FIM EUROPE TRIAL RULES

2022

1.0 / January 2022

2022 FIM Europe TRIAL RULES

January 2022, (v 1.0)
Amendments for 2022 in **bold**

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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.

RULE CHANGE OVERVIEW

Some important amendments introduced by the Trial Commission 2019, 2020 ,2021 and 2022.

- 2019
  - CHANGE OF PENALTIES IN THE SECTION CORRIDOR: To leave the corridor, to receive outside help in the corridor or to have the assistant enter the corridor used to be an addition of 5 penalty points for the rider. In order to harmonise with rule changes in the WC rules, this is now punished as a failure in the section (5 points and not necessary to ride it).
  - CHARGING OR CHANGING THE ACCUMULATOR (BATTERY) of an electric motorbike must be carried out in the paddock following the guidelines in the FIM Trial Technical Rules art 01.50.2.3.
  - THE STARTING ORDER FOR WOMEN AND YOUTH CLASSES ARE NOW CHANGED: 1. Women International - 2. Youth International - 3. Women Championship - 4. Youth Championship
  - FROM THIS YEAR, BACK PROTECTOR AND KNEE PROTECTORS are mandatory whilst riding a motorcycle or being inside the section boundaries.
- 2020
  - FROM 2020 THE INTERNATIONAL CLASS I NO LONGER EXIXTS. Due to very few riders in this class for the last few years, the Trial Commission have decided to go back to only one International Class for the European Championship (TL 01.1)
  - MORE FLEXIBILITY REGARDING NUMBER OF SECTIONS AND LAPS. Some organisers experience problems having to create 15 quality sections due to aerial restrictions, so we now have made it possible for organisers to apply to the Commission for an exception from the 15sections/2 laps format (TL 01.3.1 & 01.4, TL 02.3.1 & 02.4, TL 03.3.1 & 03.4)
- 2021
  - IT WILL BE ALLOWED FOR THE RIDERS TO WALK IN THE SECTIONS DURING THE DAY OF COMPETITION

    This has been done to harmonize the rules of the World Championship and most of the National Championships (TL01.7.1, 01.7.2, 01.10.2.2, 01.10.3, 02.7.1, 02.7.2, 02.10.2.2, 02.10.3, 03.7.1, 03.7.2, 03.10.2.2, and 03.10.3)
- **2022**
  - **IT WILL BE ALLOWED FOR THE ORGANIZERS TO ALSO USE AN ELECTRONIC SCORING SYSTEM**

    See TL 01.11 Recording of scores
  - **IT WILL BE ALLOWED FOR ASSISTANTS TO USE FIM ASSISTANT LICENSE ALSO IN THE TRIAL EUROPEAN CHAMPIONSHIP**
  - **See TL01.8.5**

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

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TL 01.1 GENERAL

The FIM Europe has established the FIM Europe Trial European Championship, the FIM Europe Junior Trial Cup and the FIM Europe Over-40 Trial Cup.

The European Championship is open to riders of at least 16 years of age at the date of the event.

The FIM Europe Junior Trial Cup is open to riders of at least 15 years of age at the date of the event and who are under, or reach, 23 years during the current year. 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).

The FIM Europe Over- 40 Trial Cup is open to riders of over 40 years of age at the date of the event.

Each event also includes an International Class. The International Class is open to riders from 16 to 39 years of age at the day of the event. They will compete on the same section route as the Over 40 Cup. There is no final classification for this class.

All classes are open to riders from other CONUs.

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, 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 also ensure that the Organiser is fully conversant with these 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

Two days before the competition, a meeting will take place between the organisers and the Jury President. This meeting must include the following persons:
- the Jury President
- the Clerk of the Course
- the Secretary of the event
- the person appointed by the FMNR as detailed in TL 01.1.1
- 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 will supervise the event. A third jury member may be appointed from amongst the licensed delegates or a present member of the FIM Europe Trial Commission. If no other person with a sporting steward license is present at the event, the Jury President will have a casting vote in the case of a tie (FIM Europe Sporting Code art 50.1).

A Jury Member cannot take part as an Assistant (FIM Europe Sporting Code art 40.3).

Any FMN with a rider competing in the event may send a delegate with a sporting steward license 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 and must not discuss any concerns directly with observers or other officials.

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).

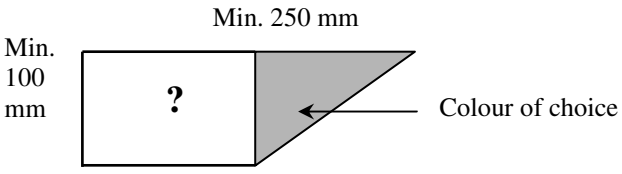
To be classified as a finisher the rider alone shall ride or push the machine for the entire distance of the Course, unless the organisers have authorised other assistance or authorised deviation.

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. If an exception as described in TL 01.4 applies, 3 laps may be used.

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 it was left.

The course shall be completely 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 must, wherever possible, be a route marked for spectators, different to that marked for the riders. If spectators riding motorcycles are allowed to follow the course, this must be mentioned in the Supplementary Regulations, and necessary safety measures must be taken to avoid conflicts between competitors and spectators riding motorcycles.

TL 01.4 SECTIONS

The number of sections shall be 15 per lap. The Trial Commission may, under special circumstances, make exceptions regarding the number of sections per lap. The total number of sections should be as close to 30 as possible, and 3 laps can be used to achieve this.

Different lines within the sections, shall be provided as appropriate for riders of the Championship, the Junior Cup, the Over 40 Cup and the 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, 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 two riders to sit in a queue with their machines when they are ready and prepared to attempt the section.

The rider will be penalised by failure (5 points, see TL 01.10.2.2 p 14) for contravention of the following:

a. Leaving the machine in this corridor.
b. The Assistant entering the corridor.
c. Receiving any outside assistance to the machine in this corridor

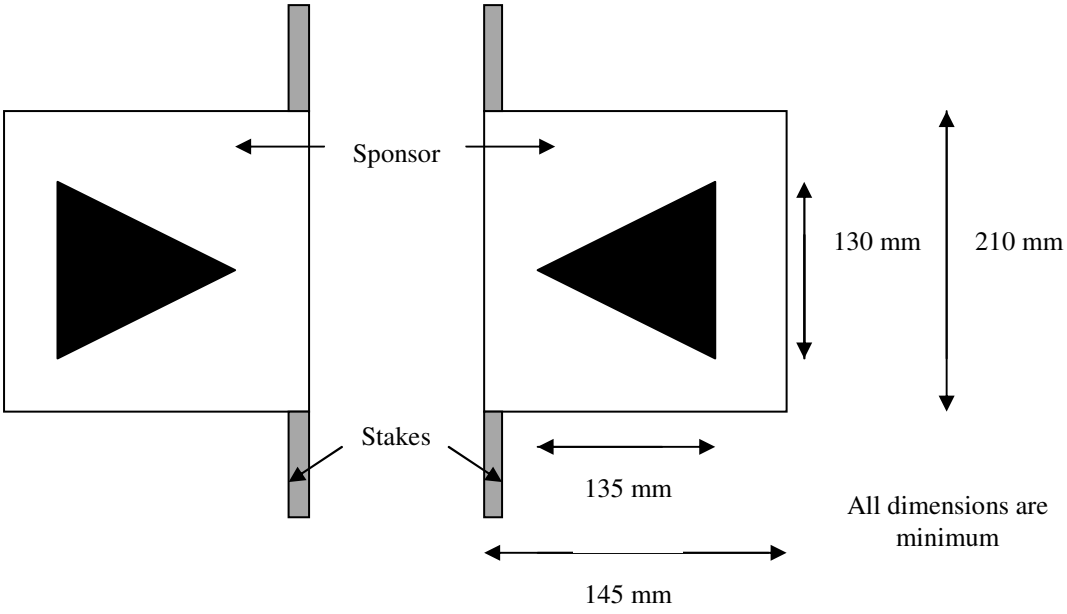
TL 01.4.2 Section Boundaries

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 minimum width between these markers being 120 cm.



Riders 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.

01.4.2.1: Colour codes in the sections
The Arrows within the gates shall be coloured red for the Championship Class, blue for the Junior Cup and yellow for the Over 40 Cup and the International Class.

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 the duties, the time control official shall be in possession of an instrument which registers to the tolerance allowed.

A reserve chronometer which registers to the tolerance allowed shall be at the disposal of the time control official.

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

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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 30 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 until the machine is released by the organiser at the finish point (see TL 01.9.4).

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

board 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 authorisation, the rider shall be penalised with a fine of EUR 200.–.

TL 01.7.2 Inspection of the Sections during the event.
The riders are allowed to inspect the Sections on foot 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.

TL 01.8.1 Riders' Licenses

Championship Class and Over-40 Cup: Riders must be holders of an annual or One event Trial Continental Championship license.

Junior Cup: Riders must be holders of an annual or one event Trial Continental promotional license (or a FIM Continental Championship License).

International Class: Riders must be in possession of an annual or one event FIM International Trial Meeting License issued by the FIM web application (or any other valid Continental Trial License). For events organised by their own FMN, a rider may use a National License.

TL 01.8.2 Submission of entries

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's 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.

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

TL 01.8.2.2 Non-participation in an event
Any rider whose entry for an event has been confirmed to the 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 € 55
The entry fee for the rider for two days of the European championship: € 85

The fee for the Assistant shall be € 45
The fee for the Assistant for two days of the European championship: € 70

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
Starting numbers must be in conformity with the following:

- The numbers shall be printed on a white area of 25 cm X 25 cm.
- Height of numbers: 15 cm
- Width of number: 6 cm
- Width of stroke: 2 cm
- Only the space outside the 25 x 25 cm area may be used for publicity.
- Bibs manufactured from plastic material are not allowed.

The bibs of each Class shall be clearly identified from those of the other Classes. This may be by colour 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 print of a valid FIM International Trial license issued via the FIM web application**,** a yearly or one event FIM Europe Trial Assistant license, **FIM Trial Assistant license** or any other FIM Europe trial license or FIM trial license. However, a registered assistant may use a valid National Trial license in the assistant's own country.

The rider and the Assistant must sign a declaration that the rider is responsible for all actions 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, arm covering, back protector, knee protector and a helmet whilst riding a motorcycle or being inside the section boundaries.

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 the helmet, supplied by the organiser, with the corresponding riding number to that of the rider.

The assistant's bib is not transferable and must be worn only by the registered assistant. In the case of injury a substitute assistant with a correct age and license may be registered. The bib should be visible on the chest of the Assistant and the number at the rear of the helmet during the entire Trial.

The assistant '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 the 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 the machine on the course.

See also the chapter DUTIES OF THE ASSISTANT (MINDER)
The Assistant is subject to sanctions according to art. TL 01.10.3

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.
When two rounds are organised at the same weekend, one ballot for each day will be done during the Administrative Control.

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

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. However, for all categories of the European Trial Championships, exemptions have been made regarding engine capacity and weight of the bike. There are no restrictions to the engine capacity of the bikes, and the 2013 weight limits of 65 kg for 125cc bikes and 66 kg for bikes over 125cc are still valid. The weight limit does not apply for electrical motorbikes.

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 bikes 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, back protector, knee protector 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.

Parts	Marking	#	Where marked
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	

* Does not apply for electrical bikes

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, this action must be declared 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 Refuelling
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 and the removal of the rider's bib as well as that of the assistant.

TL 01.9.8 Charging or changing the accumulator

Electric motorbikes will only be allowed to charge or change the accumulator in the paddock taking into account the conditions stated in the FIM Trial Technical Rules, article 0.1.50.02.3 Charging the accumulator.

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: More than 20 minutes late arrival at the start: Disqualification	1 Point
For each minute or part thereof late at the first lap time control: More than 20 minutes late at the first lap time control: Disqualification	1 Point
For each minute or part thereof late at the last lap time control: More than 20 minutes late at the last lap time control: Disqualification	1 Point
For arriving late at the finishing point according to the second paragraph in article TL 01.5.4.	5 Points (and 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 the 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 with 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 riding inside a section
10) The Assistant comes into the section without the invitation of the Observer.
11) The rider or the assistant changes the condition of a section.
12) The rider receives outside physical assistance.
13) Contravention of letter a, b or c in article TL 01.4.1 (Section Corridor)

TL 01.10.2.3 Extra Sanction Points

- The Assistant disputes the section official's decision:	Yellow Card
- Not attempting the sections in numerical order:	10 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/her 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. 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:

- Any person interested in the performance of the rider enters into the section for a private visit, outside of the competition, unless they are specifically invited by an official: Euro 200.-
- The rider enters into the section for a private visit, outside of specified times, unless they are specifically invited by an official: Euro 200.-

- Working or refuelling on a machine in the Paddock without the use of an Environment Mat as defined in the FIM Environment Code.

- 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, back protector, knee protector and a helmet whilst riding a motorcycle.
  b) wearing boots, long trousers, arm covering back protector, knee protector and a helmet whilst inside the section boundaries.
  c) having the bib and the helmet number fully visible.

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

The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Europe Disciplinary and Arbitration Code.

Penalties

First offence during the event:	Euro 50 + 5 extra points
Second offence during the event:	Euro 75 + 5 extra points
Third offence during the event:	Disqualification + Euro 150

The Jury may take further action for serious offences.

TL 01.10.5 Disqualification

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

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 Anti-doping 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 the rider's assistant.
l) Refueling outside the paddock (Art. TL 01.9.7)

TL 01.11 RECORDING OF SCORES

The organizer of the event can choose if they want to use an electronic scoring system or a punch card for each rider. If the organizer provides punch card, it should be made from a non-soluble material. The rider is responsible for having the Electronic tag or Punch card marked at each section and for handing in the tag or 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.
In case of mistake on the electronic tag, the observer must immediately make a report to the Results Manager.

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.

The Electronic system or the Punch Card, supplemented by the Notification sheet, will be used to determine the results and that the backup sheets will only be used if the Electronic scoring system fails or 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

The International Class is 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
1st	100	11th	25	21st	7	31st	1
2nd	85	12th	22	22nd	6	32nd	1
3rd	70	13th	20	23rd	5	33rd	1
4th	60	14th	18	24th	4	34th	1
5th	55	15th	16	25th	3	etc	etc
6th	50	16th	14	26th	2		
7th	45	17th	12	27th	1		

8th	40	18th	10	28th	1		
9th	35	19th	9	29th	1		
10th	30	20th	8	30th	1		

It is compulsory for the Clerk of the Course to supply the Jury President with the results in an electronic format as soon as they are ready.

TL 01.12.2 Overall classification
At the conclusion of the season all points awarded to each rider from all events held will be taken into consideration for the final classification of the European Championship, the Junior Cup and the Over-40 Cup.

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 FIM Europe Disciplinary and Arbitration Code and be accompanied by a fee of Euro 350 or the equivalent amount in local currency (convertible), returnable if the protest is justified.

SUPPLEMENTARY REGULATIONS

2022 Trial European Championship
2022 Trial European Junior Cup
2022 Trial European Over-40 Cup
International Class

ANNOUNCEMENT

The <type club name here> will promote the <type round number here> round of the FIM Europe Trial European Championship on behalf of the <type 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 includes an International class (see TL 01.8.1 and TL 01.8.2)

The event will be held on <type date here> at <type venue name here>.
IMN N° 320/# & 321/# & 322/#

ACCESS

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

ADDRESSES AND CONTACT INFORMATION

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

1 ENTRIES

Entries must be made on the official entry form and sent by the rider's FMN to the organiser of the meeting at the e-mail address indicated in the Entry Form. 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 <type in the 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.

2 RIDER'S LICENCE

Championship Class and Over-40 Cup: Riders must be holders of an annual or One event Trial Continental Championship license.
Junior Cup: Riders must be holders of an annual or one event Trial Continental promotional license (or a FIM Continental Championship License).
International Class: Riders must be in possession of an annual or one event FIM International Trial Meeting License issued via the FIM web application (or any other valid Continental Trial License). For events organised by their own FMN, a rider may use a National License.
Assistants (Minders): Assistants must be in possession of an annual ore one-event FIM Europe Trial Assistant license, FIM Assistant license or any other FIM Europe Trial license. For events organized in their own country, the assistant may use a valid National Trial license.

3 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 his appropriate Rider's Licence, 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.

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

4 NUMBERS

The organisers shall issue riding numbers (bibs).

5 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).

6 COURSE

The length of the course is of km.
Number of sections per lap:
Number of laps:

7 PADDOCK / PRACTICE

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

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

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

8 HEADQUARTERS AND JURY MEETINGS

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

9 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 <number here> placed riders in each class of the event.

10 ADDITIONAL INFORMATION

10.1 ☐ Spectators will be allowed to follow the course by motorcycle
☐ Only bib wearers will be allowed to follow the course by motorcycle

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

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

11 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.

FIM Europe WOMEN'S TRIAL EUROPEAN CHAMPIONSHIP

TL 02.1 GENERAL
- TL 02.1.1 FIM Europe Standards for Organisers
- TL 02.1.2 Meeting with the Organisers

TL 02.2 JURISDICTION

TL 02.3 **COURSE**
- TL 02.3.1 Distance
- TL 02.3.2 Course marking

TL 02.4 **SECTIONS**
- TL 02.4.1 Section corridor
- TL 02.4.2 Section boundaries
- TL 02.4.3 Observation Enclosure

TL 02.5 TIME ALLOWANCE AND CONTROL
- TL 02.5.1 Time measurement
- TL 02.5.2 Individual Time Allowance
- TL 02.5.2.1 Increase in Individual Time Allowance
- TL 02.5.3 Starting Time and Control
- TL 02.5.4 Lap Time Control

TL 02.6 PRACTICING

TL 02.7 INSPECTION OF THE SECTIONS
- TL 02.7.1 Inspection of the Sections prior to the event.
- TL 02.7.1 Inspection of the Sections during the event.

TL 02.8 ADMINISTRATION
- TL 02.8.1 Rider's licenses
- TL 02.8.2 Submission of entries
- TL 02.8.2.1 Supplementary Regulations
- TL 02.8.2.2 Non-participation in an event
- TL 02.8.3 Entry fee
- TL 02.8.4 Rider's bibs
- TL 02.8.5 Registered Assistant (Minder)
- TL 02.8.6 Starting interval
- TL 02.8.7 Starting order

TL 02.9 TECHNICAL
- TL 02.9.1 Equipment of Motorcycles
- TL 02.9.2 Riders Equipment
- TL 02.9.3 Sound Control.
- TL 02.9.4 Marking of parts
- TL 02.9.5 Responsibility of rider
- TL 02.9.6 Checking of parts
- TL 02.9.7 Refuelling
- TL 02.9.8 Charging or changing the accumulator

TL 02.10 PENALTIES
- TL 02.10.1 Time Penalties with respect to Time Allowances
- TL 02.10.2 Penalty Points in a Section during the Trial

TL 02.10.2.1 Definition of Fault
TL 02.10.2.2 Definitions of Failure
TL 02.10.2.3 Extra Sanction Points
TL 02.10.2.4 Obstruction
TL 02.10.3 Financial Penalties
TL 02.10.4 Yellow Card
TL 02.10.5 Disqualification

TL 02.11 RECORDING OF SCORES

TL 02.12 RESULTS AND CLASSIFICATION
TL 02.12.1 Event Results and Classification
TL 02.12.2 Final Classification

TL 02.13 PREMATURE STOPPAGE

TL 02.14 TIES
TL 02.14.1 Ties at the end of the event
TL 02.14.2 Ties at the end of the Championship

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 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.

Both classes are open to riders from other CONUs.

Each 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 14 per lap for the championship class and between 12 and 14 sections for the International Class. Exceptions can be decided by the Trial Commission as stated in TL 01.04.

Different lines within the sections shall be provided as appropriate for riders of the different classes.

See Art. 01.4 for further general information

TL 02.4.1 Section Corridor

See Art. 01.4.1

TL 02.4.2 Section Boundaries
See Art. 01.4.2

TL 02.4.2.1 Colour Codes in the sections
The arrows within the gates shall be coloured as follows:

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

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

Events with all Championships on the same weekend
Yellow for the Women's Championship riders and Green for the International Class riders.

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 time control 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 Start Time Control shall be at the starting place with the riders starting from a platform.

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
See Art. 01.7

TL 02.8 ADMINISTRATION
The Administrative Control shall take place the day prior to the event according to the timetables included at the end of this document.

TL 02.8.1 Rider's licenses

Championship Class: Riders must be holders of an annual or one event Trial Continental promotional license (or a FIM Continental Championship License).

International Class: Riders must be in possession of a license as for the Championship Class or an annual or one event FIM Trial International Meeting License issued via the FIM web application. For events organised by their own FMN a rider may use a valid National License.

TL 02.8.2 Submission of entries
See Art. 01.8.2

TL 02.8.2.1 Supplementary Regulations
See Art. 01.8.2.1

TL 02.8.2.2 Non-participation in an event
See Art. 01.8.2.2

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 of 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. When two rounds are organised at the same weekend, one ballot for each day will be done during the Administrative Control.

The starting order for the different classes are: 1. Women International - 2. Youth International - 3. Women Championship - 4. Youth Championship.

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. 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 refuelling 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, there are no restrictions to the engine capacity of the bikes (see art. 02.1). Riders younger than 16 years of age are restricted to the use a bike with an internal combustion engine not exceeding 125cc (tolerance + 2cc). The 2013 weight limits of 65 kg for 125cc bikes and 66 kg for bikes over 125cc are still valid. All riders can choose to compete with an electrically powered motorbike. The weight limit does not apply for electrical motorbikes.

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, arm covering, back protector, knee protector 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
See Art. 01.9.7

TL 03.9.8 Charging or changing the accumulator
See Art 01.9.8

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
See Art. 01.14

TL 02.15 AWARDS
See Art. 01.15

TL 02.16 PROTESTS
See Art. 01.16

MODEL

Template available at http://www.fim-europe.com

SUPPLEMENTARY REGULATIONS

2022 FIM Europe Women's Trial

European Championship

ANNOUNCEMENT

The type club <name here> will promote the type round <number here> round of the FIM Europe Women's Trial European Championship on behalf of the <write federation name here>. The event will be held in accordance with the Sporting Code of the FIM Europe together with relevant Appendices of 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 <type date here> at <type venue name here>.
IMN N° 323/#

ACCESS

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

ADDRESSES AND CONTACT INFORMATION

	Organising club	**Secretariat of the Event**	**Accommodation info**
Name			
Address			
Telephone			
e-mail			

1 ENTRIES

Entries must be made on the official entry form and sent by the rider's FMN to the organiser of the meeting at the e-mail address indicated in the Entry Form. The rider must specify either European Championship class or International Class (see TL 02.8.2).

Entries must be received by <type in the 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.

2 RIDER'S AND ASSISTANT`S LICENCE

Championship Class: Riders must be holders of a**n** annual or one event Trial Continental promotional license (or a FIM Continental Championship License).
International Class: Riders must be in possession of a license as for the Championship Class or an annual or one event FIM International Trial Meeting License issued via the FIM web application. For events organised by their own FMN a rider may use a valid National License.
Assistants (Minders): Assistants must be in possession of an annual ore one-event FIM Europe Trial Assistant license, FIM Assistant license or any other FIM Europe Trial license. For events organized in their own country, the assistant may use a valid National Trial license.

3 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 Licence, 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.

4 NUMBERS

The organisers shall issue riding numbers (bibs).

5 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).

6 COURSE

The length of the course is of km.

Number of sections per lap:
Number of laps:

7 PADDOCK / PRACTICE

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

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

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

8 HEADQUARTERS AND JURY MEETINGS

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

9 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 <number here> placed riders in each class of the event.

10 ADDITIONAL INFORMATION

10.1 ☐ Spectators will be allowed to follow the course by motorcycle
☐ Only bib wearers will be allowed to follow the course by motorcycle

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

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

11 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.

FIM Europe YOUTH TRIAL EUROPEAN CHAMPIONSHIP

TL 03.1 GENERAL
TL 03.1.1 FIM Europe Standards for Organisers
TL 03.1.2 Meeting with the Organisers

TL 03.2 JURISDICTION

TL 03.3 **COURSE**
TL 03.3.1 Distance
TL 03.3.2 Course marking

TL 03.4 **SECTIONS**
TL 03.4.1 Section corridor
TL 03.4.2 Section boundaries
TL 03.4.3 Observation Enclosure

TL 03.5 TIME ALLOWANCE AND CONTROL
TL 03.5.1 Time measurement
TL 03.5.2 Individual Time Allowance
TL 03.5.2.1 Increase in Individual Time Allowance
TL 03.5.3 Starting Time and Control
TL 03.5.4 Lap Time Control

TL 03.6 PRACTICING

TL 03.7 INSPECTION OF THE SECTIONS
TL 03.7.1 Inspection of the Sections prior to the event.
TL 03.7.1 Inspection of the Sections during the event.

TL 03.8 ADMINISTRATION
TL 03.8.1 Rider's licenses
TL 03.8.2 Submission of entries
TL 03.8.2.1 Supplementary Regulations
TL 03.8.2.2 Non-participation in an event
TL 03.8.3 Entry fee
TL 03.8.4 Rider's bibs
TL 03.8.5 Registered Assistant (Minder)
TL 03.8.6 Starting interval
TL 03.8.7 Starting order

TL 03.9 TECHNICAL
TL 03.9.1 Equipment of Motorcycles
TL 03.9.2 Riders Equipment
TL 03.9.3 Sound Level Control.
TL 03.9.4 Marking of Parts
TL 03.9.5 Responsibility of Rider
TL 03.9.6 Checking of Parts
TL 03.9.7 Refuelling
TL 03.9.8 Charging or changing the accumulator

TL 03.10 PENALTIES
TL 03.10.1 Time Penalties with respect to Time Allowances
TL 03.10.2 Penalty Points in a Section during the Trial

TL 03.10.2.1 Definition of Fault
TL 03.10.2.2 Definitions of Failure
TL 03.10.2.3 Extra Sanction Points
TL 03.10.2.4 Obstruction
TL 03.10.3 Financial Penalties
TL 03.10.4 Yellow Card
TL 03.10.5 Disqualification

TL 03.11 RECORDING OF SCORES

TL 03.12 RESULTS AND CLASSIFICATION
TL 03.12.1 Event Results and Classification
TL 03.12.2 Final Classification

TL 03.13 PREMATURE STOPPAGE

TL 03.14 TIES
TL 03.14.1 Ties at the end of the event
TL 03.14.2 Ties at the end of the Cup

TL 03.15 AWARDS
TL 03.15.1 Prize Giving Ceremony and Public interview
TL 03.15.2 Penalty for non-attendance
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 14 per lap for the championship class and between 12 and 14 sections for the international class. Exceptions can be decided by the Trial Commission as stated in TL 01.04

Different lines within the sections shall be provided as appropriate for riders of the different classes.

See Art. 01.4 for further general information

TL 03.4.1 Section Corridor
See Art. 01.4.1

TL 03.4.2 Section Boundaries
See Art. 01.4.2

TL 03.4.2.1 Colour Codes in the sections
The Arrows within the gates shall be of different colour for the different classes:

Events for Youth only and together with Women.
Red for the European Championship riders, and blue for the International Class riders.

Events with all Championships on the same weekend
Blue for the European Championship riders, and Yellow for the International Class riders.

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.

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.
See Art. 01.07.1

TL 03.7.2 Inspection of the Sections during the event.
See Art. 01.07.2

TL 03.8 ADMINISTRATION

The Administrative Control shall take place the day prior to the event according to the timetables included at the end of this document.

TL 03.8.1 Riders' Licenses

Youth Championship Class:
Riders must be holders of an annual or one event Trial Continental promotional license (or a FIM Continental Championship Licence).

***I**nternational Class:* Riders must be in possession of a license as for the Championship Class or an annual or one event FIM Trial International Meeting License issued via the FIM web application. For events organised by their own FMN a rider may use a valid National License.

TL 03.8.2 Submission of entries
See Art. 01.8.2

TL 03.8.2.1 Supplementary Regulations
See Art. 01.8.2.1

TL 03.8.2.1 Non participation in an event
See Art. 01.8.2.2

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.
When two rounds are organised at the same weekend, one ballot for each day will be done during the Administrative Control.

The starting order for the different classes is: 1. Women International - 2. Youth International - 3. Women Championship - 4. Youth Championship.

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 refuelling 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, but exemptions have been made for the weight of the bike. All riders are restricted to the use of bike with an internal combustion engine not exceeding 125cc (tolerance + 2cc) or a bike powered by an electric motor.

The 2013 weight limits of 65 kg for 125cc bikes are still valid.
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, arm covering, back protector, knee protector 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 colour 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, the 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 Refuelling
See Art. 01.9.7

TL 03.9.8 Charging or changing the accumulator
See Art 01.9.8

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
See Art. 01.14

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 350.- 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.

Template available at http://www.fim-europe.com

SUPPLEMENTARY REGULATIONS

2022 FIM Europe Youth Trial

European Championship

ANNOUNCEMENT

The <type club name here> will promote the <type round number here> round of the FIM Europe Women's Trial European Championship on behalf of the <write 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 <type date here> at <type venue name here>.
EMN N° 324/#

ACCESS

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

ADDRESSES AND CONTACT INFORMATION

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

1 ENTRIES

Entries must be made on the official entry form and sent by the rider's FMN to the organiser of the meeting at the e-mail address indicated in the Entry Form. The rider

must specify either European Championship class or International Class (see TL 03.8.2).

Entries must be received by <type in the 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.

2 RIDER'S AND ASSISTANT`S LICENCE

Youth Championship Class:
Riders must be holders of an annual or one event Trial Continental promotional license (or a FIM Continental Championship Licence).
Youth International Class: Riders must be in possession of a license as for the Championship Class or an annual or one event FIM International Trial Meeting License issued via the FIM web application. For events organised by their own FMN a rider may use a valid National License.
Assistants (Minders): Assistants must be in possession of an annual ore one-event FIM Europe Trial Assistant license, FIM Assistant license or any other FIM Europe Trial license. For events organized in their own country, the assistant may use a valid National Trial license.

3 TECHNICAL CONTROL AND REGISTRATION

The administrative and technical controls will take place between 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 his appropriate Rider's Licence, valid for the event (Art TL 03.8.1).

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

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

4 NUMBERS

The organisers shall issue riding numbers (bibs).

5 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).

6 COURSE

The length of the course is of km.
Number of sections per lap:
Number of laps:

7 PADDOCK / PRACTICE

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

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

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

8 HEADQUARTERS AND JURY MEETINGS

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

9 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 <number here> placed riders in each class of the event.

10 ADDITIONAL INFORMATION

10.1 ☐ Spectators will be allowed to follow the course by motorcycle
☐ Only bib wearers will be allowed to follow the course by motorcycle

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

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

11 OFFICIALS

Name	FIM License Nº
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.

RANKING OF EUROPEAN TRIAL NATIONS

1. GENERAL

FIM Europe has established a yearly ranking of the activity and quality of the affiliated Federations regarding Trial and the European Championships. During the season, each federation will be awarded points for rider's participation and in a meeting and for organising FIM Europe championship meetings.

2. RANKING POINTS

In each meeting, riders are awarded points for the final classification in the championship or cup according to their results (see TL 01.12). These points are then also given to their FMN for the ranking of the nation, multiplied by a factor depending on the status of the class.

Points gained in classes with championship status:	Classification points x 3.
Points gained in classes with cup status:	Classification points x 2
Points gained in International classes:	Classification points x 1

For organising meetings counting for FIM Europe Trial Championships, the FMNR will be awarded ranking points according to the following:

One day meeting:	500 points
Two days meeting:	750 points.

3. PUBLICATION AND AWARDS

At the conclusion of the season the Ranking of European Trial Nations will be published by FIM Europe. The first three FMNs will receive an official diploma as proof of their achievement and their valuable contribution to the European trial championships.

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 FIM Environment Code.

Organisers must 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 execute immediately any changes decided.

The spectators' 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).

If spectators are allowed to follow the trial on motorcycle, this must be written in the Supplementary Regulations. This can be denied by the FIM Europe Trial Commission if it is not possible to take appropriate security measures and avoid interference with the free access for the competitors along the course.

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 and the press.

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).

If, for some reason, the standard number of laps and sections cannot be complied with (areal restrictions etc), the Trial Commission can make exceptions as stated in TL 01. 3.1 and TL 01.4 (se also the corresponding §§ in TL 02 and 03). The exceptions must be stated in the Supplementary Regulations and applied for to the Trial Commission at least 60 days before the event.

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 collected immediately at the end of each lap directly to the Results Manager.

For the European Championship a score board, visible to the spectators shall, whenever suitable, be installed at the section to show the scores of at least the top 10 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, additional penalty or yellow card that may be given. 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 observers shall have followed a specific training for observers. This training should be certified by the FMNR.

Observers should must 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 will not be allowed in the paddock;
- have, next to the paddock, a parking area for riders', teams' and press' private vehicles;
- have open space to assure, at any time, passage for vehicles for leaving the paddock in case of emergency;
- 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 must take care of the emptying and 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, the actual day of opening and facilities available must be stated in 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.

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.

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 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 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.

10. PARKING FOR PRESS, JURY, OFFICIALS

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

11. JURY ROOM

For the meetings of the International Jury a room of adequate size must be prepared to ensure tranquil 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.

12. 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.

13. ADMINISTRATIVE AND TECHNICAL CONTROLS

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

14. 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 nearest international airport.

15. AWARDS

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

16. 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.
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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. Medals will be sent the organiser from the FIM Europe Secretariat ahead of the event.

DUTIES OF THE ASSISTANT (MINDER)

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 time wear leather boots, long trousers, arm covering, back protector, knee protector and a helmet whilst riding a motorcycle or being inside the section boundaries.

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

RIGHTS

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

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

The assistant may use the section's enclosure.

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

The assistant may go inside the section for the security of the rider, if authorised by the observer.

RESTRICTIONS

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

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

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

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

The assistant is not allowed to keep the rider's scorecard.

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

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

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

TIMETABLES

TWO DAYS FIM Europe EVENTS

DAY	TIME	EUROPEAN CHAMPIONSHIP (40,43,44) DOUBLE	EUROPEAN CHAMPIONSHIP (40,43,44) WITH WOMEN (41) AND YOUTH (42)
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
	10:00-12:30	Practice area open	Admin & Tech control Women Youth
	11:00-14:00		Practice area open
	12:00-15:00	Administrative & Technical control	
	13:30-16:00		Admin & Tech control Euro Champ
	14:00-17:00	Riders visit of the sections	Women & Youth visit the sections
	18:00	1st Jury Meeting	1st Jury Meeting Women & Youth
1st DAY OF THE TRIAL	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
2nd DAY OF THE TRIAL	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

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	