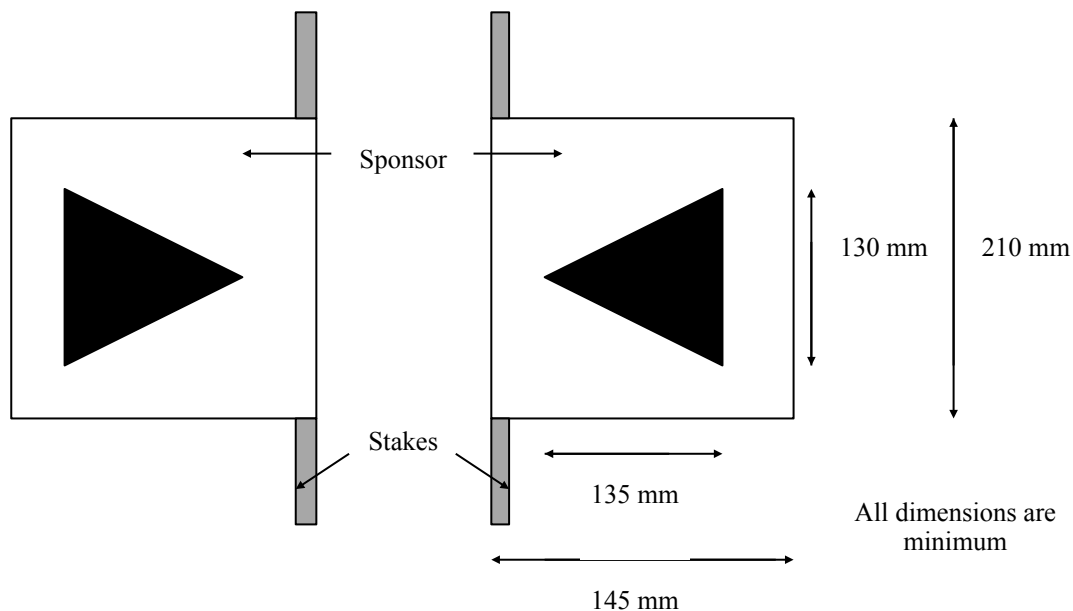
#### TL 01.4.2 Section Boundaries

The sections shall be bounded by natural obstacles and strong, easily visible waterproof tape, securely fastened to stakes or trees.

The stakes must be securely fixed to the ground and be spaced close enough to each other to prevent major movement of the tapes. The tape must be at a minimum height of 10 cm above the ground and below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

When a tape is used as an external limit of a section or as an internal separation within a section, then the following shall apply. Breaking the tape or passing over a tape so that a wheel touches the ground on the opposite side shall be considered as a failure.

The actual width of the section may be reduced by the use of "gates" indicated by markers, as shown below, with the minimal width between these markers being 120 cm.



The Arrows within the gates shall be colored red for the Championship Class blue for the Junior Cup. If the event is organised in conjunction with a FIM World Championship event, then the Arrows within the gates will be colored Blue for the Championship class and Green for the Junior Cup.

The riders in the Over- 40 Cup and International Class may traverse the Section passing through any gate using only the Section Tape as a boundary.

Riders in the European Championship and Junior Cup must travel only between the "gates" for their Class. A rider who passes between the "gates" of another Class – in whatever direction irrespective of if used that day – will be classed as a failure i.e. 5 points.

If any tape or any marker or stake is broken or moved then it must be replaced before the passage of the next rider. The Clerk of the Course must ensure that there is an adequate reserve supply of tape and markers available at each section.



### **TL 01.4.3 Observation Enclosure**

An observation area shall be created, on the outside of the section limits. The outer limits of this enclosure shall form the barrier for the public. Only officials, the riders, the assistants and the press are allowed within the limits of this enclosure. The enclosure must be of sufficient dimensions to allow the passage and work of officials, assistants and the press.

## **TL 01.5 TIME ALLOWANCE AND CONTROL**

### **TL 01.5.1 Time measurement**

In order to carry out his duties, the time control official shall have in his possession an instrument which registers to the tolerance allowed.

The time control official shall have at his disposal a reserve chronometer which registers to the tolerance allowed.

Riders must accept any type of timekeeping system approved by the Jury.

### **TL 01.5.2 Individual Time Allowance**

The time allowance for each rider to travel from the start to the lap time control on the first lap subject to TL 01.5.2.1 shall be 3:00h.

The overall time allowance for each rider to travel from the start to the lap time control on the second lap subject to TL 01.5.2.1 shall be 5:00h.

Irrespective of the actual time a rider starts, the scheduled time for all finishing times will be retained. Time penalties for late starting or late arrival at any other time controls are given in TL 01.10.1.

#### **TL 01.5.2.1 Increase in Individual Time Allowance**

The Jury may increase the rider's time allowance by up to a total of 20 minutes. In such a case all riders must be informed of this alteration before the start.

### **TL 01.5.3 Starting Time and Control**

The Organiser must fix the starting time so that the last rider is able to start no later than 11am. The Start Time Control shall be at the starting place with the riders starting from a platform.

### **TL 01.5.4 Lap Time Control**

The lap time control, clearly marked and well visible, shall be located immediately after the final section. Riders will remain subject to the restrictions on repairs and replacements of parts (see TL 01.9.4) until the machine is released by the organiser at the finish point.

To travel from the lap time control to the finish point each rider may be allocated a set period of time. This time allowance will be set by the Jury and displayed on a notice at the lap time control. Any rider who exceeds this allowance shall be liable to a fine penalty of Euro 50.- + 5 points.

## **TL 01.6 PRACTICING**

Practicing in the sections of the Trial is forbidden under penalty of disqualification.

## **TL 01.7 RIDERS INSPECTION OF THE SECTIONS**

### **TL 01.7.1 Inspection of the Sections prior to the event.**

Following agreement with the Jury President, the organiser must display on the Notice Board times during which the riders are allowed to visit and inspect the sections the day prior to the event.

During the visit of the Section the rider must wear the riding bib and only the rider is allowed within the Section Boundaries.

If any person with an interest in the performance of the rider enters a section without authorization, the rider shall be penalised with a fine of EUR 200.–.

In case of “force majeure” (storm,etc.), the Jury may authorize an additional visit or allow the riders to inspect the section by foot on the first lap of the Trial.

**In the case of a joint event with the FIM World Championship, the FIM Trial Appendix 052.6.2 will apply, and the rider will only be able to inspect the sections from the enclosure prior to the event.**

### **TL 01.7.2 Inspection of the Sections during the event.**

The riders are NOT allowed to inspect the Sections on foot during the event unless officially notified that inspection on foot is permitted. Inspection from the enclosure is permitted.

**In the case of a joint event with the FIM World Championship, the FIM Trial Appendix 052.6.2 will apply, and the rider will be able to go inside the sections to inspect them during the event.**

## **TL 01.8 ADMINISTRATION**

The Administrative Control shall take place the day prior to the event according to the [timetables](#) included at the end of this document. **In the case of a joint event with the FIM World Championship, other times may apply and are to be published on the notice board.**

### **TL 01.8.1 Riders' Licenses**

*Championship Class ,Junior Cup and Over-40 Cup* : Riders must be holders of a valid annual FIM Europe Championship license or a FIM Europe one event license.

*International Class*: Riders must be in possession of a license as for the Championship Class or an International License. For events organised by their own FMN, a rider may use a National License.

### **TL 01.8.2 Submission of entries**

The Supplementary Regulations must be sent by the organiser to the FIM Europe at least 2 Months (60 days) prior to the event.

A rider wishing to enter an event must send to the organiser a completed entry form at least **14 days** prior to the event. **The organiser will be able to accept entries arriving until 4 days prior to the event, but the entry fee for rider and assistant will then be doubled. The dates for closure of entries will be stated in the Supplementary Regulations (SR).**

Riders must state on the Entry Form whether they wish to ride the Championship Class, Junior Cup, Over-40 Class, or the International Class. A rider who has previously ridden in the current year in one class, may change class, but cannot later revert to the original choice.

If entries are to be limited, the maximum number to be accepted and the method of selection must be stated in the Supplementary Regulations (SR), following approval by the FIM Europe. Riders entering for the Championship class shall always be given priority of entry followed by the riders in the Junior Cup and then the Over-40 Class.

No entries shall be accepted after the closing date for receipt of entries as stated in the Supplementary Regulations. In case of a rider entry not being received by the closing date of entries due to administrative problems, the Jury President must satisfy himself that the rider concerned is fully licensed and authorised to compete. In such circumstances, the Jury President decision shall be final.

The entry of a particular make of motorcycle and nomination of a rider having been accepted cannot be changed unless application in writing is made to the Clerk of the Course, giving the reason and permission obtained. Detailed instructions are stated in the SR.

The Organiser must confirm, by e-mail, to the FMN of each rider who submits an entry whether the entry is accepted or not.

#### **TL 01.8.2.1 Non-participation in an event**

Any rider whose entry for an event has been confirmed to his FMN and who subsequently does not intend to participate must send a valid reason to the organiser by e-mail at least 24 hours prior to the Administrative Control. Any rider who does not participate in the event, or who has not submitted a valid reason, will be reported by the International Jury to the FIM Europe, who may impose a penalty fee of up to Euro 300.-

Upon receipt of the International Jury's report, the FIM Europe Secretariat will send a letter to the rider's FMN asking the reasons for the non-participation; a reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

#### **TL 01.8.3 Entry fee**

The entry fee for the rider shall be € 45

The entry fee for the rider for two days **of the European championship**: € 75

The fee for the Assistant shall be € 40:-

The fee for the Assistant for two days **of the European championship**: € 65

**The entry fees will be doubled for riders submitting their entries later than 14 days prior to the event.**

#### **TL 01.8.4 Riders' bibs**

The dimensions must be in accordance with the FIM Trial technical rules.

The bibs of the each Class shall be clearly identified from those of the other Classes. This may be by color or identification mark.

The rider shall wear the riding bib allocated to him and ensure that the numbers (back and front) are fully visible during the entire Trial.

Riders may obliterate any advertisements appearing on the riding bibs which are in direct conflict with the rider's own personal contracts with sponsors. Riders must provide written evidence that such a conflict exists.

When a sponsor has concluded an official contract direct with the FIM Europe, the wearing of riding bib provided by the organiser is compulsory for all riders and the sponsors' advertisement must not be obliterated.

#### **TL 01.8.5 Registered Assistant (Minder)**

Each rider may register one Assistant of at least 18 years of age to accompany him on the course and carry tools. **The registered assistants must be in possession of a valid International FIM Trial license, any other FIM Europe trial license or FIM trial license . However, a registered assistant may use a valid National Trial license in his own country.**

The rider and the Assistant must sign a declaration that the rider is responsible for all action of the Assistant.

The Assistant is allowed in the Observation Enclosure but will not be allowed into the boundaries of any section unless specifically allowed by the Section Observer for security reasons.

The Assistant must at all time wear leather boots, long trousers and a long sleeved shirt. Whilst riding a motorcycle or whilst inside the section boundaries a helmet complying with the Technical rules Appendix "Trial" must be worn.

The Assistant must wear a riding bib in agreement with the Technical Rules Trial Appendix, and in a different colour to that of the rider's bib. The Assistant must also have a self-adhesive number (8 x 8 cm) on the rear side of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with.

The Assistants bib is not transferable and must be worn only by the registered Assistant. In the case of injury a substitute Assistant may be registered. The bib should be visible on the chest of the Assistant and the number at the rear of his helmet during the entire Trial.

The assistants' machines can be subject to technical control at any time during the event for security reasons and regarding sound level.

The rider may receive assistance by any person to repair his machine, or change any un-marked parts, except within the boundary of a section or within the boundary of a corridor. Only the rider is allowed to ride or push his machine on the course.

#### **TL 01.8.6 Starting interval**

Starting shall be at intervals of 1 minute and 30 seconds.

#### **TL 01.8.7 Starting order**

The starting order for all riders will be decided by ballot according to Class.

The organisers must ensure that the riders cannot see the starting order when they make their selection (sealed envelopes, etc.).

Riders in the International Class will start first followed by the riders of the Over-40 Cup, who will be followed by the riders of the Junior Cup who will be followed by the riders of the European Championship.

### **TL 01.9 TECHNICAL**

A Technical Control shall take place during the same time period as the Administrative Control. Further Technical Controls may be made at any time.

#### **TL 01.9.1 Equipment of the motorcycle**

Motorcycles and their equipment must comply with the FIM Technical rules for Trial. **For all categories of the European Trial Championships, exemptions has been made regarding engine capacity and weight of the bike. For 2014, there are no restrictions to the engine capacity of the bikes, and the 2013 weight limits of 66 kg for 125cc bikes and 67 kg for bikes over 125cc will still be valid for 2014.**

Tyres must be of the Trials type, in accordance with the Technical rules. Tyres must be normally available from retail and wholesale sources. Prototype tyres are not allowed. Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

Only the fuels in conformity with the Trial Technical Rules are authorised. Failure to comply with this rule will be penalised by disqualification. Electrically powered bike are allowed in all categories.

A cut-off switch with a lanyard fixed on the rider must be installed and operational once the rider is on the machine.

#### **TL 01.9.2 Riders equipment**

It is compulsory for the rider to wear a helmet, boots, gloves, arm covering and other clothing requirements as detailed in the FIM Technical Rules Appendix Trial.

#### **TL 01.9.3 Sound level Control**

At the preliminary technical control, the sound level of all motorcycles will be measured according to the rules stated in the FIM Technical Rules, Appendix "Trial". Any machine that fails this test may have adjustments made or have parts replaced until the sound level is in accordance with the Code. If a new silencer is fitted then it shall be marked. Only after a successful test will the silencer be marked.

#### **TL 01.9.4 Marking of parts**

At the preliminary technical control, the following parts will be marked as described below, in such a way as to ensure their identification. The parts so marked must be used throughout the event and must be in their proper place at the final examination. The substitution of the original components and disregard of these regulations is strictly forbidden. The penalty for breach of this regulation is disqualification.

<b>Parts</b>	<b>Marking</b>	<b>#</b>	<b>Where marked</b>
Frame – Main section	paint or non removable sticker	1	Right side of Steering head
Engine/Crankcase	paint or non removable sticker	1	Right side
Silencer *	paint or non removable sticker	1	
<b>Fuel tank* **</b>	<b>paint or non removable sticker</b>	<b>1</b>	<b>Right side</b>

\* Does not apply for electrical bikes

\*\* **This only apply if the event is held together with a round of the World Championship on the same weekend (see FIM appendix 052.8.4)**

Marking is restricted to these three parts only. The rider's number must be inscribed in the paint, or on the non removable sticker of the marked part.

At the preliminary examination the make and the identification number of the tyres shall be noted by the organisers.

After successful preliminary technical examination, the organiser will affix to each machine a self adhesive identification number corresponding to the riders riding number. The background on which the number is inscribed must measure at least 7 cm x 7 cm (or 7cm diameter). The penalty for any rider removing this number is disqualification.

If an exhaust silencer is accidentally damaged, so rendering the machine excessively noisy, then the rider may replace the silencer. However he must declare this action to the officials at the completion of the current lap. Any machine which has had the exhaust silencer replaced will be subject to a noise test at the finishing point.

#### **TL 01.9.5 Responsibility of rider**

The rider will sign an agreement certifying that the parts have been properly marked.

#### **TL 01.9.6 Checking of parts**

Any rider whose machine does not carry the marked parts will not be allowed to start.

The organiser may examine any machine at any time during the event. If any marking is missing, the official will inform the Clerk of the Course who will examine the case and submit a report to the International Jury on the action taken. The Clerk of the Course's decision regarding the marked parts will be considered a statement of fact.

As each rider completes the trial his/ her machine shall be subject to a final technical examination.

### **TL 01.9.7 Refueling**

Refuelling of all motorcycles must only take place in the paddock, with the use of an environmental mat to protect the ground from contamination.

**Refuelling in the paddock without the use of an environment mat will entail a fine as defined in the Environmental Code. Refuelling outside the paddock will result in disqualification of the rider and the removal of his bib and those of his assistants.**

## **TL 01.10 PENALTIES**

### **TL 01.10.1 Time Penalties with respect to Time Allowances**

For each minute or part thereof late arrival at the start:	1 Point
More than 20 minutes late arrival at the start:	Disqualification
For each minute or part thereof late at the first lap time control:	1 Point
More than 20 minutes late at the first lap time control:	Disqualification
For each minute or part thereof late at the last lap time control:	1 Point
More than 20 minutes late at the last lap time control:	Disqualification
For arriving late at the finishing point according to the second paragraph in article TL 01.5.4.	5 Points (and a fine of € 50,-)

### **TL 01.10.2 Penalty Points in a Section during the trial**

1 Fault in the section	1 point
2 Faults in the section	2 points
more than 2 Faults in the section	3 points
Making a Failure in the section	5 points

Only the greatest penalty, as defined above, shall be counted in the Section.

IN CASE OF DOUBT CONCERNING THE PENALTY, THE OBSERVER WILL ALWAYS GIVE THE RIDER THE BENEFIT OF THE DOUBT.

Any penalty awarded by the Section Observer, subsequently agreed by the Clerk of the Course to be within the Trial Rules, shall be deemed a Statement of Fact.

#### **TL 01.10.2.1 Definition of Fault**

Each contact of any part of the rider or his machine (with exception of the tyres, footrest and the engine protection plate) with the ground or an obstacle (tree, rock, etc.).

Providing that the machine is within the section boundaries, a fault may occur within or outside said boundaries.

#### **TL 01.10.2.2 Definitions of Failure**

- 1) The machine ceases to move in a forward direction relative to the course.

- 2) The machine touches the ground with the front or rear wheel outside a boundary
- 3) Breaking a tape defining a section boundary or internal separation.
- 4) The rider or machine breaks, removes, knocks down a marker or marker support causing the Observer to reposition the marker, irrespective of it being used that day.
- 5) One or both wheels rides over, above or on the wrong side of a marker or marker support.
- 6) The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- 7) The motorcycle does a complete loop, crossing its own track with both wheels.
- 8) The rider passes through the gate of another category in either direction, irrespective of it being used that day. \*
- 9) The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section
- 10) The rider enters the section by foot without the authorisation of the Clerk of the Course. \*\*
- 11) The Assistant comes into the section without the invitation of the Observer.
- 12) The rider or his Assistant changes the condition of a section.
- 13) The rider receives outside **physical** assistance.

\* Not applicable for classes using only the section tape as a boundary.

\*\* Not applicable when the event is held in conjunction with a round of the World Championship.

#### **TL 01.10.2.3 Extra Sanction Points**

- |   |                  |
|---|------------------|
| - The Assistant disputes the section official's decision:                   | Yellow Card      |
| - Infringing the current rules in the corridor if a corridor is established | 5 points         |
| - Not attempting the sections in numerical order:                           | <b>10</b> points |
| - Missing a section:  | 20 points        |

#### **TL 01.10.2.4 Obstruction**

Obstruction is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some unauthorised obstruction. Should a rider claim an obstruction, the observer may, at his discretion, allow a re-run of the section. The Observers decision as to whether a re-run is permitted is final. Should a re-run be granted the following procedure shall be adopted; The rider will make a complete re-run of the Section using the time control as stated in TL 01.5.5, any marks lost prior to the point of the obstruction on the original attempt shall stand and marks subsequently lost from the point of obstruction added.

#### **TL 01.10.3 Financial Penalties**

The following fines may be imposed against the rider by the Clerk of the Course, subject to the approval of the Jury:

- The rider or any person interested in the performance of the rider enters into the section for a private visit unless they are specifically invited by an official: Euro 200.-



- Working or refueling on a machine in the Paddock without the use of an Environment Mat as defined in the FIM Environment Code: Euro 40.-
- Arriving late at the finishing point according to the second paragraph in article TL 01.5.4: Euro 50.- (and 5 Points).
- The Assistant not complying with the following requirements:
  - a) wearing boots, long trousers, arm covering and a helmet whilst riding a motorcycle.
  - b) wearing boots, long trousers, arm covering and a helmet whilst inside the section boundaries.
  - c) having the bib and the helmet number fully visible.

1st offense:	Euro 40.-
2nd offense:	Euro 80.-
3rd offense:	Euro 200.-

#### **TL 01.10.4 Yellow Card**

Each Chief Observer shall be issued with a “Yellow Card”. The card is recommended to be A6 in size (to fit into a pocket) and be made of a rigid material (card or plastic). Any rider, or Assistant, who refuses to obey the instructions of an Observer or shows disorderly conduct at a Section shall be shown the Yellow Card. The Observer shall then complete a copy of the form “NOTIFICATION” and without delay transmit this information to the Clerk of the Course for further transmission to the Results manager as soon as possible following the incident.

For the extra points to be valid the Notification form must be received by the Results Manager within the deadline of 1 hour and before the publication of the results signed by the Clerk of the Course.

#### **Penalties**

First offense during the event:	Euro 30.- + 5 extra points
Second offense during the event:	Euro 50.- + 5 extra points
Third offense during the event:	Disqualification + Euro 100,-

The Jury may take further action for serious offenses.

#### **TL 01.10.5 Disqualification**

A rider will be disqualified for any of the following offenses:

- a) Riding a motorcycle without a helmet (Art.TL 01.9.2).
- b) Missing marking or official substitute marking (Art.TL 01.9.4);
- c) Changing the motorcycle or rider during the event;
- d) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. TL 01.9.1);
- e) Use of a non authorised fuel (Art.TL 01.9.1);
- f) Use of banned substances (regardless of sanctions imposed in the FIM Medical Code);
- g) Changing riding bib (Art. TL 01.8.4);
- h) Not rejoining the course at the point where the rider left it (Art. TL 01.3.2);
- i) Practicing in a section (Art. TL 01.6).
- j) Receiving three or more Yellow Cards (Art TL 01.10.4)
- k) Other more serious instance of disorderly conduct towards an official by a rider or his Assistant.

l) Refueling outside the paddock (Art. TL 01.9.7)

## **TL 01.11 RECORDING OF SCORES**

The rider must be provided with an individual Punch card made from a non-soluble material. The rider is responsible for having his Punch card marked at each section and for handing in his card to the results officials when requested.

In case of mistake on punch card, all squares will be perforated and the square indicating the right penalty will be left free.

A back up score sheet shall be completed at each section showing the scores of all riders. This back up sheet shall be sent immediately at the end of each lap directly to the Results Manager.

An additional score sheet visible to the Public should be installed at each Section to show the scores of at least the top 15 riders.

The Punch Card, supplemented by the Notification sheet, will be used to determine the results and that the back up sheets will only be used if the Punch card is lost or the reading of the Punch Card causes doubt.

## **TL 01.12 RESULTS AND CLASSIFICATION'S**

### **TL 01.12.1 Event results and classification**

Separate printed result classifications must be produced for each class, showing the name of each rider, the FMN, the nationality and the Machine ridden. Each rider's performance in each Section must be shown.

The winner in each class will be the rider with the lowest number of points according to Art. [01.10](#)

International classes are not allocated points for an overall classification.

Overall Classification points will be allocated to **all** placed riders of each event according to the following scale:

Place	Points	Place	Points	Place	Points	Place	Points
1 <sup>st</sup>	100	11 <sup>th</sup>	25	21 <sup>st</sup>	7	31 <sup>st</sup>	1
2 <sup>nd</sup>	85	12 <sup>th</sup>	22	22 <sup>nd</sup>	6	32 <sup>nd</sup>	1
3 <sup>rd</sup>	70	13 <sup>th</sup>	20	23 <sup>rd</sup>	5	33 <sup>rd</sup>	1
4 <sup>th</sup>	60	14 <sup>th</sup>	18	24 <sup>th</sup>	4	34 <sup>th</sup>	1
5 <sup>th</sup>	55	15 <sup>th</sup>	16	25 <sup>th</sup>	3	etc	etc
6 <sup>th</sup>	50	16 <sup>th</sup>	14	26 <sup>th</sup>	2		
7 <sup>th</sup>	45	17 <sup>th</sup>	12	27 <sup>th</sup>	1		
8 <sup>th</sup>	40	18 <sup>th</sup>	10	28 <sup>th</sup>	1		
9 <sup>th</sup>	35	19 <sup>th</sup>	9	29 <sup>th</sup>	1		
10 <sup>th</sup>	30	20 <sup>th</sup>	8	30 <sup>th</sup>	1		

It is compulsory for the organisers of events to send a list of the fines and results by telefax or e-mail immediately after the end of the events to the FIM Europe Secretariat and to the

next organiser.

#### **TL 01.12.2 Overall classification**

At the conclusion of the season the following results will be taken into consideration for the final Classification:

European Championship – Points awarded to each rider of all events held.

Junior Cup – Points awarded to each rider of all events held.

Over-40 Cup – The Points awarded to each rider from their highest 3 placed results.

#### **TL 01.13 PREMATURE STOPPAGE**

If the event is prematurely stopped by the Jury before all of the riders still competing have completed half of the total number of Sections then it shall be declared null and void. If the event is stopped by the Jury at a later stage then the results will remain valid for all sections that all riders still competing have attempted.

If stopped prematurely by the Jury, the event cannot be re-run.

#### **TL 01.14 TIES**

##### **TL 01.14.1 Ties at the end of the Event**

In the case of ties, the rider with the greatest number of "cleans" (0 point) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, then 3 points will be taken into account.

If a tie still persists, the rider who completes the day in the shortest time measured by the second will be deemed the winner.

For the European Championship, Junior Cup and Over- 40 Cup: If a tie still persists, both riders will be credited with the same position and the points allocated to that position will be awarded to both riders, e.g. if two riders tie for the 2nd place, after the above, then the points will be awarded as follows: 100, 85, 85, 60, 55 etc.

##### **TL 01.14.2 Ties at the end of the Championship**

A tie at the end of the European Championship, Junior Cup or Over- 40 Cup will be decided by the majority of the best placings. If a tie still exists, it will be decided in the following order; by the better placing in the last, in the last but one, or in the last but two of the counting events, etc. until the tie is resolved.

#### **TL 01.15 AWARDS**

Awards shall be presented to at least the first three placed riders in each class.

For the final event of the Championship the awards for the first three placed riders in the final classification are provided by the FIM Europe.

##### **TL 01.15.1 Prize Giving Ceremony and Public interview**

A prize giving ceremony shall take place within 15 minutes of the arrival at the finish of the last rider. For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed riders should receive a trophy together with any appropriate ceremonial gift.

If invited by the Clerk of the Course the first three placed riders shall attend a short Public

interview to take place immediately after the Prize Giving Ceremony.

The organiser of the final round shall arrange a ceremony to recognise the first three placed riders in the overall Championship or Cup.

**TL 01.15.2 Penalty for non-attendance**

If a rider is absent from the prize giving ceremony or Public interview, without the prior approval of the Clerk of the Course, the Jury may apply a penalty in the form of a fine of up to Euro 200:-

**TL 01.16 PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of Euro 130 or the equivalent amount in local currency (convertible), returnable if the protest is justified.

MODEL. The template is available from the FIM Europe website



# SUPPLEMENTARY REGULATIONS

FIM Europe TRIAL EUROPEAN CHAMPIONSHIP

FIM Europe TRIAL EUROPEAN JUNIOR CUP

FIM Europe TRIAL EUROPEAN OVER-40 CUP

## ANNOUNCEMENT

The <club name here> will promote the <round number here> round of the FIM Europe Trial European Championship on behalf of the <federation name here>. The event will be held in accordance with the Sporting Code of the FIM Europe together with relevant Appendices of the FIM and FIM Europe, these Supplementary Regulations and any Final Instructions approved by the Jury. The FIM Environment Code shall apply. Each event will include an International class (see TL 01.8.1 and TL 01.8.2)

The event will be held on <date here> at <venue name here>.

EMN N° 40/# & 43/# & 44/#

## ACCESS

Paddock GPS Coordinates:	<Latitude coordinates>	<Longitude coordinates>
Nearest Airport:		
Access Motorway and Exit:	Motorway Number: ###	Exit number: ###
National Road(s) to Venue:	Road number ###	
Nearest Town:	<Town name>	distance: ### km

## ADDRESSES AND CONTACT INFORMATION

	Organiser of the Event	Secretariat of the Event	Accommodation Service
Name			
Address			
Telephone			
Fax			
e-mail	@	@	@

## **1 ENTRIES**

Entries must be made on the official entry form and sent to the Secretary of the meeting. The rider must specify either Championship class, Junior Class, Over-40 Class or International Class (see TL 01.8.2).

Entries must be received by <closing date here>. Entries received after this date and up until four days before the event will be subject to a double entry fee for rider and assistant. No entries will be accepted later than 4 days before the event.

All riders not affiliated to the FMNR must have their entry endorsed by their own FMN.

<If entries are to be limited, please write the limit number and method of limitation here. If not limited, please delete this text.>

## **2 TECHNICAL CONTROL AND REGISTRATION**

The administrative and technical controls will take place between <open to select time> to the day prior to the event.

Machines must comply with the technical requirements of the FIM Trial Technical Rules and the specifications and exemptions mentioned in the FIM Europe Trial rules. Parts will be marked in accordance with TL 01.9.4. Sound Control testing will be carried out in accordance with TL 01.9.3.

At the administrative control, the rider must submit his appropriate Rider's License, valid for the event (Art TL 01.8.1). At the technical control, the rider must submit the administrative documents of his motorcycle and a helmet, according to the FIM standards.

## **3 NUMBERS**

The organisers shall issue riding numbers.

## **4 STARTING ORDER**

At the Administrative Control each rider will sign on and take a start position from the appropriate ballot box. (See TL 01.8.7).

## **5 COURSE**

The length of the course is of ## km.

## **6 PADDOCK / PRACTICE**

The Paddock will be opened to all riders from <date and time here>.

The practice area will be opened to all riders from <date and time here>. Any rider found practicing outside of this area may not be allowed to start.

Riders may only visit the Sections at the time stated on the Notice Board in the Paddock.

## **7 HEADQUARTERS AND JURY MEETINGS**

The Headquarters for the event will be <headquarter location here>, and Jury

Meetings will be held at <Jury Room location here>.

The first Jury Meeting will be held the day prior to the event at <Open to select time>. The Jury President will call additional Jury Meetings, the times of which will be on the Notice Board.

## **8 AWARDS AND PRIZE GIVING CEREMONY**

The Prize Giving Ceremony will take place within 15 minutes after the last rider has arrived at the finish.

Awards will be presented to the first ## placed riders in each class of the event.

## **9 ADDITIONAL INFORMATION**

Enclosed with these Supplementary Regulations is a hotel list, which includes the locations and the costs.

Also attached is a map showing the main access roads to the event and the precise location of the paddock.

## **10 OFFICIALS**

	Name	FIM License N°
President of the Jury:		
FMNR Member of the Jury:		
Clerk of the Course:		
Chief Technical Steward:		
Environment Official:		
Chief Timekeeper:		

FMN Delegates: In accordance with the FIM Europe Sporting Code.

MODEL. The template is available from the FIM Europe website

# FIM Europe WOMEN'S TRIAL EUROPEAN CHAMPIONSHIP

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	TL 02.1.2	Meeting with the Organisers
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	TL 02.3.1	Distance
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[TL 02.15](#) AWARDS

- TL 02.15.1 Prize Giving Ceremony and Public interview
- TL 02.15.2 Penalty for non-attendance

[TL 02.16](#) PROTESTS

## **TL 02.1 GENERAL**

The FIM Europe has established the Individual FIM Europe Women's Trial European Championship according to the rules of the FIM Europe Sporting Code and the other Codes as well as this appendix.

The FIM Europe Women's Trial European Championship is open to riders of at least 12 years of age at the date of the event, and from a FIM Member FMN.

NB Riders under the age of 16 years at the date of the event are restricted to motorcycles not exceeding 125cc (a +2cc is allowed as a tolerance on capacity).

There shall be two routes through the sections depending upon the rider's ability. The A Route (Championship class) will be for riders wishing to be classified in the final standings of the European Women's Championship. The B route (International Class riders) is open to riders who wish to compete on an event by event basis on easier sections.

An event includes:

- Technical and Administrative controls.
- The Trial
- Prize-giving ceremonies

### **TL 02.1.1 FIM Europe Standards for Organisers**

See art. [01.1.1](#)

### **TL 02.1.2 Meeting with the Organisers**

See art [01.1.2](#)

## **TL 02.2 JURISDICTION**

See Art. [01.2](#)

## **TL 02.3 COURSE**

See Art. [01.3](#)

### **TL 02.3.1 Distance**

See Art. [01.3.1](#)

### **TL 02.3.2 Course marking**

See Art. [01.3.2](#)

## **TL 02.4 SECTIONS**

The number of sections shall be 12 per lap.

Different Sections, or different passages within the sections, shall be provided as appropriate for riders of the different classes (Route A & Route B). See Art. [01.4](#)

### **TL 02.4.1 Section Corridor**

See Art. [01.4.1](#)

### **TL 02.4.2 Section Boundaries**

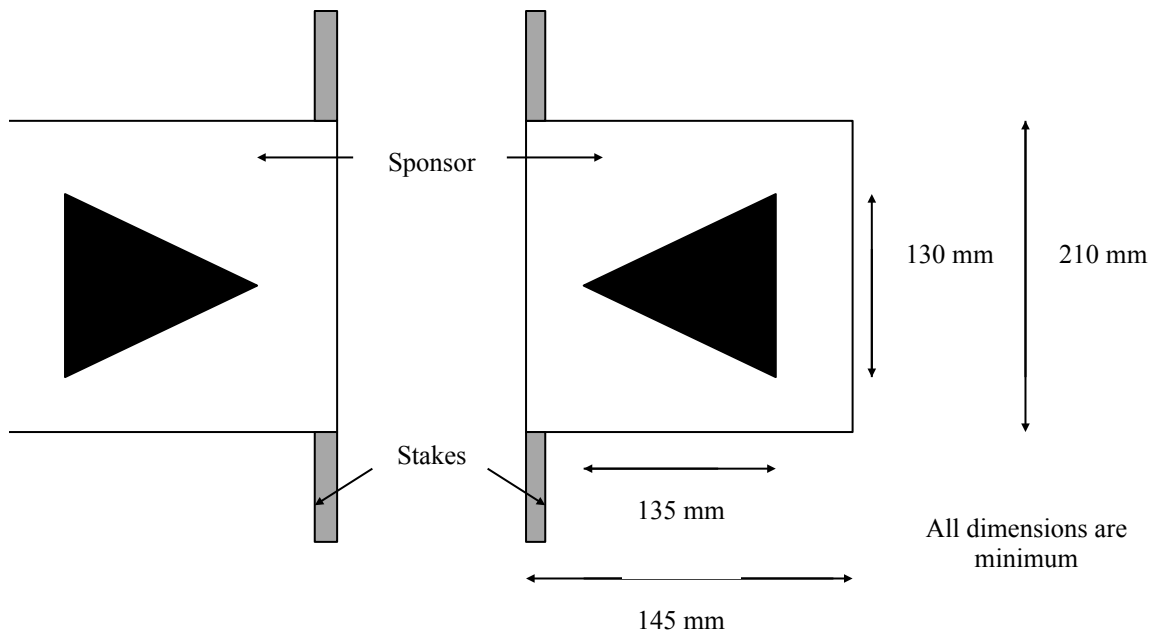
The sections shall be bounded by natural obstacles and strong, easily visible waterproof

tape, securely fastened to stakes or trees.

The stakes must be securely fixed to the ground and be spaced close enough to each other to prevent major movement of the tapes. The tape must be at a minimum height of 10 cm above the ground and below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

When a tape is used as an external limit of a section or as an internal separation within a section, then the following shall apply. Breaking the tape or passing over a tape so that a wheel touches the ground on the opposite side shall be considered as a failure.

The actual width of the section may be reduced by the use of "gates" indicated by markers, as shown below, with the minimal width between these markers being 120cm.



The Arrows within the gates shall be colored as follows:

Events for Women only.

Red for the European Championship riders, and blue for the International Class riders.

Events which include Youth riders

Blue for the European Championship riders, and Green for the International Class riders.

Riders must travel only through the "gates" for their Class. A rider who passes through the "gates" of another Class – in whatever direction – will be classed as a failure i.e. 5 points.

In situations where the rider may gain an advantage by passing the gate and then traversing in the opposite direction (without passing other gates) then a supplementary tape shall be installed between the gate and the boundary tape.

If any tape or any marker or stake is broken or removed then it must be replaced before the passage of the next rider. The Clerk of the Course must ensure that there is an adequate reserve supply of tape and markers available at each section.

### **TL 02.4.3 Observation Enclosure**

See Art. [01.4.3](#)

## **TL 02.5 TIME ALLOWANCE AND CONTROL**

### **TL 02.5.1 Time measurement**

See Art. [01.5.1](#)

### **TL 02.5.2 Individual Time Allowance**

The overall time allowed for each rider subject to Art. [TL 01&02.5.2.1](#) and [TL 01&02.10.1](#) shall be 4 hrs and 30 minutes.

Irrespective of the actual time a rider starts the scheduled time for all finishing times will be retained. Time penalties for late starting or late arrival at any other time controls are given in Art. [01.10.1](#)

### **TL 02.5.2.1 Increase in Individual Time Allowance**

See Art. [01.5.2.1](#)

### **TL 02.5.3 Starting Time and Control**

The Organiser must fix the starting time so that the last starting rider of the day is able to start no later than 11am. The international class will start first followed by the championship class.

The Start Time Control shall be at the starting place with the riders starting from a platform. N.B. When the event is in conjunction with a Youth event then the Women start first.

### **TL 02.5.4 Lap Time Control**

See Art. [01.5.4](#)

## **TL 02.6 PRACTICING**

Practicing in the sections of the Trial is forbidden under penalty of disqualification.

## **TL 02.7 INSPECTION OF THE SECTIONS**

### **TL 02.7.1 Inspection of the Sections prior to the event.**

Following agreement with the Jury President, the organiser must display on the Notice Board times during which the riders are allowed to visit and inspect the sections the day prior to the event.

During the visit of the Section the rider must wear the riding bib and only the rider is allowed within the Section Boundaries.

If any person with an interest in the performance of the rider enters a section without authorization, the rider shall be penalised with a fine of EUR 200.–.

In case of “force majeure” (storm,etc.), the Jury may authorize an additional visit or allow the riders to inspect the section by foot on the first lap of the Trial.

### **TL 02.7.2 Inspection of the Sections during the event.**

The riders are NOT allowed to inspect the Sections on foot during the event unless

officially notified that inspection on foot is permitted. Inspection from the enclosure is permitted.

## **TL 02.8 ADMINISTRATION**

The Administrative Control shall take place the day prior to the event at a time stated in the Supplementary Regulations.

### **TL 02.8.1 Rider's licenses**

**Championship Class:** Riders must be holders of a valid annual FIM Europe Championship license or FIM Europe one event license.

**International Class:** Riders must be in possession of a license as for the Championship Class or an FIM International License. For events organised by their own FMN a rider may use a National License.

### **TL 02.8.2 Submission of entries**

See Art. [01.8.2](#)

#### **TL 02.8.2.1 Non-participation in an event**

See Art. [01.8.2.1](#)

### **TL 02.8.3 Entry fee**

See Art. [01.8.3](#)

### **TL 02.8.4 Riders' bibs**

See Art. [01.8.4](#)

### **TL 02.8.5 Registered Assistant (Minder)**

See Art. [01.8.5](#)

### **TL 02.8.6 Starting interval**

Starting shall be at intervals 1 minute and 30 seconds.

### **TL 02.8.7 Starting order**

The starting order for all riders will be decided by ballot according to Class.

The organisers must ensure that the riders cannot see the starting order when they make their selection from the ballot box (sealed envelopes, etc.).

Riders in the International Class will start first followed by the Championship Class.

N.B. When the event is in conjunction with a Youth event, then the Women start first.

## **TL 02.9 TECHNICAL**

The Technical Control shall take place during the same time as the Administrative Control. Further Technical Controls may be made at any time and any rider restricted to a machine of not more than 125cc may be required to have the engine measured at the end of the event.

Whenever working on or refueling the machine in the Paddock it must be placed on an environment mat to protect the ground from contamination.

### **TL 02.9.1 Equipment of the motorcycle**

Motorcycles and their equipment must comply with the FIM Technical rules for Trial. For riders who have attained 16 years of age at the date of the event, **exemptions has been made regarding engine capacity and weight of the bike. For 2014, there are no restrictions to the engine capacity of the bikes except for riders younger than 16 years of age. The 2013 weight limits of 65 kg for 125cc bikes and 66 kg for bikes over 125cc will still be valid for 2014.**

Tyres must be of the Trials type, in accordance with the Technical rules. Tyres must be normally available from retail and wholesale sources. Prototype tyres are not allowed. Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

Only the fuels in conformity with the Trial Technical Rules are authorised. Failure to comply with this rule will be penalised by disqualification.

A cut-off switch with a lanyard fixed on the rider must be installed and operational once the rider is on the machine.

### **TL 02.9.2 Riders equipment**

It is compulsory for the rider to wear a helmet, boots, gloves and other clothing requirements as detailed in the FIM Technical Rules Appendix Trial.

### **TL 02.9.3 Sound Level Control**

See Art. [01.9.3](#)

### **TL 02.9.4 Marking of parts**

See Art. [01.9.4](#)

### **TL 02.9.5 Responsibility of rider**

The rider will sign an agreement certifying that the parts have been properly marked.

### **TL 02.9.6 Checking of parts**

See Art. [01.9.6](#)

### **TL 02.9.7 Refueling**

Refuelling of all motorcycles must only take place in the paddock, with the use of an environmental mat to protect the ground from contamination.

**Refuelling in the paddock without the use of an environment mat will entail a fine as defined in the Environmental Code. Refuelling outside the paddock will result in the disqualification of the rider and the removal of his bib and those of his assistants.**

## **TL 02.10 PENALTIES**

### **TL 02.10.1 Time Penalties with respect to Time Allowances**

See Art. [01.10.1](#)

### **TL 02.10.2 Penalty Points in a Section during the Trial**

See Art. [01.10.2](#)

#### **TL 02.10.2.1 Definition of Fault**

See Art. [01.10.2.1](#)

**TL 02.10.2.2 Definitions of Failure**

See Art. [01.10.2.2](#)

**TL 02.10.2.3 Extra Sanction Points**

See Art. [01.10.2.3](#)

**TL 02.10.2.4 Obstruction**

See Art. [01.10.2.4](#)

**TL 02.10.3 Financial penalty**

See Art. [01.10.3](#)

**TL 02.10.4 Yellow Card**

See Art. [01.10.4](#)

**TL 02.10.5 Disqualification**

See Art. [01.10.5](#)

**TL 02.11 RECORDING OF SCORES**

See Art. [01.11](#)

**TL 02.12 RESULTS AND CLASSIFICATION'S**

**TL 02.12.1 Event Results and Classification**

See Art. [01.12.1](#)

**TL 02.12.2 Overall Classification**

European Championship – At the conclusion of the season, the Points awarded to each rider from all events held will be taken into consideration for the final Classification.

International Class – There is no overall Classification for the International Class.

**TL 02.13 PREMATURE STOPPAGE**

See Art. [01.13](#)

**TL 02.14 TIES**

**TL 02.14.1 Ties at the end of the Event**

In the case of ties, the rider with the greatest number of "cleans" (0 point) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, then 3 points will be taken into account.

If a tie still persists, the rider who completes the day in the shortest time measured by the second will be deemed the winner.

For the Championship Class: If a tie still persists, both riders will be credited with the same position and the Cup points allocated to that position will be awarded to both riders, e.g. if two riders tie for the 2nd place, after the above, then the points will be awarded as follows: 20, 17, 17, 13, 11 etc.



**TL 02.14.2 Ties at the end of the Championship**

A tie at the end of the Championship will be decided by the majority of the best placings. If a tie still exists, it will be decided in the following order; by the better placing in the last, in the last but one, or in the last but two events, etc.

See Art. [01.14](#)

**TL 02.15 AWARDS**

See Art. [01.15](#)

**TL 02.16 PROTESTS**

See Art. [01.16](#)



MODEL. The template is available from the FIM Europe website

# SUPPLEMENTARY REGULATIONS

## FIM Europe WOMEN'S TRIAL EUROPEAN CHAMPIONSHIP

### ANNOUNCEMENT

The <club name here> will promote the <round number here> round of the FIM Europe Trial European Championship on behalf of the <federation name here>. The event will be held in accordance with the Sporting Code of the FIM Europe together with relevant Appendices of the FIM and FIM Europe, these Supplementary Regulations and any Final Instructions approved by the Jury. The FIM Environment Code shall apply. Each event will include an International class (see TL 02.8.1 and TL 02.8.2)

The event will be held on <date here> at <venue name here>.

EMN N° 41/#

### ACCESS

Paddock GPS Coordinates:	<Latitude coordinates>	<Longitude coordinates>
Nearest Airport:		
Access Motorway and Exit:	Motorway Number: ###	Exit number: ###
National Road(s) to Venue:	Road number ###	
Nearest Town:	<Town name>	distance: ### km

### ADDRESSES AND CONTACT INFORMATION

	Organiser of the Event	Secretariat of the Event	Accommodation Service
Name			
Address			
Telephone			
Fax			
e-mail	@	@	@

## **1 ENTRIES**

Entries must be made on the official entry form and sent to the Secretary of the meeting. The rider must specify either European Championship class or International Class (see TL 02.8.2).

Entries must be received by <closing date here>. Entries received after this date and up until four days before the event will be subject to a double entry fee for rider and assistant. No entries will be accepted later than 4 days before the event.

All riders not affiliated to the FMNR must have their entry endorsed by their own FMN.

<If entries are to be limited, please write the limit number and method of limitation here. If not limited, please delete this text.>

## **2 TECHNICAL CONTROL AND REGISTRATION**

The administrative and technical controls will take place between <open to select time> the day prior to the event.

Machines must comply with the technical requirements of the FIM Trial Technical Rules and the specifications and exemptions mentioned in the FIM Europe Trial rules. Parts will be marked in accordance with TL 01.9.4. Sound Control testing will be carried out in accordance with TL 01.9.3.

At the administrative control, the rider must submit her appropriate Rider's License, valid for the event (Art TL 02.8.1).

At the technical control, the rider must submit the administrative documents of her motorcycle and a helmet, according to the FIM standards.

This event does not require riders and motorcycles to be legal for public roads.

## **3 NUMBERS**

The organisers shall issue riding numbers.

## **4 STARTING ORDER**

At the Administrative Control each rider will sign on and take a start position from the appropriate ballot box. (See TL 02.8.7).

## **5 COURSE**

The length of the course is of    km.

## **6 PADDOCK / PRACTICE**

The Paddock will be opened to all riders from <date and time here>.

The practice area will be opened to all riders from <date and time here>. Any rider found practicing outside of this area may not be allowed to start.

Riders may only visit the Sections at the time stated on the Notice Board in the Paddock.

## 7 HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be <headquarter location here>, and Jury Meetings will be held at <Jury Room location here>.

The first Jury Meeting will be held the day prior to the event at 18:00. The Jury President will call additional Jury Meetings the times of which will be on the Notice Board.

## 8 AWARDS AND PRIZE GIVING CEREMONY

The Prize Giving Ceremony will take place within 15 minutes after the last rider has arrived at the finish.

Awards will be presented to the first ## placed riders in each class of the event.

## 9 ADDITIONAL INFORMATION

Enclosed with these Supplementary Regulations is a hotel list, which includes the locations and the costs.

Also attached is a map showing the main access roads to the event and the precise location of the paddock.

## 10 OFFICIALS

	Name	FIM License N°
President of the Jury:		
FMNR Member of the Jury:		
Clerk of the Course:		
Chief Technical Steward:		
Environment Official:		
Chief Timekeeper:		

FMN Delegates: In accordance with the FIM Europe Sporting Code.

MODEL. The template is available from the FIM Europe website

# FIM Europe YOUTH TRIAL EUROPEAN CHAMPIONSHIP

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- [TL 03.2](#) JURISDICTION
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  - TL 03.9.5 Responsibility of Rider
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[TL 03.14](#) TIES  
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[TL 03.16](#) PROTESTS

### **TL 03.1 GENERAL**

The FIM Europe Youth Trial European Championship is open to riders of the age group 12 to 16 years and from a **FIM** Member FMN. Riders must have attained 12 years of age at the date of the event and may compete during the full year that they attain 16 years of age.

There shall be two routes through the sections depending upon the rider's ability. The A Route (FIM Europe Championship Class riders) will be for riders wishing to be classified in the final standings of the European Cup. The B route (International Class riders) is open to riders who wish to compete on an event by event basis on easier sections.

Machines must not exceed 125cc. (A +2cc is allowed as a tolerance on capacity.)

An event counting towards the Youth Championship includes:

- Technical and Administrative controls.
- The Trial
- Prize-giving ceremonies

#### **TL 03.1.1 FIM Europe Standards for Organisers**

See Art. [01.1.1](#)

#### **TL 03.1.2 Meeting with the Organisers**

See art [01.1.2](#)

### **TL 03.2 JURISDICTION**

See Art. [01.2](#)

### **TL 03.3 COURSE**

See Art. [01.3](#)

#### **TL 03.3.1 Distance**

See Art. [01.3.1](#)

#### **TL 03.3.2 Course marking**

See Art. [01.3.2](#)

### **TL 03.4 SECTIONS**

The number of sections shall be 12 per lap.

Different Sections, or different passages within the sections, shall be provided as appropriate for riders of the two classes'. See Art. [01.4](#)

#### **TL 03.4.1 Section Corridor**

See Art. [01.4.1](#)

#### **TL 03.4.2 Section Boundaries**

See Art. [01.4.2](#)

The Arrows within the gates shall be of different color for the different classes.

Red FIM Europe Youth Trial European Championship

**TL 03.4.3 Observation Enclosure**

See Art. [01.4.3](#)

**TL 03.5 TIME ALLOWANCE AND CONTROL**

**TL 03.5.1 Time measurement**

See Art. [01.5.1](#)

**TL 03.5.2 Individual Overall Time Allowance**

The overall time allowed for each rider subject to Art. [TL 01&03.5.2.1](#) and [TL 01&03.10.1](#) shall be **4 hrs and 30 minutes**.

**Irrespective of the actual time a rider starts the scheduled time for all finishing times will be retained. Time penalties for late starting or late arrival at any other time controls are given in Art. [TL 01&03.10.1](#)**

**TL 03.5.2.1 Increase in Individual Overall Time Allowance**

See Art. [01.5.2.1](#)

**TL 03.5.3 Starting Time and Control**

The Organiser must fix the starting time so that the last starting rider of the day is able to start no later than 11am.

The Start Time Control shall be at the starting place with the riders starting from a platform. N.B. When the event is in conjunction with a Women's event then the Women start first.

**TL 03.5.4 Lap Time Control**

See Art. [01.5.4](#)

**TL 03.6 PRACTICING**

Practicing in the sections of the Trial is forbidden under penalty of disqualification.

**TL 03.7 INSPECTION OF THE SECTIONS**

**TL 03.7.1 Inspection of the Sections prior to the event.**

Following agreement with the Jury President, the organiser must display on the Notice Board times during which the riders are allowed to visit and inspect the sections the day prior to the event.

During the visit of the Section the rider must wear the riding bib and only the rider is allowed within the Section Boundaries.

If any person with an interest in the performance of the rider enters a section without authorization, the rider shall be penalised with a fine of EUR 200.–.

In case of "force majeure" (storm,etc.), the Jury may authorize an additional visit or allow the riders to inspect the section by foot on the first lap of the Trial.

**TL 03.7.2 Inspection of the Sections during the event.**

The riders are NOT allowed to inspect the Sections on foot during the event unless

officially notified that inspection on foot is permitted. Inspection from the enclosure is permitted.

## **TL 03.8 ADMINISTRATION**

The Administrative Control shall take place the day prior to the event at a time stated in the Supplementary Regulations.

### **TL 03.8.1 Riders' Licenses**

*Youth Championship Class:* Riders must be holders of a valid FIM Europe "One Year license Promo-sport" or FIM Europe "One event Promo-sport" license.

*International Class:* Riders must be in possession of a license as for the Youth Cup Class or an International License. For events organised by their own FMN a rider may use a National License.

### **TL 03.8.2 Submission of entries**

See Art. [01.8.2](#)

#### **TL 03.8.2.1 Non participation in an event**

See Art. [01.8.2.1](#)

### **TL 03.8.3 Entry fee**

See Art. [01.8.3](#)

### **TL 03.8.4 Riders' bibs**

See Art. [01.8.4](#)

### **TL 03.8.5 Registered Assistant (Minder)**

See Art. [01.8.5](#)

### **TL 03.8.6 Starting interval**

Starting shall be at intervals 1 minute and 30 seconds.

### **TL 03.8.7 Starting order**

The starting order for all riders will be decided by ballot according to Class.

The organisers must ensure that the riders cannot see the starting order when they make their selection from the ballot box (sealed envelopes, etc.).

Riders in the International Class will start first followed by the Championship Class.

N.B. When the event is in conjunction with a Women's event then the Women start first.

## **TL 03.9 TECHNICAL**

The Technical Control shall take place during the same time as the Administrative Control. Further Technical Controls may be made at any time, and any rider restricted to a machine of not more than 125cc may be required to have the engine measured at the end of the event.



Whenever working on or refueling the machine in the Paddock it must be placed on an environment mat to protect the ground from contamination.

#### **TL 03.9.1 Equipment of the motorcycle**

Motorcycles and their equipment must comply with the FIM Technical rules for Trial. All riders are restricted to the use of bike with an internal combustion engine not exceeding 125cc (tolerance + 2cc).

**The 2013 weight limits of 65 kg for 125cc bikes will still be valid for 2014.**

Tyres must be of the Trials type, in accordance with the Technical rules. Tyres must be normally available from retail and wholesale sources. Prototype tyres are not allowed. Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

Only the fuels in conformity with the Trial Technical Rules are authorised. Failure to comply with this rule will be penalised by disqualification.

A cut-off switch with a lanyard fixed on the rider must be installed and operational once the rider is on the machine.

#### **TL 03.9.2 Riders equipment**

It is compulsory for the rider to wear a helmet, boots, gloves and other clothing requirements as detailed in the FIM Technical Rules Appendix Trial.

#### **TL 03.9.3 Sound Level Control**

See Art. [01.9.3](#)

#### **TL 03.9.4 Marking of parts**

See Art. [01.9.4](#)

#### **TL 03.9.5 Responsibility of rider**

The rider will sign an agreement certifying that the parts have been properly marked.

#### **TL 03.9.6 Checking of parts**

Any rider whose machine does not carry the marked parts will not be allowed to start.

The organiser may examine any machine at any time during the event. If any marking is missing, the official will mark the part concerned with paint of a different color and at the last lap control of the day, the Clerk of the Course will examine the machine and submit a report to the International Jury on the action taken.

As each rider completes the trial his/her machine shall be subject to a final technical examination. The machines may be subjected to the engine being measured and/or be retained in a closed park until at least 30 minutes after the complete provisional results have been displayed.

#### **TL 03.9.7 Refueling**

Refuelling of all motorcycles must only take place in the paddock, with the use of an environmental mat to protect the ground from contamination.

**Refuelling in the paddock without the use of an environment mat will entail a fine as defined in the Environmental Code. Refuelling outside the paddock will result in the disqualification of the rider and the removal of his bib and those of his assistants.**

## **TL 03.10 PENALTIES**

### **TL 03.10.1 Time Penalties with respect to Time Allowances**

See Art. [01.10.1](#)

### **TL 03.10.2 Penalty Points in a Section during the Trial**

See Art. [01.10.2](#)

#### **TL 03.10.2.1 Definition of Fault**

See Art. [01.10.2.1](#)

#### **TL 03.10.2.2 Definitions of Failure**

See Art. [01.10.2.2](#)

#### **TL 03.10.2.3 Extra Sanction Points**

See Art. [01.10.2.3](#)

#### **TL 03.10.2.4 Obstruction**

See Art. [01.10.2.4](#)

### **TL 03.10.3 Financial penalty**

See Art. [01.10.3](#)

### **TL 03.10.4 Yellow Card**

See Art. [01.10.4](#)

### **TL 03.10.5 Disqualification**

See Art. [01.10.5](#)

## **TL 03.11 RECORDING OF SCORES**

See Art. [01.11](#)

## **TL 03.12 RESULTS AND CLASSIFICATION'S**

### **TL 03.12.1 Event Results and Classification**

See Art. [01.12.1](#)

### **TL 03.12.2 Overall Classification**

European Championship – At the conclusion of the season the Points awarded to each rider from all events held will be taken into consideration for the final Classification.

International Class – There is no overall Classification for the International Class.

## **TL 03.13 PREMATURE STOPPAGE**

See Art. [01.13](#)

## **TL 03.14 TIES**

### **TL 03.14.1 Ties at the end of the Event**

In the case of ties, the rider with the greatest number of "cleans" (0 point) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, then 3 points will be taken into account.

If a tie still persists, the rider who completes the day in the shortest time measured by the second will be deemed the winner.

For the Youth Championship Class: If a tie still persists, both riders will be credited with the same position and the Championship points allocated to that position will be awarded to both riders, e.g. if two riders tie for the 2nd place, after the above, then the points will be awarded as follows: 20, 17, 17, 13, 11 etc.

### **TL 03.14.2 Ties at the end of the Youth Championship**

A tie at the end of the Championship will be decided by the majority of the best placings. If a tie still exists, it will be decided in the following order; by the better placing in the last, in the last but one, or in the last but two events, etc.

## **TL 03.15 AWARDS**

Awards shall be presented to at least the first three placed riders in each class.

For the final event of the Youth Championship the awards for the first three placed riders in the final classification are provided by the FIM Europe.

### **TL 03.15.1 Prize Giving Ceremony and Public interview**

See Art. TL [01.15.1](#)

### **TL 03.15.2 Penalty for non-attendance**

See Art. TL [01.15.2](#)

## **TL 03.16 PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of Euro 130.- or the equivalent amount in local currency (convertible), returnable if the protest is justified.

A protest against the capacity of a machine will result in the measurement of that machine and also the machine of the protester.

MODEL. The template is available from the FIM Europe website



# SUPPLEMENTARY REGULATIONS

## FIM Europe YOUTH TRIAL EUROPEAN CHAMPIONSHIP

### ANNOUNCEMENT

The <club name here> will promote the <round number here> round of the FIM Europe Trial European Championship on behalf of the <federation name here>. The event will be held in accordance with the Sporting Code of the FIM Europe together with relevant Appendices of the FIM and FIM Europe, these Supplementary Regulations and any Final Instructions approved by the Jury. The FIM Environment Code shall apply. Each event will include an International class (see TL 03.8.1 and TL 03.8.2)

The event will be held on <date here> at <venue name here>.

EMN N° 42/#

### ACCESS

Paddock GPS Coordinates:	<Latitude coordinates>	<Longitude coordinates>
Nearest Airport:		
Access Motorway and Exit:	Motorway Number: ###	Exit number: ###
National Road(s) to Venue:	Road number ###	
Nearest Town:	<Town name>	distance: ### km

### ADDRESSES AND CONTACT INFORMATION

	Organiser of the Event	Secretariat of the Event	Accommodation Service
Name			
Address			
Telephone			
Fax			
e-mail	@	@	@

## **1 ENTRIES**

Entries must be made on the official entry form and sent to the Secretary of the meeting. The rider must specify either European Championship class or International Class (see TL 03.8.2).

Entries must be received by <closing date here>. Entries received after this date and up until four days before the event will be subject to a double entry fee for rider and assistant. No entries will be accepted later than 4 days before the event.

All riders not affiliated to the FMNR must have their entry endorsed by their own FMN.

<If entries are to be limited, please write the limit number and method of limitation here. If not limited, please delete this text.>

## **2 TECHNICAL CONTROL AND REGISTRATION**

The administrative and technical controls will take place as indicated in the timetable (see FIM Europe Trial rules) the day prior to the event.

Machines must comply with the technical requirements of the FIM Trial Technical Rules and the specifications and exemptions mentioned in the FIM Europe Trial rules. Parts will be marked in accordance with TL 01.9.4. Sound Control testing will be carried out in accordance with TL 01.9.3.

At the administrative control, the rider must submit her appropriate Rider's License, valid for the event (Art TL 03.8.1).

At the technical control, the rider must submit the administrative documents of her motorcycle and a helmet, according to the FIM standards.

This event does not require riders and motorcycles to be legal for public roads.

## **3 NUMBERS**

The organisers shall issue riding numbers.

## **4 STARTING ORDER**

At the Administrative Control each rider will sign on and take a start position from the appropriate ballot box. (See TL 03.8.7).

## **5 COURSE**

The length of the course is of ## km.

## **6 PADDOCK / PRACTICE**

The Paddock will be opened to all riders from <date and time here>.

The practice area will be opened to all riders from <date and time here>. Any rider found practicing outside of this area may not be allowed to start.

Riders may only visit the Sections at the time stated on the Notice Board in the Paddock.

## **7 HEADQUARTERS AND JURY MEETINGS**

The Headquarters for the event will be <headquarter location here>, and Jury Meetings will be held at <Jury Room location here>.

The first Jury Meeting will be held the day prior to the event at 18:00. The Jury President will call additional Jury Meetings the times of which will be on the Notice Board.

## **8 AWARDS AND PRIZE GIVING CEREMONY**

The Prize Giving Ceremony will take place within 15 minutes after the last rider has arrived at the finish.

Awards will be presented to the first ## placed riders in each class of the event.

## **9 ADDITIONAL INFORMATION**

Enclosed with these Supplementary Regulations is a hotel list, which includes the locations and the costs.

Also attached is a map showing the main access roads to the event and the precise location of the paddock.

## **10 OFFICIALS**

	Name	FIM License N°
President of the Jury:		
FMNR Member of the Jury:		
Clerk of the Course:		
Chief Technical Steward:		
Environment Official:		
Chief Timekeeper:		

FMN Delegates: In accordance with the FIM Europe Sporting Code.

MODEL. The template is available from the FIM Europe website

# **COMPULSORY FIM Europe STANDARDS FOR ORGANISERS OF TRIAL EUROPEAN CHAMPIONSHIPS AND CUPS**

## **1. FIRST AID-EMERGENCY FACILITIES**

Shall be in accordance with the FIM Europe Medical Code.

## **2. SANITARY SERVICES**

Sanitary installations for the riders, officials, press, organisational members and the spectators shall be in accordance with the Environment Code of the FIM

Organisers to be aware of the large number of Motorhomes/ Caravans that require a suitable place for the disposal of toilet waste.

## **3. SECTIONS AND COURSE**

The Sections must be completely marked out (including numbering) and available for inspection by the Jury President at least 24 hours before the scheduled start time.

Regarding the safety, severity and length of the sections the Jury President shall make the final decision. The International Jury must inspect them, at the latest, the day before the competition. During the inspection of the sections by the International Jury, the organiser shall ensure that materials and personnel are available to correct immediately any changes decided.

The spectator access to the sections shall be marked clearly and whenever possible using different routes to those used by the riders to ensure the smooth running of the event (without hindering the participants).

A sufficiently long corridor must be prepared and kept clean before the entrance to a section to ensure that the riders reach the beginning of a section without difficulties.

An observation enclosure shall be provided, on the outside of the sections limits, for the Officials, the riders, the Assistant (Minder)s, the press and the manufacturers.

**It must be possible for the riders to follow and complete the course (from the paddock to all sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).**

## **4. SECTION SCORE BOARD AND BACK UP SCORE SHEET**

A back up score sheet shall be completed at each section showing the scores of all riders. This back up sheet shall be sent immediately at the end of each lap directly to the Results Manager.

For the European Championship a score board visible to the Public shall be installed at each Section to show the scores of at least the top 15 riders.

## **5. NOTIFICATION DOCUMENT**

A Notification document will be supplied to all organisers and this must be completed by the Section Observer for any Correction, or Additional Penalty, that may be awarded. To be valid this document must be signed by the Observer, endorsed by the Clerk of the Course and handed to the Results Manager within 60 minutes of the incident.

## **6. OBSERVER IDENTIFICATION**

The observers must wear uniform (bibs, caps, overalls, etc), so that the riders are able to identify them clearly.

At each section, at least one of the Officials shall have followed a specific training for observer. This training should be certified by a FMN.

These officials should remain at the disposal of the Clerk of the Course until the end of the time limit for protests.

## **7. PADDOCK**

The riders paddock shall:

- Be situated on a flat surface;
- have sufficient area;
- be asphalted or of a surface allowing the traffic of the competitors' vehicles under all weather conditions;
- be organised accordingly to the dimensions of the riders and manufacturers working vehicles and motorhomes. The riders' and Assistant (Minder)s' private vehicles shall not be allowed in the paddock
- have, next to the paddock, a parking for riders', teams', manufacturers' and press' private vehicles;
- have opened roads to assure, at any time, passage for vehicles to leave the paddock;
- have separated sanitary facilities for men and women, including toilets and showers;
- have a full supply of drinking water and electric points;
- be provided with sufficient rubbish containers. The organiser should take care of the cleaning service;
- be provided with containers to receive used oils and lubricants;
- be provided with a special place for the cleaning of the motorbikes (according to Art. 6 of the Environmental Code);
- have evening illumination;
- have a security service during the evening;
- have a notice board with all the necessary information for the riders.

It is recommended, but not obligatory that the organiser supplies wireless Internet access in the paddock.

The installations shall be fully in place for the opening of the Paddock, which must be established on the Thursday prior to the event. If the Paddock is to be open to riders before this time then the actual day of opening and facilities available, (Toilets, Drinking water, Electricity) must be stated on the Supplementary Regulations together with any nightly rate that may be charged.



**Note:** From the official opening time of the Paddock to the end of the event, the facilities are to be freely available, without charge, to all competitors.

There should be a person responsible for the Paddock and for its general running. The Paddock should wherever possible be located next to an inhabited region and services: hospital, supermarket, pharmacy, service station, etc.

## **8. NOTICE BOARD**

A prominently placed "NOTICE BOARD" shall be installed in the paddock from the opening day, upon which the following information shall be displayed.

- A map of the local town indicating the location of the following: Hospital/Medical Centre, post office, telephone, police station, supermarket and tourist information office.
- Directions to and times of the Practice Area.
- Time and place of the first Jury meeting.
- Time and Place of the Technical and Administrative Controls.
- Time at which the riders may inspect the Sections.

At the appropriate time the following information shall be displayed: Entry list, starting order, provisional results. All information shall be in both official languages.

## **9. PRACTICE AREA**

A practice area (sections) of adequate size must be installed. This practice area must allow riders to practice in accordance with the rules. The characteristic of the terrain should at least partially correspond to the sections used in the event. The area has to be marked off clearly, and the access must be marked. It must be possible for the riders to access the practice area at all times that it is open without the need for a driving license or a registered bike.

It is recommended that this area be open to all riders 3 days before the event and the exact date shall be published in the Supplementary Regulations.

It is forbidden to provide sections for the event in this area unless they are clearly marked and fenced prior to the opening of Practice.

## **10. STARTING TIME**

The organiser must fix the starting time to satisfy the requirements of the appropriate rules.

### **10. STARTING PLACE**

The starting area shall allow the riders to travel without being hindered by the spectators. Riders shall start from a platform. A loudspeaker shall be installed to call up the riders in English, French and the National language.

The starting rostrum should be nicely decorated. A notice board with the latest information for the riders shall be installed just next to the Starting area. The following information shall be displayed: Entry list, Starting order, Provisional results, Official hours, Decisions of the Jury, etc...

A notice board with the results should be installed visibly in order to have clear information.

## **11. PARKING FOR PRESS, JURY, OFFICIALS**

Separated parking places for Press, Jury Members, Delegates and Officials must be installed and specially marked.

## **12. JURY ROOM**

For the meetings of the International Jury a room of adequate size must be prepared to ensure quiet working conditions for the Jury.

For the meeting between the Jury President and the organisers the Clerk of the Course must be in attendance together with the person responsible for the Sections and the Secretary of the Meeting.

## **13. PRESS ROOM**

A room must be provided exclusively for the Press with the following installations: Tables, chairs and internet access separated from the network of the organiser or the riders should be provided.

The opening hours of the Pressroom should be suitable to the working times of the Press. A person from the organisation, able to use these installations, must be present.

## **14. ADMINISTRATIVE AND TECHNICAL CONTROLS**

The administrative and technical controls shall be carried out at the times specified in the appropriate rules.

## **15. ADDITIONAL INFORMATION**

The following information shall be enclosed with the Supplementary Regulations.

- A hotel list which includes the locations and the costs.
- A map showing the main access roads to the event and the precise location of the paddock.
- The location and distance from the start of the nearest international airport.

## **16. AWARDS**

Awards shall be presented to at least the first three placed riders in each Class. Souvenirs may be given to all riders.

## **17. PRIZE GIVING CEREMONY**

The prize giving ceremony shall take place in the starting area within 15 minutes of the arrival at the finish of the last rider.

The prize giving ceremony shall correspond to the standards of a FIM Europe Championship event with podium, loudspeaker, etc.

It is recommended to have a nicely decorated podium in clear view of the public. The first three placed riders should receive a trophy together with any appropriate ceremonial gift.

Press conference: The first three placed riders, together with any additional riders invited

by the Clerk of the Course, may be invited to attend a short Press conference to take place immediately after the prize giving ceremony.

If a rider is absent from the prize giving ceremony or press conference, without the prior approval of the Clerk of the Course, he will be penalised with a fine of up to Euro 200.-

**18. SYMBOLIC PRIZE GIVING CEREMONY AT THE LAST  
EVENT OF THE CHAMPIONSHIP OR CUP**

The organiser of the last event shall organise a symbolic Prize Giving Ceremony for the three first placed riders of the Championships or Cups.

## **DUTIES OF THE ASSISTANT (MINDER)S**

### **TASKS**

The rider and the Assistant must sign a declaration that the rider is responsible for all action of the Assistant.

The Assistant must at all times wear leather boots, trousers and a helmet complying with the Technical rules, Appendix "Trial", whilst riding a motorcycle.

The Assistant must wear a riding bib, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with, but of different color. This bib is not transferable and must be worn only by the registered Assistant. He must also wear a number at the rear of his helmet.

### **RIGHTS**

The Assistant can follow his rider on the course, respecting the organiser's marks.

He may assist the rider anywhere on the course, to repair his machine or change any unmarked parts.

He may use the section's enclosure.

He may hold his rider's machine anywhere on the course, except in the section corridor.

He may go inside the section for the security of his rider, if he gets the authorisation of the sections official.

### **RESTRICTIONS**

He is not allowed to go into the boundaries of any section unless specially invited by an Official (for security reasons).

He is not allowed to push the rider's motorcycle on the course, while the rider is completing the course.

He is not allowed to circulate with his rider's motorcycle, neither on the course, nor in the sections, while the rider is completing the course.

He is not allowed the push, nor to hold his rider's motorcycle in the section corridor.

He is not allowed to keep his rider's scorecard.

He is not allowed to modify the sections' marking, to change the position of the tapes or of the arrows.

He is not allowed to discuss with the officials about the penalties' application.

He is not allowed to replace the rider at the prize giving ceremony.

# TIMETABLES

In the case of a joint event with the FIM World Championship, the timetable will be published together with the Supplementary Regulations for that event. The EC will always be held on a Saturday, and the paddock will be open from Thursday. Technical and Administrative Control and rider's visit of the sections will take place Friday.

## ONE DAY FIM Europe EVENTS

DAY	TIME	EUROPEAN CHAMPIONSHIP (40,43,44) SINGLE	YOUTH AND WOMEN'S CHAMPIONSHIP (42,41)
TWO DAYS BEFORE THE TRIAL	15:00	Paddock open to riders	Paddock open to riders
	18:00	Voting jury: Meeting with organisers	Voting jury: Meeting with organisers
ONE DAY BEFORE THE TRIAL	09:00	Jury inspection of the sections	Jury inspection of the sections
	10:00-13:00	Practice area open	Practice area open
	12:00-15:00	Administrative & Technical control	Administrative & Technical control
	14:00-17:00	Riders visit of the sections	Riders visit of the sections
	18:00	1st Jury Meeting	Jury Meeting
DAY OF THE TRIAL	11:00	Start of the last rider	Start of the last rider
	ca. 15:30		Arrival of the last rider
	ca. 15:45		Price-giving ceremony
	ca. 16:00	Arrival of the last rider	
	ca. 16:15	Price-giving ceremony	Final Jury Meeting
	ca. 16:45	Final Jury meeting	

## TWO DAYS FIM Europe EVENTS

DAY	TIME	EUROPEAN CHAMPIONSHIP (40,43,44) DOUBLE	EUROPEAN CHAMPIONSHIP (40,43,44) WITH WOMEN (41) AND YOUTH (42)
<b>TWO DAYS BEFORE THE TRIAL</b>	15:00	Paddock open to riders	Paddock open to riders
	18:00	Voting jury: Meeting with organisers	Voting jury: Meeting with organisers
<b>ONE DAY BEFORE THE TRIAL</b>	09:00	Jury inspection of the sections	Jury inspection of the sections
	10:00-13:00	Practice area open	Practice area open
	11:00-13:30		Admin & Tech control Women Youth
	12:00-15:00	Administrative & Technical control	
	13:30-16:00		Admin & Tech control Euro Champ
	13:00-17:00		Women & Youth visit the sections
	14:00-17:00	Riders visit of the sections	
	18:00	1st Jury Meeting	1st Jury Meeting Women & Youth
<b>1st DAY OF THE TRIAL</b>	11:00	Start of the last rider	Start last rider Women & Youth
	13:00-14:00		Admin & Tech control EC - Late Arrivers
	15:00-18:00		Visit of the Sections EC
	ca. 15:30		Arrival of the last rider W&Y
	ca. 15:45		Price-giving ceremony W&Y
	ca. 16:00	Arrival of the last rider	
	ca. 16:15	Price-giving ceremony	
	ca. 16:45	2nd Jury Meeting	Final Jury W & Y, 1st meeting EC
<b>2nd DAY OF THE TRIAL</b>	11:00	Start of the last rider	Start of the last rider EC
	16:00	Arrival of the last rider	Arrival of the last rider
	ca. 16:15	Price-giving ceremony	Price-giving ceremony
	ca. 16:45	Final Jury meeting	Final Jury meeting

