REGULATIONS

FIM TRIAL WORLD CHAMPIONSHIP
FIM TRIAL2 WORLD CHAMPIONSHIP
FIM TRIAL MANUFACTURERS' WORLD CHAMPIONSHIP
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GENERAL UNDERTAKINGS AND CONDITIONS

All Riders, teams, officials and other parties participating in the FIM Trial World Championships undertake on behalf of themselves, their employees and agents, to observe all of the following provisions of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Regulations"):

1. FIM Sporting Code
2. FIM Trial Regulations
3. FIM Trial Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Year Book
9. FIM Organiser's Manual
10. FIM Code of Ethics

The FIM Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each Rider and/or team to ensure that all persons involved with their entries observe the FIM Regulations at all times. The responsibility of the Rider, or any other person having charge of an entered motorcycle at any time during an Event is solidary and together engaged with the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock on the Course, the sections and / or restricted spaces, must carry an appropriate pass at all times during the Event.

Actions judged by the officials responsible to be contrary to the FIM Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the Event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

All above mentioned documents can be found at: http://www.fim-moto.com

TERMS, ABBREVIATIONS, DEFINITIONS

ABBREVIATIONS:

TDN:	Trial Des Nations
WTDN:	Women's Trial Des Nations
WTWC:	Women's Trial World Championship
Assistant:	is a licensed person who provides assistance and is assigned to a single rider. Each Assistant has been selected, registered by a single Rider who is responsible for him throughout the Event, with the exception for Team competitions (Art. 2.11).
Closed Circuit:	A venue where it is possible for the Riders to complete the course (from the Paddock to all Sections and back) or reach the Practice area without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).
Competition:	Actions taking place on one or two days of Competition.
Event:	Commences with the technical and administrative controls, followed by Qualification and one or two day of "Competition".
Deception:	**A deliberate act by a Rider and or his Assistant to mislead an Official or a Chief Observer into making an incorrect decision, resulting in gaining an unfair advantage.**
Discretion:	**Judgment used by an Official or Chief Observer when making a decision.**
Dissent:	**Disagreement during the competition either verbally and/or physically with a Section observer is punishable by a yellow card penalty.**
Fictitious Line:	An imaginary line between two Signals indicating "Section start", a "Section end" or of a set of "gates" of a category.
FIM:	The FIM CTR Bureau and/or the FIM Administration.

Force Majeure:	An unforeseeable and insurmountable Event having an external cause and rendering impossible the execution of the obligation.
Gate:	A space between 2 arrows of the same colour - Start or End of the Section - “side to side” or left and right, which the Riders must pass through.
Intentional:	**A deliberate action.**
Negligible:	**Insignificant, minimal.**
Pass through a gate:	The wheel track has crossed the imaginary line of a gate.
Practice:	The possibility offered to the Rider before the competition to test the set-up of the motorcycle and the nature of the terrain in a Practice Area according to a predetermined time Schedule.
Qualification:	Actions taking place before the first day of competition. Qualification will be per class, penalty points and time will be taken into consideration for each Rider’s starting order.
Retrace his marks:	A trace of a wheel of the motorcycle crosses a trace previously done with the same motorcycle after a complete loop.
Simulation:	**An action which creates a wrong/false impression that something has occurred when it has not, committed by a Rider and or his Assistant to gain an advantage.**
Spirit of Trial:	**The Rules of Trial are relatively simple, but since many situations are “subjective” and Section Observers are human (and therefore make mistakes), some decisions are controversial. Whether the decisions are correct or not, the “spirit” of the Trial requires that the decisions are always respected.**
Statement of fact:	There is “Statement of fact” when an infraction to

the sporting rule is noticed by an official of the Event. The statement of fact comes from an objective observation of an infraction for which the sanction is defined in the rules.

A stop (in a Section): **A Rider and his Motorcycle stop moving forward in the direction of his trajectory.**

For example:

- **The Rider moves one or two wheels of his Motorcycle sideways without moving forward in the direction of his trajectory.**
- **One or more hops or jumps without the Motorcycle moving forward.**
- **Rider and his Motorcycle move backwards**

Is not considered as a Stop: A Rider and his Motorcycle jump forward while of the ground continuing in the direction of the section trajectory, when they land on the ground.

The Rider and his Motorcycle are two distinct parts. The Chief Section Observer will judge the behavior of both parts individually and as a whole. Taking into account the combined negligible progress and/or stoppage, the intentional or accidental nature, the simulated behaviour and/ or any attempt to deliberately deceive his authority.

Trace of a wheel: The visible or non-visible mark of a wheel having touched the ground.

Trajectory (in a Section): The line described by the motorcycle in forward motion.

Visit of Sections: An opportunity given to identified persons and according to certain conditions permitted to visit the surroundings of the Sections before the Competition. Only the Riders will be permitted inside thesections.

Warm-up: Possibilities given to the Rider just before his departure for the competition to be able to warm up and heat the motorcycle in the Warm-up area.

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

1. FIM TRIAL WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.1 Trial Definition

1. A Trial is an Event in which the skill and consistency of the Riders form the basis of the results.
2. Sections are included within a course, where the skill of the Rider negotiating them is observed and evaluated. In addition, a time limit is set for part of, or for the whole competition. The aim for each Rider is to obtain as few penalties as possible.
3. The course may consist of cross-country terrain (minor roads, country lanes, and woodland tracks etc.).

1.2 FIM World Championships and Prize Events

1. Each year, the FIM holds FIM Trial World Championships and FIM Prize Events.
2. The FIM Trial World Championships and FIM Prize Events are organised according to the FIM Regulations, Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.
3. The Events counting towards the FIM Trial World Championships or FIM Prizes must be mentioned in their advertising and in all documents of the Event, including the official denomination of the Event.

In addition to 1.2:

1.2 TrialGP/Trial2/Manufacturers FIM Trial World Championships

4. Individual FIM Trial World Championships for Riders in TrialGP and Trial2.
   a) FIM Trial World Championship
   b) FIM Trial2 World Championship
   c) FIM World Championship for Trial Manufacturers
5. To establish the classification of the FIM Trial Manufacturer’s World Championship, TrialGP and Trial2 points will be taken in consideration as detailed in Art. 1.5 and 5.28.

1.2 TrialGP Women FIM Women's Trial World Championship

6. Individual FIM Trial World Championship for Women Riders.
7. These Events can be integrated into the Trial World Championship Events or organised separately.

1.2 Trial3 FIM Trial3 World Championship

8. **World Champion reserved for young Riders with an age limit and for motorcycles with a maximum capacity of 125cc or limited electric power.**
9. These Events are integrated into the Trial World Championship Events.

1.2 TDN FIM Trial Des Nations

10. World Championship for Men's teams, between national teams selected by the FMNs.

1.2 WTDN FIM Women's Trial Des Nations

11. World Championship for Women's teams, between national teams selected by the FMNs.

1.2 Trial2 Women FIM Women's Trial2 World Cup

12. Individual FIM Trial World Cup for Women Riders.
13. These Events can be integrated into the FIM Trial World Championship Events or organised separately.

1.2 TDN-IT FIM Trial Des Nations - International Trophy

14. The International Trophy of the Nations is an FIM Prize for men's teams.
15. This Event is integrated into the Trial Des Nations Event.
16. It includes the marking of different Sections.

1.2 TDNC FIM Trial Des Nations Challenge

17. **The "FIM Trial Des Nations Challenge" is a FIM Prize for national mixed teams.**
18. **This Event is integrated in the Event of the FIM Trial Des Nations.**
19. **It includes different lines of Sections.**

1.2 TVT FIM Trial Vintage Trophy

20. **The "FIM Trial Vintage Trophy" as FIM Prize with Vintage trial motorcycles as defined in article 3.1.**
21. **This Event can be integrated into the weekend of the FIM Trial Des Nations Event.**
22. **It includes different Section lines.**
23. **Another line can be proposed but will not be part of the classification of the Trial Vintage Trophy.**

1.2 TVMT FIM Trial Vintage Motorcycle Trophy

24. **The "FIM Vintage Trial Motorcycle Trophy" as FIM Prize with eligible "genuine" Vintage Trial Motorcycles as defined in article 3.1**
25. **This Event is included in the Trial Vintage Trophy.**
26. **It includes the Section lines identical to the Trial Vintage Trophy.**

1.3 Events

1. FIM Trial World Championships and Prize Events must be inscribed in the Calendar.

2. These Events must be staged on circuits that have been approved by the FIM and comply with the FIM Regulations (See FIM Standards for Trial organisers).

3. They must have been inspected and homologated by a CTR Member or Expert, accompanied by an FMNR representative in accordance with the requirements set by the FIM.

4. No Event may be organised before all the necessary legal authorisations have been obtained by the organiser and ratified by the FIM.

5. Organisers in collaboration with the FIM are responsible for providing facilities and personnel according to FIM Rules for organisers to ensure the safe, smooth and efficient running of the Event.

6. The validity of the third party insurance must be in accordance to the Sporting Code Art. 110.1.1. FIM World Championships and Prize Events organised without a Promoter.

7. The Event begins from the Administrative/technical verifications, etc… They end when all of the following have occurred:

   a) The final results have been approved by the Race Direction;

   b) All deadlines for lodging protests/appeals have expired; and

   c) All technical, sporting and anti-doping controls have been concluded.

8. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.

9. If an appeal is lodged against a decision of the Race Direction, the results will not become official until a decision is taken by the FIM Stewards Panel.

10. All officials, marshals and medical staff must remain fully operational at the Event – available to the Race Direction and/or FIM Stewards Panel – until the end of the protest/appeal period.

1.4 Format of the Event

1. Events counting towards the FIM Trial World Championships and FIM Prizes include one or more:

   - Administrative and Technical Verifications;
   - Visits of the sections; (with or without motorcycle; see Timetable)
   - Practice/Warm up;
   - Qualification **(if mentioned on SR);**
   - Visit of the Course; (if the visit of the sections is without a motorcycle)
   - One or two days of competition;
   - Prize-Giving Ceremony on each day of competition.

In addition to 1.4

1.4 TDN FIM Trial Des Nations

2. An Event counting for the FIM Trial Des Nations includes:

   - An opening ceremony;
   - Administrative and technical control;
   - Visit of the sections;
   - Practice/Warm up;
   - Qualification; (if mentioned on SR);
   - Visit of the Course;
   - A day of Competition;
   - The Prize-Giving ceremony for the “FIM Trial Des Nations” and the “FIM Trial Des Nations - International Trophy”.

1.4 WTDN FIM Women's Trial Des Nations

3. An Event counting for the Women's Trial Des Nations may take place on the same day as the Trial of Nations and includes:

   - An opening ceremony;
   - Administrative and Technical control;
   - Visit of the sections;
   - Practice;
   - Qualification; **(if mentioned on SR);**
   - Visit of the Course;
   - A day of Competition;
   - The Prize-Giving ceremony for the "FIM Women's Trial des Nations".

1.4 TVT FIM Trial Vintage Trophy

4. An Event counting for the FIM Trial Vintage Trophy includes:

- **Administrative and Technical Controls;**
- **Tests / Warm-ups;**
- **One day of Competition;**
- **A Prize-Giving Ceremony for the first 3 classified of the "FIM Trial Vintage Trophy" and the presentation of the "FIM Vintage Trial Motorcycle Trophy" for the Winner.**

1.5 FIM Championships and Prizes Criteria

1. All organised Competitions counting towards the corresponding FIM World Championship will be taken into consideration.
2. The classification of the FIM World Championship or FIM Prize will not be considered definitive until the period for appeal has expired, and until any protests and appeals lodged have been the subject of a decision and a final decision has been taken by the competent body.
3. The winner of the FIM Trial World Championship is the Rider who has obtained the most points, irrespective of the number of Event he has completed and/or participated in.
4. For the **TrialGP Women, Trial2 Women and Trial3**classes, the Events must take place on a Closed Circuit.
5. All FIM individual World Champions must be present at the FIM Prize-Giving Ceremony, “the FIM Awards”.

In addition to 1.5

1.5 FIM Trial Manufacturers’ World Championship

6. To participate each Manufacturer must hold a FIM Manufacturers’ Licence. Points will be attributed to the TrialGP Rider and Trial2 Rider representing the same Manufacturer and having the best result in each competition in their respective category and in accordance with article 5.26 Competition Results. The addition of the points of both Riders of each day of competition will be taken into consideration for the final classification.
7. In the event of a tie in the FIM Manufacturers World Championship, the same conditions as for the Riders will be applied to determine the winner of the Championship.
8. In the case where a Rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings. However, the calculation for the FIM Manufacturers’ World Championship will remain unchanged.

1.5 TDN/WTDN/TDN-IT FIM Trial Des Nations/FIM Women's Trial des Nations/TDN - International Trophy

9. Each of this championship is held over one day of competition. The FIM reserve the right to organise these Competitions on one or two days according to the venues and conditions. The number of days of TDN and its precise timetables will be announced before the start of each season.

10. Only the FMN can select the team Riders.

11. Teams will be composed of 3 Riders.

12. A team of 2 Riders may be accepted in the condition describe in Article 2.2 "in addition TDN".

13. To be classified a Team must have a minimum of 2 Riders finishing the Competition.

14. The Riders of a team must be holders of the passport of the country they represent but may be holders of a licence issued by any FMN.

15. **However, at the request of a CONU, and subject to acceptance by the FIM, a "CONU" team may participate in the "Women's Trial Des Nations" or the "TDN-International Trophy" under the following conditions:**

    • Only CONU can select the Team's Riders.

    • It will be made up of two or three Riders, all two or three of different Nationalities.

    • No Nationality of one of these Riders is represented by a "Nation" team or in another "CONU" team.

1.5 TDNC FIM Trial Des Nations Challenge

16. **Only the FMN can select the Team's Riders.**

17. **Each team will be composed by two Riders representing both genders.**

18. **A male Rider of the Trial3 Class, participating with a Motorcycle of this Class or a Male Rider who has never participated in a Class of an FIM Championship but who meets the criteria for the Trial3 Class. A Female Rider of the Trial2 Class meeting the criteria of that Class or a Female Rider who has never participated in a Class**

of an FIM Championship but meets the criteria of the Trial2 Class.

19. **To be classified, a team must have the 2 riders finishing the Competition.**
20. **The Riders of a team must hold the passport of the country they represent.**

2. ENTRIES, RIDERS AND TEAMS

2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all supplementary regulations to the Sporting Code, Trial Regulations including relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to a particular Event. They must in no case modify the FIM regulations.

2. The Supplementary Regulations must be drawn up in conformity with the standard model established by the CTR/FIM.

3. The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM.

4. The electronic draft copy must be sent to the FIM Administration no later than two months before the date of the Event for approval by the FIM. The Supplementary Regulations must be ratified by the FIM Chief Steward, the FIM Championship Manager and the FIM Race Director.

5. Once they have been approved by the FIM, the FMNR and the organiser must also publish these SR on their respective websites. For the FIM (www.fim-moto.com).

6. At the Event, the Supplementary Regulations must subsequently be ratified by the Race Direction and by the “FIM Stewards Panel”.

7. No amendment may be made to the Supplementary Regulations after its approval by the FIM or by the FMNR and/or after the opening date for entries.

8. However, in exceptional circumstances, an amendment to the Supplementary Regulations may be permitted.

9. Amendments to the Supplementary Regulations must be approved by the FIM or by the Race Direction and the “FIM Stewards Panel” and subsequently brought to the attention of all persons concerned.

2.2 Acceptance of Entries

1. All the Events count towards the FIM Trial Championships and Prizes.
2. In order to be entered on an FIM World Championship or Prize Riders need to:

   a) fulfil the following “Rider Selection Criteria”.

   However, the FIM reserves the right to accept a higher number of "wild card" riders, in particular during "overseas" events.

   b) be in possession of the appropriate FIM Trial World Championship or Prize licence (see Art. 2.4 Age of Riders);

   c) be authorised by their FMN; by specifying the current valid Licence number; In the event of a change of a Rider's Class for a Class of a higher technical level, the authorization must include a statement confirming that the Rider “has the technical and sporting level required to participate in the Class (specify) ". **A medical certificate attesting to the Rider's capacity to participate must also be guaranteed by the FMN if this is required.**

   d) have requested an entry before the closing date for the entries;

   e) comply with all the Articles of the Trial Regulations and other FIM Codes and Regulations.

3. All entries should be made at least 21 days before the start of the Event. All entries made between 21 days and 2 days before the administrative control of the Event, will see their fees doubled. From 2 days before the Event, no entries will be accepted. Precise dates will be stated on the SR. **However, the FIM reserves the right to impose other entry deadlines under special conditions requiring them, in particular Overseas Events.**
4. All entries must be made via www.trialgp-registration.com.
5. **For safety reasons or any other case of Force Majeure, the FIM reserves the right to consider a maximum number of participants in an Event and thus not to accept the entry of a Rider. The FIM will do so according to the "Selection Criteria for Riders" and the entry date of the Rider (s) concerned.**
6. For each Event, a pre-entry list will be published 21 days before the Event, after the administrative control, the final list of entered Riders will be published after the administrative control.

7. Changes cannot be made to a Riders' entry unless he submits a written reasoned request to the FIM and accepted.
8. A Rider can only compete in one class at the frame of an Event.
9. Changes cannot be made to the Riders' class during the season unless he submits a request to the FIM and permission is granted.

In addition to 2.2

Rider Selection Criteria will be as follows:

2.2 TrialGP FIM Trial World Championship

10. The TrialGP Riders from previous season, if they enter the entire championship will be pre-selected.
11. The previous season's winner of Trial2, if he enters the entire championship, will be pre-selected.
12. Some Riders chosen by the FIM, if they enter the entire championship, will be pre-selected.
13. Remaining entries will be decided on Event by Event basis by the FIM.

2.2 Trial2 FIM Trial2 World Championship

14. Trial2 Riders from previous season, if they enter the entire championship, will be pre-selected.
15. The previous season's winner of Trial125 **/Trial3** if he enters the entire championship, will be pre-selected subject to compliance with the other articles of the FIM Regulations especially article 2.4 Age of Riders.
16. TrialGP riders, who are not, included in the TrialGP pre-selected Riders, if they enter the entire championship, will be pre-selected.
17. The TrialGP pre-selected Riders with a request accepted by the FIM, if they enter the entire championship will be pre-selected.
18. Remaining Riders will be chosen by the FIM, if they enter the entire championship.
19. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 Trial3 FIM Trial3 World Championship

20. Trial125 /**Trial3** Riders from previous season, if they enter the entire championship, will be pre-selected.

21. The remaining Riders will be chosen by the FIM, if they enter the entire championship.

22. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 TrialGP Women FIM Women's Trial World Championship

23. The Riders from the FIM Women's Trial World Championship from previous season, if they enter the entire championship, will be pre-selected.

24. The previous season's winner of Trial2 Women, if she enters for the entire championship, will be pre-selected subject to compliance with the other articles of the FIM Regulations especially article 2.4 Age of Riders.

25. Some Riders will be chosen by the FIM, if they enter the entire championship.

26. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 Trial2 Women FIM Women's Trial2 World Cup

27. Trial2 Women Riders from previous season, if they enter the entire championship, will be pre-selected.

28. TrialGP Women point scorers from previous season, who are not, included in the TrialGP Women pre-selected Riders, if they enter the entire championship, will be pre-selected.

29. The TrialGP Women pre-selected Riders with a request accepted by the FIM, if they enter the entire championship will be pre-selected.

30. Remaining Riders will be chosen by the FIM, if they enter the entire championship.

31. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 TDN FIM Trial Des Nations

32. Entry requests must be sent at the latest 60 days before the Event. The entries received between 60 and 30 days before the Event will be accepted but will receive a financial penalty. The registration will be

definitely close 30 days before the Event. No exception will be made beyond this deadline.

33. Entry requests must be made by the Federation representing the Nation with all details stipulated on the on-line Official Entry Form at the www.trialgp-registration.com.
34. Each FMN can enter only one national Men's team for the World Championship or the International Trophy, and only one Women's national team for the Women's Trial Des Nations.
35. The first 5 selected teams in the standings of the previous year's FIM TDN World Championship, and teams who have made a request accepted by FIM will all be in the World Championship group. All other teams will form the International Trophy group. The CTR Bureau will make the final decision on team requests and of the composition of the groups.
36. A Nation represented by one or more current year TrialGP riders can only participate in the World Championship class.
37. Each team shall be composed of 3 Riders.
38. A team of 2 Riders can participate subject to approval by the CTR and/or Race Direction and/or FIM Stewards Panel and according the reasons that justify the reduced number. Its classification will be established in accordance with Art. 5.26 Competition Results.
39. A team composed of only one Rider cannot be accepted whatever the conditions.
40. Only the FMN can select their team's Riders.
41. The FIM will publish the list of entered Riders/teams.
42. After the close of Entries, the National Teams can change a Rider only in the case of injury or illness. The CTR Bureau will decide if they accept the change. The FMN must present a medical certificate to the CTR before the event.
43. During the Event, the National Teams can change a Rider only in the case of injury or illness. The Race Direction will decide if they accept the change. The FMN must present a medical certificate to the CTR in the week after the event. Under no circumstances a rider can be changed once the team has started the Competition.

2.2 CTDN FIM Trial Des Nations Challenge

44. **Only the FMN can select the Riders of its team with the same processes as for the TDN.**

45. **They will each be composed of two Riders representing both genders and in accordance with Article 1.5.**

2.2 TVT / TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

46. **The entry requests only concern Riders holding a valid Driving Licence for the corresponding Motorcycle and participating with a Trial Vintage type motorcycle as defined in article 3.1**

47. **The Riders participating in the "FIM Vintage Trial Motorcycle Trophy" will have previously satisfied the requirements for the authenticity of their Motorcycle during technical controls.**

2.3 Riders' Licences

1. Riders must be holders of a valid FIM Trial World Championship or FIM Prize licence to participate in the FIM Trial World Championships and FIM Prizes in conformity with the FIM Policy.

2.4 Age of Riders

1. All Riders competing in an FIM Trial World Championship and FIM Prize Event must be of the age stated below at the time of the Administrative control of the Event concerned.

2. FIM Trial World Championship licences for Riders are issued, only when the Rider has attained the minimum age, as indicated below:

   a) FIM Trial World Championship, TrialGP/Trial2: 16 years

   b) FIM Women's Trial World Championship, TrialGP Women: 16 years

   c) FIM Trial**3** World Championship: from 14 to 21 years

   d) FIM Women's Trial2 World Cup: 14 years

   e) FIM Trial Des Nations - World Championship: 16 years

   f) FIM Women's Trial Des Nations: 14 years

   g) FIM Trial Des Nations - International Trophy: 14 years

   h) **FIM Trial Des Nations Challenge: from 14 to 21 (men) and from 14 for (women)**

   i) FIM Trial Vintage and FIM Trial Vintage motorcycle trophy: valid driving licence.

3. The limit for the minimum age starts on the date of the Rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the Rider reaches the maximum age of the class in question.

4. The Rider's participation is conditional in compliance with Art. 3.1 "Motorcycle and Categories".

2.5 Entry fees

All entry fees will be stated in the on-line entry system in: www.trialgp-registration.com

2.6 Registered Assistants

1. Each Rider may be accompanied by one Assistant.
2. A Trial Assistant must be at least 18 years of age and be in possession of a valid FIM Trial Assistant, FIM Trial World Championship or FIM Trial Prize. In his country, a valid National Trial Licence will be accepted.
3. In case of injury or illness after the Administrative Control, the Race Direction may accept or refuse the replacement of an Assistant.
4. An assistant cannot be changed once the Rider has started the Competition.

In addition to 2.6

2.6 TDN / WTDN / TDN-IT /TDNC FIM Trial Des Nations / FIM Women's Trial Des Nations / FIM Trial Des Nations International Trophy / Trial Des Nations Challenge

5. Each Nation is permitted up to **register and assign** a maximum of two Assistants **respectively for a Men's Team and for a Women's Team. It can register only one other Assistant for a Challenge Des Nations Team**.
6. In case of injury or illness and upon presentation of a medical certificate, the CTR Bureau may accept the replacement of only one Assistant before the Event.
7. In exceptional circumstances, if a team is not able to enter an Assistant, the Race Direction can accept that a rider could assist another rider of his own team.

2.6 TVT / TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

8. **A Rider cannot be accompanied by an Assistant. However, he may request Assistance from another Rider for reasons which he considers to be Safety in a Section and subject to the possibilities for the Section Observer.**

2.7 Non-Participation in an Event

1. Riders who enter an FIM Trial World Championship Event and who cannot take part are subject to the provisions of the FIM Regulations.

2. A Rider selected or entered for the entire FIM World Championship or FIM Prize who does not participate in one or more Events and does not provide an acceptable reason, will be subject to penalties article 5.22 Financial Penalties.

3. The FMN(s) of any “one Event Rider” who does not inform the FIM and the Organisers of their inability to attend, within 24 hrs before the start of the Event or who does not provide an acceptable reason, will be subject to penalties under Article 5.22 Financial Penalties.

4. A Rider who is present at an Event and who does not take part in the Qualification, Competition and/or leaves the Event must always inform the Race Direction of the reasons for his non-participation. If the reason of his non-participation is considered non-acceptable the Rider will be subject to penalties under article 5.22 Financial Penalties.

5. Upon receipt of the Race Direction report, the FIM Administration will send a letter with the applied penalty to the Rider’s FMN.

2.8 Rider Apparel

1. It is the responsibility of each Rider to select apparel for an appropriate protection.
2. This apparel is mandatory and must be in accordance with the FIM Technical Regulations and FIM Trial Regulations.
3. It includes but is not limited to: a helmet, boots, gloves, protective clothing and accessories such as a one-piece suit, or long trousers and a long sleeved shirt, back protector, knee protections…
4. The above mentioned apparel must be worn when riding his motorcycle and at all times during the competition.
5. Eye protection is recommended to ride on the Course.
6. Although the FIM approves certain materials, it does not endorse or guarantee specific products or manufacturers.
7. Riders must print the FIM Championship logo and number on their shirts/ suits. The graphic design guidelines will be provided by the FIM for all Riders.

In addition to 2.8:

2.8 TDN FIM Trial Des Nations

8. Helmets must be the same colour for each Rider of the same team and must include, in the overall colour scheme, the colours of their national flag, represented in stripes, bands or other design.
9. The teams will have to print their national jerseys according to the graphic chart provided by the FIM.

2.9 Riders / Assistants / Team Managers / Motorcycle Bib Wearers clothing

1. All Riders, Assistants, Team Managers and Motorcycle Bib Wearers must present a suitable clean and neat appearance.
2. Only appropriately dressed persons displaying the correct authorisation will be allowed in a restricted area.
3. Inappropriate clothing is prohibited in the paddock and in restricted areas.
4. Riders must reserve an area to display their number on the front and back of their riding shirt and/or suit.
5. Riders, Assistants, Team Manager and other Motorcycle Bib wearers are encouraged to display the FIM Championship logo on their clothing.

In addition to 2.9:

2.9 TDN FIM Trial Des Nations

6. National teams are encouraged to provide team clothing for their Riders, Assistants and team members.
7. All team clothing should include in the overall colour scheme, their country's national flag, represented in stripes, bands or by any other appropriate design.

2.10 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. He must know and respect the FIM Ethical Code.
3. A Rider may not challenge either verbally or by gesture a decision of an official or a Section Observer.
4. He must wear equipment as defined in the FIM Trial Technical Regulations. The equipment mentioned must be worn every time he uses his motorcycle.
5. During an Event, a Rider must always attempt to succeed.
6. Only the Rider is allowed to ride or push his motorcycle on the Course.
7. Riders must be physically and mentally fit to control their motorcycles in order to ensure the safety of the other Riders, team members, officials, spectators and other persons involved in the Event.
8. Riders must report any underlying medical disorder or injury they may have to the Race Direction.
9. At any time during the Event, on request of the Chief Technical Steward, the Riders must present themselves and/or their motorcycles and/or equipment to the technical verification.
10. At all times during the Event, a Rider will be responsible for keeping his motorcycle in conformity with the rules.
11. Outside of the Paddock the Rider and his motorcycle must not receive material assistance, from any other person other than from his Assistant. With the exception of food and or drink.
12. Only the Rider or Assistant is permitted to hold the Riders motorcycle.
13. At the Visit of the sections, it is compulsory for Riders to wear their pass.
14. During the Competition, the Rider will be allowed to enter the sections on foot to observe it, before riding it with his motorcycle.
15. He must not modify the nature of the Sections or any signage during the Event.
16. Riders may be forbidden at certain times to ride a motorcycle, whether participating or not in the Event.

17. Riders must obey the signals and the boards which convey instructions.
18. Riders shall be held responsible for the actions of their Assistant and team members and his entourage.
19. A Rider and/or Assistant cannot go in the opposite direction, exit or re-join the Course.
20. It is strictly forbidden to ride a motorcycle in a Section other than when permitted by the Chief Section Observer.
21. Riders are responsible for attending all Riders' briefings with their Assistant and Team Managers being aware of all information and instructions issued.
22. Riders must ride in a responsible and disciplined manner, which does not cause danger to other Riders, Assistants, team members, spectators and any other person present at the Event. They must not ride at an excessive speed. Wearing a helmet is mandatory whilst riding a motorcycle at all times.
23. Riding a motorcycle within the Paddock is forbidden at all time unless otherwise specified. Testing of the motorcycles must only be in the warm-up or practice area during specified time.
24. Riders must always respect the timetable and follow the course indicated when going to the practice and warm-up areas.
25. A Rider who is present at an Event and who does not take part in the qualification, competition and/or leaves the Event must always inform the Race Direction of the reasons for his non-participation.
26. He must ensure that his Number on his shirt/suit is fully visible at all times during practice, qualification and competition.
27. **When a Rider has finished his Competition, he must then hide his number so that it is no longer visible. He may be penalized if he uses his number for any action at the various places of the Competition.**
28. If a person uses a shirt/suit with the same number of a Rider during the same Competition, the Rider, his Assistant or Team Manager must inform an official immediately. In case of failure to do so and/or according to the circumstances this Rider may be held responsible.
29. It is necessary that Riders cut the engine inside or outside the Section Corridor if they are waiting to pass a Section.

30. The first three Riders in the final classification in each class of FIM Championships & Prizes (or other participants invited by the organiser and approved by the FIM) must take part in the Prize-Giving Ceremony and Press Conference.

31. During the prize-giving ceremony or a public interview the behaviour of Riders or other participants must respect the protocols and persons present.

32. The Rider cannot wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.

33. Failure to comply with any of the above points will incur a penalty to be decided by Race Direction in accordance with articles (5.19 Penalty Points, 5.22 Financial Penalties, 5.21 Disqualification).

34. Additional sanctions may be applied by FIM Stewards Panel in accordance with the FIM Sporting Code.

2.11 The Assistant

1. The Assistant must comply at all times with all FIM regulations/Codes and all Codes and regulations of the Event and release the FIM and the organisers from any liability.
2. He must know and respect the FIM Ethical Code.
3. He can use his bib at each FIM Trial World Championship competition subject to signing a declaration at each individual Event.
4. He can then perform an Assistant's duties.
5. He must accept all instructions from the officials and Section Observers and follow all signage and any signs that communicate instructions.
6. He must wear the same equipment than the Rider as defined in the FIM Technical Regulations. The mentioned equipment must be worn each time he rides his motorcycle.
7. Assistants must ride in a responsible and disciplined manner, which does not cause danger to other Riders, Assistants, team members, spectators and any other person present at the Event. They must not ride at an excessive speed. Wearing a helmet is mandatory whilst riding a motorcycle at all times.
8. Riding a motorcycle within the Paddock is forbidden at all time unless otherwise specified. Testing of the motorcycles must only be in the warm-up or practice area during specified time.
9. Assistants and team members may be forbidden from riding a motorcycle, whether participating or not in the Event, at certain times.
10. An Assistant will be held responsible for his actions, either individually and/or jointly with his Rider and/or team.
11. During the Administrative controls the Assistant and his Rider must complete and sign a document in which they undertake to accept and respect all the FIM Rules and those of the Event, and stipulating in particular that the Rider is jointly and severally liable for the acts of his Assistant, and that his Assistant is also responsible for his own actions.
12. Assistants must be physically and mentally fit to control their motorcycles in order to guarantee the safety of the other Riders, team members, officials, spectators and other persons involved in the Event.
13. The Assistants must report any underlying medical disorder or injury

they may have to the Race Direction.

14. At any time during the Event, the Assistant will be responsible for keeping his motorcycle in good condition and in compliance with the manufacturer's data. The motorcycle must comply with the national legal requirements for road traffic of the country in which the vehicle is registered unless the Event is taking place on a closed circuit.
15. He must to make sure that his bib and/or helmet number are completely and permanently visible.
16. **As soon as his Rider has finished the Competition, he must remove his bib and no longer use it.**
17. He should never hand over his bib to be used by someone else without the permission of the Race Direction.
18. He may not ride or push a Rider's motorcycle during the competition.
19. He is not allowed to push the Riders' motorcycles in front or at the Section corridor.
20. He has only the right to assist the Rider who has the same number as he does (except at the FIM Trial Des Nations).
21. Assistant will not be allowed to enter a Section and/or Section enclosure during the visit of the Section.
22. The Assistant is allowed to enter the Section during the Competition only if his Rider is ready to enter with his motorcycle (Position 1 in the corridor) and only when the Section Observer gives him permission to do so.
23. **With the exception of his request for authorization to enter the Section,** he will not be allowed under any circumstances to discuss with the Observers.
24. It is absolutely forbidden to modify the nature of the Sections or signage throughout the Event.
25. The Assistants may attend the Rider's briefing.
26. The Assistant must follow the same Course as the Rider unless a detour is foreseen or authorised by the organiser.
27. Assistants must always respect the times indicated and follow the specified course when going to the Practice and Warm-up areas.
28. He must ensure that the motorcycle is refuelled in the Paddock and/or

official refuelling area and only when using an environmental mat.

29. He cannot replace a Rider at a Prize-giving Ceremony.

30. Outside of the Paddock the Assistant and/or his motorcycle will not receive material assistance. The Assistant may receive instructions from his/her Rider and/or Team Manager as well as food and beverages as this is not considered material assistance or considered an exception.

31. The Assistant cannot wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.

32. Failure to comply with any of the above points will incur a penalty to be decided by Race Direction in accordance with articles (5.19 Penalty Points, 5.22 and 5.23 Financial Penalties.

33. Additional sanctions may be applied by the FIM Stewards Panel in accordance with the Sporting Code.

2.12 Team Manager

1. All Team Managers must be at least 18 years of age and in possession of a valid, individual FIM Trial Assistant or FIM Trial World Championship in his own name.
2. Each team is limited to one Team Manager.
3. In order to be a “Manufacturer’s” Team Manager, the Manufacturer in question must have a “FIM Manufacturer” licence.
4. In order to be a Team Manager of a “FIM Team”, the team in question must have a “FIM Team” licence and a minimum of 1 entered Rider at their name participating in the Event.
5. The Licence “FIM Trial Team” gives the right to officially use the name of the team and mention them in the results.
6. The Team Manager will be nominated and named by the manufacturer or FIM Team. Any change during the year must be notified.
7. He will need to register via the **on-line entry system at www.trialgp-registration.com**
8. During the Administrative controls, the Team Manager must complete and sign a document before the closing of administrative control. By signature of this document the Team Manager undertakes to accept and respect all the FIM Rules and those of the Event at all times, and in consequence to release the FIM and the organiser from all liability, accepting that he is responsible for his own actions.
9. He will then be able to use the Team Manager yellow bib provided under reserve of having at least 1 rider of the Manufacturer or “FIM Team” who participates in the Event.
10. Each Manufacturer can have 2 yellow bibs but only one person will be designated as Team Manager.
11. Each Team Manager must indicate whether he uses a Trial motorcycle. In this case, he may use the Course in respect with all the other instructions. He shall use the plan deviation or authorized by the organiser. In any case he cannot ride in the opposite of the Course direction.
12. In the event that the Team Manager uses another means of transport, the Course will be prohibited for him and his role will be limited to the area around the Sections and in the enclosure, subject

to wearing the Bib.

13. During the Event, the Team Manager shall be responsible for his team.
14. Outside of the Paddock the Team Manager or his motorcycle will not receive material assistance or help, other than instruction from his team Riders and or his Assistants.
15. He must accept al instructions from officials, Section Observers and follow all signage and other signs that communicate instructions.
16. He must wear the same equipment than the Rider as defined in the FIM Technical Regulations. The mentioned equipment must be worn each time he rides his motorcycle.
17. Team Managers must ride in a responsible and disciplined manner, which does not cause danger to other Riders, Assistants, team members, spectators and any other person present in the Event. They must not ride at an excessive speed.
18. Riding a motorcycle within the Paddock is forbidden at all time unless otherwise specified. Testing of the motorcycles must only be in the warm-up or practice area during specified time.
19. Team Managers and other team members may be forbidden to ride a motorcycle, whether participating or not in the Event, at certain times.
20. The Team Manager will have to respect ethics and sportsmanship and behave in an exemplary manner at all times during the Event as well as at Events related to it.
21. Team Managers must be physically and mentally fit to control their motorcycles in order to guarantee the safety of the other Riders, team members, officials, spectators and other persons involved in the Event.
22. The Team Manager must report any underlying medical disorder or injury they may have to the Race Direction.
23. At any time during the Event, the Team Manager will be responsible for keeping his motorcycle in good condition and in compliance with the manufacturer’s data. The motorcycle must comply with the national legal requirements for road traffic of the country in which the vehicle is registered unless the Event is taking place on a closed circuit.
24. The Team Manager will not be allowed to access the Section Enclosure during the visit of Sections. Any other person interested in the performance of a Rider is not allowed to enter a Section and/or

Section Enclosure during the Visit of the Sections.

25. During the Competition, the Team Manager is authorised to enter the Observation enclosure.
26. **Under no circumstances will he be able to discuss with the Section Observers.**
27. He is not authorised under any circumstances to communicate with a Rider while he is riding the section.
28. The Team Manager must follow the same Course as the Rider unless a detour is foreseen or authorised by the organiser. They cannot go in the opposite direction, exit or re-join the Course.
29. Team Managers must always go to the practice and warm-up at the times indicated and following the specified course.
30. He must ensure that the motorcycle is refuelled in the Riders' paddock and/or official refuelling areas with use of an environmental mat.
31. He will ensure that throughout the Event the bib and/or numbers and/ or other indications (front and back) are completely visible.
32. Team Managers may attend the Rider's briefing.
33. Team Manager cannot wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.
34. Failure to comply with any of the above points will incur a penalty to be decided by Race Direction in accordance with articles (5.19 Penalty Points, 5.22 Financial Penalties, 5.23 Penalties for bib wearers.
    He is liable to the rights and duties relating to the holding of his FIM Licence being questioned and/or inoperative.
35. Additional sanctions may be applied by the FIM Stewards Panel in accordance with the FIM Sporting Code.

In addition to 2.12:

2.12 TDN / TDNC FIM Trial Des Nations / Trial Des Nations Challenge

36. The TDN Team Managers must be at least 18 years of age and in possession of a valid, individual FIM Trial Assistant, FIM Trial World Championship or FIM International licence in his own name. In his own country, a valid National Trial Licence is sufficient.
37. Each Nation is limited to one TDN Team Manager. However, if the FIM

Trial of Nations and the FIM Women's Trial of Nations are held on the same day, a Nation represented in both Competitions is entitled to 1 Team Manager dedicated to each Team. Each Team Manager will be nominated and assigned to their one team and will not be allowed to assist the other team of their Nation.

38. **A Nation can assign an additional Team Manager to assist a team of the Trial Des Nations Challenge.**

39. Under reservation of acceptance by the FIM Administration at the moment of the entry and/or by the Race Direction, a Rider or Assistant can be the Team Manager of his team and assigned exclusively to it.

40. The Team Manager is appointed by the FMN of the team he represents. In this respect, and provided that the FMN has notified the FIM Administration (ctr@fim.ch), he may represent his FMN at TrialGP meetings in accordance with Article 4.20 without having a "FMN Delegate" bib.

41. During the Event, the Team Manager shall be responsible for all matters regarding his team.

42. Team Managers/Assistants must be named during registration on-line at www.trialgp-registration.com. Amendments can only be made up to the end of Administrative Control.

43. The Team Manager will represent his team at the Administrative Control.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM Trial World Championship and Prize Events are open to motorcycles as defined in the FIM Regulations, FIM Trial Technical Regulations.

2. **As regards of the FIM Trial Vintage Trophies, motorcycles must comply with the appendix "FIM Trial Vintage" and "FIM Trial Vintage Motorcycle Trophy" listed on the "FIM Technical Trial Regulations".**

3. Unless the Event takes place on a closed circuit (no public roads), the Rider will need to be the holder of a valid driving licence according to the motorcycle.

4. The Women's and **Trial3** classes must take place on a closed circuit.

5. All riders under 16 years old must ride a motorcycle less than 125cc **or electric with limited power**.

6. Championships and Capacities:

FIM Trial World Championship	TrialGP	> 250cc / 2T and 4T
FIM Trial2 World Championship	Trial2	≤ 300cc / 2T and ≤300cc / 4T
FIM Trial**3** World Championship	**Trial3**	≤ 125cc **or Electric with limited power**
FIM Women's Trial World Championship	TrialGP Women	≥ 250cc* / 2T and 4T
FIM Women's Trial2 World Cup	Trial2 Women	≤ 300cc / 2T and ≤300cc / 4T
Trial Des Nations, International Trophy, Women's Trial Des Nations	TDN TDN –IT WTDN	All capacities. ≤ 125cc **or Electric with limited power** for – 16 years
Trial Vintage Trophy **Trial Motorcycle Vintage Trophy.**	**TVT** **TVMT**	**Valid driving licence according to capacity of the motorcycle.**

(*-10cc allowed)

3.2 Use of a Motorcycle

1. At all times during the Event, a Rider will be responsible for keeping his motorcycle in conformity to the rules.
2. Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered. In accordance with other rules specified in the Supplementary Regulations, unless the Event is held on a closed circuit.
3. Special conditions may be attributed by the FIM to Electric Trial Motorcycles under Article 5.4.1 for the development of Alternative Energies.
4. In the case of inability to continue the Event with the same marked frame and/or engine of his motorcycle, the Rider will have to state the technical reasons justifying the request for change to the Race Direction. The Rider and/or his assistant, and/or his team manager can be asked to present the faulty motorcycle to the Technical Stewards who will decide on the unfixable character of the motorcycle. A new motorcycle can be presented to the technical control to determine its compliance.
5. During the qualification and competition the Riders are only allowed to use the motorcycle that has been presented at Technical Verifications.
6. The Race Direction may disqualify a motorcycle, when the construction or condition of which is or may become a source of danger.

3.3 Rider's number

1. Rider's bibs will be forbidden.
2. Riders must display their number printed on the front and back of their riding shirt or suit. The number area must measure 200 mm x 200 mm.
3. The FIM will provide the artwork and guidelines for the number panels which will also include Championship logos, no other designs or logos will be accepted in this area.
4. Permanent numbers will be issued on confirmation on the Rider's entry.
5. The Rider must ensure that the numbers (back and front) are fully visible during practice, qualification, warm up and competition in all weather conditions.
6. The Race Direction reserves the right to refuse the Rider permission to start the Trial if they do not have a printed number on their riding shirt/suit as per the design provided by the FIM.

In addition to 3.3:

3.3 TDN / WTDN / TDNC FIM Trial Des Nations / FIM Women's Trial Des Nations / Trial Des Nations Challenge

7. The distribution of numbers will be based on the classification of the teams in the FIM Trial Des Nations, FIM Women's Trial Des Nations **and the FIM Trial Des Nations Challenge** of the previous year.
8. Teams will print their numbers and country acronym on their riding shirts in accordance with the graphic chart sent by the FIM.

3.3 TVT FIM Trial Vintage Trophy

9. **Riders must display their number on a number plate positioned on the front of the motorcycle. Each figure and number must have the dimensions according to the graphic charter and the guidelines provided by the FIM.**

3.4 Paddock

1. The installations of the Paddock are those defined in the “Event Manual” of the organiser.
2. They allow in particular the good preparations and assistance of the Riders and Motorcycles in compliance with all the articles of these regulations and other FIM regulations.
3. Holding or displaying any inappropriate material is prohibited.
4. Riding a Motorcycle is prohibited at all times unless otherwise indicated. In this case, the pace must be the same as a person walking.
5. Tests on the Motorcycles are not allowed.

3.5 Assistance Area - PA2

1. In exceptional circumstances an assistance area - PA2 may be provided.
2. This is essentially a situation where Riders and Motorcycles cannot return to the Paddock between the different Laps. For example, when the Lap has a loop far from the Paddock.
3. This PA2 will be necessary and essential to all riders whatever their class and their motorcycle engine capacity and energy.
4. This will be stated in the Supplementary Regulations.
5. A maximum of 1 “Assistance Area – PA2” can be authorized.
6. Its dimensions must be mentioned in the Supplementary Regulations as well as any restrictions on access to Assistance vehicles.
7. Its facilities will be limited.
8. It is prohibited to refuel outside the Refuelling Area attached to PA2 and as defined in article 3.5.

3.6 Refuelling Area

1. Refuelling of all motorcycles must only take place in the paddock and official refuelling areas, with the use of an environmental mat to protect the ground.

2. However, in exceptional cases, a Refuelling Area may be installed if necessary and essential for the Motorcycles of all the Riders, whatever their Classes, their cubic capacities and their energies.

3. Refuelling outside these conditions will lead to disqualification of the rider and immediate withdrawal of his assistant's bib.

4. A refuelling area will need to be attached to a PA2.

5. Refuelling in the Paddock without the use of an environment mat will entail a fine as defined in the Environment Code.

6. The term refuelling can also be used in the context of a change of battery of an electric motorcycle. This will be done in accordance with the specific Trial Technical Rules and other information provided by the Race Direction.

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of the Event, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.

2. The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully vouch for. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

3. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars obligatory for certain officials.

4. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.

5. An official shall not be a Rider, sponsor, team manager, mechanic participating in the Event.

6. The Clerk of the Course must present to the FIM Officials a list of all Officials of whom the number of the FIM licence must be mentioned.

7. All officials and Section Observers must remain operative and available with all the required equipment for the Event in place within the time limit for lodging a protest/appeal.

8. If using a motorcycle or any other vehicle to move on or off the Course, he must wear equipment as defined in the FIM Trial Technical Regulations.

4.2 Jurisdiction

All FIM licence and FIM laissez-passer holders, officials and their Assistants, and all other persons involved in the Event are subject to the authority of the FMNR Clerk of the Course, with exception of the other members of the Race Direction (FIM Race Director and CTRS), and members of the FIM Stewards Panel, other persons appointed by the FIM.

4.3 Officials who hold an FIM Licence

1. It is recommended that Officials who hold an FIM licence speak English or French fluently.

2. Any officials when on duty at an FIM Trial World Championships and Prizes, must hold the appropriate valid FIM official's licence.

4.4 TrialGP Meeting

1. Official meetings are chaired by the "FIM Chief Steward."
2. It will take place following the timetables validated in the Supplementary Regulations:
   - The day when the administrative control and the technical verifications start;
   - At the end of each day of competition.
3. The following persons have the right to attend meetings of officials.
   a) The FIM Chief Steward;
   b) FMNR Steward;
   c) FIM Race Director;
   d) FMNR Clerk of the Course;
   e) FIM Technical Section Adviser;
   f) FIM Women's Technical Section Adviser;
   g) FIM Championship Manager
   h) FMNR Environmental Steward;
   i) FIM Environmental Delegate;
   j) FMNR Technical Steward;
   k) FIM Technical Director;
   l) FIM Medical Delegate;
   m) The Chief Medical Officer
   n) FIM CFM Delegate;
   o) FMN Delegate. Art. 4.20;
   p) Members of the FIM Board of Directors, FIM Commission Directors, FIM General Manager and administrative staff of the concerned sports Commission;
   q) A Manufacturer's representative. He must be a FIM Manufacturer's licence holder;
   r) Rider's representatives of each class participating in the Event.

4.5 FIM and FMNR Stewards Panel

1. There will be a Panel of two Stewards:
   - The FIM Chief Steward;
   - The FMNR Steward.
2. The FIM Chief Steward is appointed by the FIM Trial Commission.
3. The FMNR is limited to one FMNR Steward.
4. The Stewards have no responsibility for the organisation of the Event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
5. The authority and duties of the Stewards include but are not limited to:
   a) Ensuring that the Event is conducted effectively and regularly according to the Regulations and reporting any infringement to the Race Direction;
   b) To make recommendations to the Race Direction to improve the smooth and efficient running of the Event;
   c) To bring to the attention of the Race Direction any matter that is in contradiction to the Regulations.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the same Code:
   - warnings;
   - fines, subject to a maximum of Euro 3.000.-;
   - point penalties;
   - drop of positions;
   - disqualification;
   - a suspension for a period not exceeding 30 days starting from the date of the offense;
   - loss of rights to participate in the Championship that can be applied to one or several Events.

8. According to Art. 3.1.3 of the FIM Disciplinary and Arbitration Code, the FIM Stewards Panel may refer a case to the International Disciplinary Court to impose a higher penalty that it is itself empowered to do.

4.6 FIM Chief Steward

1. The FIM Chief Steward is the person that represents the FIM according to Art. XVI of the FIM Statutes and By Laws.
2. The FIM Chief Steward convenes and chairs the TrialGP Meeting and the meetings of the FIM Stewards Panel.
3. He must ensure that the process of meetings he chairs is in keeping with the rules of the Sporting Code, the regulations published by the FIM and the Supplementary Regulations of the Event.
4. He is responsible for communication between the various official parties.
5. He has the right to invite people to meetings he chairs, if it is appropriate.
6. The FIM Chief Steward must ensure that all parties involved receive written notification of any decision rendered by the Race Direction and/or FIM Stewards Panel as soon as possible.
7. The FIM Chief Steward must collect all the following documents and send them to the FIM Administration within 72 hours of the end of the Event:

- The official permission from the local authorities to run the Event;
- a copy of the third party insurance certificate;
- the official program of the Event;
- the report of the Environment official;
- all the details of appeals presented;
- his report.

4.7 FIM Stewards Panel Meeting

1. Meetings of the FIM Stewards Panel take place during the TrialGP Meeting, but also each time it proves to be necessary during the Event, in an open or closed session.
2. The FIM Stewards Panel meetings are chaired by the FIM Chief Steward.
3. The quorum for a meeting of FIM Stewards Panel is two persons.
4. The Stewards cannot have any other official function during the Event. In the case of force majeure circumstances with a member of the Race Direction, a replacement by a member of FIM Stewards Panel can be applied.
5. If the appointed FIM Chief Steward is prevented from arriving on time at the Event, the CTR Bureau may appoint a replacement, the first priority being given to a Member of the CTR who is not part of the FMNR.
6. In case of absence of the FIM Chief Steward, he will be replaced by the FIM Race Director appointed by the FIM.
7. If the FMNR Steward is prevented from arriving at the Event in time and the FMNR is not able to offer a replacement, the FIM Chief Steward may appoint the FIM Race Director. In case of a vote, the FIM Chief Steward (or FIM Race Director, as alternate) has a casting vote.
8. In a case of force majeure, it is possible to designate a replacement, with first priority given to an official who is not from the FMNR.
9. Each member has one vote. Decisions are taken by a simple majority. In case of a tie on an appeal against a decision of the Race Direction, the decision will stand.
10. In case of a tie between the two members on a proposal by the Race Direction or any other decision, the FIM Chief Steward shall have the casting vote.

4.8 Race Direction

1. The Race Direction is made up of the FIM Race Director, the FMNR Clerk of the Course and the FIM CTRS.

2. The Race Direction exercises supreme control of the Event but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which must be ratified.

3. To judge the ability to ensure the smooth and efficient conduct of the Event or infraction of the FIM Trial Rules.

4. Consequently, the FIM Race Director and the CTRS are responsible only towards the FIM.

5. All civil and legal liabilities lie with the organisers. The Race Direction may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 2.1 are observed. The Race Direction is not authorised to make alterations or additions to the FIM rules but it is competent to take decisions in the cases set out below.

6. The Race Direction is entitled, either on its own initiative or on request of the organiser, FIM Championship Manager or of the Clerk of the Course, to delay the start of **the Competition**, to have the course or Sections improved, **to make any schedule changes** or **other and even** to prematurely stop or cancel part of the entire **Competition or** Event because of urgent safety reasons or for any other reasons of force majeure **or by necessity**.

7. The Race Direction has the competence to take decisions and/or impose sanctions against Riders, Assistants, Managers, teams' staff.

8. These sanctions may be against any action or voluntary or involuntary act, carried out during an Event by a person or a group of persons, contrary to the regulations in force or the orders given by an official of the Event.

9. The Race Direction can apply all sanctions provided for in the Trial Regulations with the exception of those reserved under Art. 4.5.

10. The authority and duties of the Race Direction are:

    a) To approve all official results of the Event;

    b) To impose penalties for breaches of the FIM Regulations;

    c) May propose to the "FIM Stewards Panel" a greater sanction than those it has itself the power to impose.

d) To propose more severe sanctions to the FIM Stewards Panel in particular for proven serious actions of corruption, fraud or any act prejudicial to the interests of sport, performed by a person or group of people during an Event.

e) To adjudicate on any protest relating to infringements of the Regulations.

f) To approve or refuse a change of Assistant in case of injury or illness.

g) To approve or refuse a change of Rider in case of injury or illness in a team after administrative control at the TDN.

11. It is the only competent disciplinary body to adjudicate upon any protest that may arise during a meeting, subject to the right of further appeal that will be dealt with by the FIM Stewards Panel in accordance with Art. 4.5.

12. Any person or organisation considering him- or itself to have suffered prejudice following a disciplinary decision of the Race Direction has the right to appeal against this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after notification of this decision.

13. Appeals against a decision of the Race Direction will be dealt with by the FIM Stewards Panel.

4.8.1 Race Direction "Open Door"

1. Only the persons holding a licence and engaged to the Event are entitled to express their concern or comment on a relevant matter with the members of the Race Direction.

2. If deemed necessary the Race Direction will evoke the subjects in the TrialGP Meeting agenda.

4.9 FIM Race Director

1. The FIM Race Director is appointed by the FIM.

2. The FIM Race Director must be present at the TrialGP Pre-meeting and at the latest the day before the start of the Event - Administrative and Technical Control.

3. The FIM Race Director will chair the Race Direction meetings.
4. The FIM Race Director may invite other persons to the Race Direction meetings where he considers it to be appropriate.
5. The Race Director has no responsibility for the organisation of the Event.
6. The powers and responsibilities of the FIM Race Director include but are not limited to the following:

   - He must ensure that the interests of the FIM are safeguarded and that the FIM Sporting Code, its Regulations, and other FIM commitments entered into by the organiser are respected. He should work closely with the CTR Director and the Coordinator;
   - He must ensure that the decisions of the Race Direction are in conformity with the rules of the Sporting Code, to the regulations published by the FIM and the Event Supplementary Regulations;
   - He must decide jointly with the FIM Chief Steward on the timetable for the open meetings of the Officials and inform the FIM Chief Steward of any extraordinary meeting or closed meeting of the Race Direction;
   - The FIM Race Director is responsible for all communications between the organisers and the Race Direction;
   - He shall check whether there are changes to the SR and, if so, ensure that they are duly notified to all the Riders and participants entered;
   - He shall check the Report from the FMNR Clerk of the Course stipulating the provisions for the regular running of the Event;
   - He shall check the report of the FMNR Clerk of the course stating that all the Riders and participants entered are in possession of their FMN authorisations and licences;
   - He shall check any modifications concerning extra safety measures requested by the Riders;
   - Documents produced by Results Service.

7. To that end he must:

   - Work in close cooperation with the organiser, FIM Championship Manager, the FMNR Clerk of the Course, the CTRS and all other officials;

- Ensure communication among the members of the Race Direction;
- Organise the meetings or actions he considers necessary for the smooth running of the Event;
- Ensure communication with teams, Riders, organiser, FIM Championship Manager and all other officials is efficient. Check that all officials and other persons in a position of authority perform their duties and roles in an effective manner throughout the Event;
- Propose and organise a Riders' briefing.

8. The FIM Race Director must inspect the Sections and the safety arrangements before the start of the practice and the Visit of the Sections.

9. Moreover, the FIM Race Director may propose to the Race Direction any necessary decision on the quality of the Sections or of any other part of the Event at any moment in accordance with the articles of the present Regulations with a view to improving the Event.

10. Only at the Qualification, he will have to make sure of the immediate application of the FIM regulations by the Chief Section Observer. In case of malfunction he will be able to consult the Chief Section Observer for validation of the notation.

11. The FIM Race Director may make recommendations to the Race Direction that could lead to a change in the programme such as the start or resumption of a Competition, its duration or stoppage or cancellation of the Event.

12. He must ensure that all parties concerned and the person responsible for Section Observers receive as quickly as possible a written notification of any decision taken by the Race Direction.

13. The FIM Race Director may propose to the Race Direction any decision or sanction concerning any physical or moral person who does not respect the FIM regulations and/or disrupts the smooth running of the Event.

14. He shall hear the report of the FMNR Clerk of the Course and any other official concerned.

15. At the end of the Competition, the FIM Race Director must sign together with the FMNR Clerk of the Course the official classifications of the Competition; he must also sign all the minutes of the meetings.

16. He must present a report at the meeting of the officials.

17. The FIM Race Director must send to the FIM Administration within 72 hours of the end of the Event his report on the Event using the official FIM file. This file shall contain: his report, details of any protests presented with the security deposits taken; and other official documents are stipulated in the file.

18. In order to avoid any conflict of interest, the FIM Race Director must observe a duty of confidentiality vis-à-vis all the stakeholders in the Event (organisers, FIM Championship Manager, Riders, teams, manufacturers, etc.). He must ensure that he does not wear any branding other than the official FIM clothing or find himself in any situation that could be construed as indicating an allegiance to any of the above persons. He must defend the interests of the FIM and the CTR at all times. He shall ensure that all decisions taken are communicated as soon as possible to the persons concerned.

4.10 The FMNR Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be the FMNR Steward at the sametime.
3. He is a member of the Race Direction with the FIM Race Director and the Technical Adviser for the Sections (CTRS).
4. When performing his duties, the Clerk of the Course must act and work and be in permanent consultation with the other members of the Race Direction and in particular with the FIM Race Director.
5. The Race Direction will have supreme authority and the FMNR Clerk of the Course can give orders only with the Race Director's formal consent.
6. The FMNR Clerk of the Course is responsible for the conduct and efficient running of the Event.
7. His main tasks include but are not limited to:

   a) certifying that the official permission from the local authorities to run the Event has been granted to the organiser;

   b) giving the FIM Race Director a copy of the organiser's third party liability insurance policy;

   c) checking the Event's safety and security standards;

   d) ensuring that the venue, the course and the Sections are in good condition, that all the officials are present and ready to perform their roles, and that the security, media and control services are ready to act;

   e) checking the Riders' identity and the correct numbering of the motorcycles and ensuring that there is nothing that prevents a Rider from taking part in the Event, for example an injury, a suspension, a disqualification or any other ban on riding (according to the information provided by the FIM or by the organisers);

   f) refusing to allow a Rider or a motorcycle to start or give the order for a Rider or a motorcycle to be withdrawn from the competition. If this is considered to be the necessary measure on the grounds of safety;

   g) withdraw the bibs from a Riders' Assistant, his team manager and/ or manufacturer if the Rider is disqualified;

h) ordering the evacuation from the course, Sections and surroundings of any person refusing to obey the orders of an official in charge;

i) signing (with date and time) the copies of the results sheets as soon as possible and ensure that they are displayed for the Riders and teams;

j) collecting the reports of the timing and operational officials and any other information necessary to enable him to present his report to the Race Direction and allow the provisional results of the Event to be approved;

k) The Clerk of the Course can make recommendations to the Race Direction that would lead to a change in the program, such as the start or resumption of a competition, its duration, its stoppage or cancellation of the Event;

l) In urgent cases concerning safety or for any other reason of force majeure, the Clerk of the course can delay the start of an Event, have improvements made to the conditions on the course and/or Sections, cancel a Section or decide on a premature stoppage of the Event. (Art. 5.24);

m) He may propose sanctions to the Race Direction;

n) The Clerk of the Course must report to the Race Direction on any protest he receives.

4.11 The FIM Technical Adviser for the Sections (CTRS)

1. The CTRS is appointed by the FIM for the World Championships and FIM prizes Events.

2. A Women's CTRS is also appointed by the FIM for the Women's World Championship and FIM Women's Prize Events.

3. At Events grouping FIM Trial World Championships and Prizes and FIM Women's Trial Championship and Prizes happening at the same time, the CTRS and Women's CTRS will substitute mutually according to their respective missions, tasks and decisions concerning a FIM World Championship or Prizes for which have been nominated.

4. The CTRS and the Women's CTRS shall be referred to as the CTRS.

5. He is a member of the Race Direction with the FIM Race Director and the Clerk of the Course.

6. When performing his duties, the CTRS must act and work and be in permanent consultation with the other members of the Race Direction and particularly with the FIM Race Director.

7. His main tasks include but are not limited to the following:

   - executes any decision taken by the Race Direction;
   - is granted the authority by the organiser and the Clerk of the Course to take all decisions relating to his missions;
   - Both CTRS officials will collaborate together in joint Events;
   - ensures that the course and Sections are in good condition and comply with the Supplementary Regulations and the Specifications;
   - ensures that the Course and the Sections comply with the decisions taken by the Race Direction;
   - monitors, advises on and if necessary, corrects Sections prepared by the organiser;
   - checks the course, the times and the positioning of the time controls;
   - monitors the areas surroundings the Sections or on the course that present a risk for the Riders, Assistants or the public and will have the necessary modifications made;
   - notifies the Race Direction of any information regarding safety or

operational problems on the Course or in the Sections;

- ensures that all the Section Observers are present and ready to perform their roles on the day of the competition.

4.12 Meetings of the Race Direction

1. The Race Direction meetings take place during the TrialGP meetings but also whenever necessary during an Event, in an open or closed session.
2. The meetings of the Race Direction are chaired by the FIM Race Director who will set the timetable and organise extraordinary sessions where necessary.
3. In all cases, the members of the FIM Stewards Panel can attend the meetings, including closed meetings, as observers only.
4. If the Race Director appointed by the FIM is absent, he will be replaced by the FIM Chief Steward.
5. If the Clerk of the Course appointed by the FMNR is absent, FMNR must nominate a replacement who holds an appropriate Officials' Licence. Failing that, the FMNR Steward from the Stewards Panel could take this position.
6. The members of the Race Direction cannot occupy another official role during the Event. Except in the case of a member of the FIM Stewards Panel as a replacement in a case of force majeure.
7. The quorum for a Race Direction meeting is two people. Each member has one vote. The decisions are taken by a simple majority. In case of a tie (absence of a member), the FIM race Director shall always have the casting vote.

4.13 Publication of Decisions

1. All decisions that will facilitate the running of the Event, as well as all results must be published as soon as possible in the official languages of the FIM.

2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified directly at the venue of the Event or, failing that, by registered letter with acknowledgement of receipt.

3. If possible at the Event, the persons involved should at least be verbally notified. However, it is preferable that the decision of the Race Direction/FIM Stewards Panel be notified by a written document.

4. The document/notification of a decision shall:

   a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel;

   b) State the names of the persons involved;

   c) In case of a protest, state that the protest fee has been paid by the protesting party;

   d) State the reasons for the action taken/protest lodged;

   e) State the articles to which the action taken/protest relates;

   f) State any additional information obtained during the hearing;

   g) State the decision of the Race Direction/FIM Stewards Panel and its supporting evidence and brief report;

   h) Decisions of the Race Direction: Must be signed by the FIM Race Director and the Clerk of the Course or the CTRS.

5. Whenever the persons involved are notified in writing at the Event, the following procedure must be respected:

   a) The persons concerned by the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision;

   b) Decisions of the FIM Stewards Panel: Must be signed by the FIM Chief Steward and the FMNR Steward;

   c) The name of the person who receives the decision. His position/ function, the venue, date, time of receipt must also be mentioned on the acknowledgement of receipt;

   d) The copy of the decision, signed for receipt by the persons

concerned, must be added to the report of the FIM Race Direction.

4.14 Minutes of Meetings

1. The Minutes of all the meetings of the Race Direction and/or FIM Stewards Panel must be written in both official FIM languages, unless the Race Direction or the FIM Stewards Panel agree to accept them in one official language.

2. The Minutes must state in detail any penalties imposed. The decisions taken concerning any protests received, copies of which must be attached. Details of any accidents which may have occurred and or any possible irregularities. As well as the opinion of Race Direction regarding the competence of the Organiser, including any remarks they consider to be of importance.

3. The FIM Chief Steward and the FIM Race Director must send a copy of these Minutes to the FIM Administration within 72 hours after the Event.

4.15 The FIM Technical Director

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Trial Commission.

2. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

3. The FIM Technical Director works in cooperation with the FIM Race Director.

4. The authority and duties of the FIM Technical Director include but are not limited to (Please also refer to the FIM Technical Code):

   a) The FIM Technical Director will report to the FIM Race Director any concerns or deficiencies relating to the technical verifications and present proposals to resolve such concerns;

   b) The FIM Technical Director is the final arbiter in relation to technical issues at the Event;

   c) The FIM Technical Director will examine with the Technical Steward the motorcycle(s) and the protective equipment of any Rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate;

   d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

4.16 The FMNR Technical Stewards

1. The Technical Steward and the Chief Technical Steward, appointed by the FMNR, shall in particular:

   a) verify the motorcycles and equipment in accordance with the FIM Regulations and the Supplementary Regulations;

   b) attend the Officials' meetings;

   c) draw up a technical report and hand a copy to the FIM Technical Director;

   d) if requested to do so by the Race Direction, attend meetings, but without voting rights.

2. When carrying out their duties, the Technical Stewards shall act and work in permanent consultation with the FIM Technical Director**. Within the framework of the "FIM Trial Vintage Trophy" the "Vintage Trial Expert" will assist the Technical Stewards for all Vintage Motorcycles but also with regard to the eligibility of authentic motorcycles authorized to participate in the "FIM Trial Vintage Motorcycle Trophy"**

4.17 The Chief Timekeeper

1. The Chief Timekeeper is appointed by the FIM.
2. The Chief Timekeeper shall in particular:

   a) Be qualified to use the timekeeping system of the Event and be in possession of a valid FIM Licence;

   b) work in collaboration with the FIM Championship Manager/Race Direction;

   c) if requested to do so by the Riders, examine their results and show them the recording of their times;

   d) produce the official results in accordance with the FIM Regulations and hand a copy to the Race Direction;

   e) if requested to do so by the Race Direction, attend meetings, but without voting rights.

4.18 Environmental Steward

1. The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

   a) ensure that the FIM Environmental Code is respected;

   b) report to the Clerk of the Course any infringement to the FIM Environmental Code;

   c) have access to all information concerning the Event, and be able, prior, during and after the Event, to give recommendations on all aspects of the Event which may have potential environmental consequences;

   d) draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the FIM Administration and hand a copy to the FIM Chief Steward;

   e) attend meetings of officials;

   f) if requested to do so by the Race Direction, attend meetings but without any voting rights.

4.19 The Chief Section Observers

1. The Chief Section Observers are appointed by the FMNR/Organisers.
2. The minimum age for all Chief Section Observers is fixed at 18 years.
3. **In his section, he decides alone on all penalty points awarded to Riders with the exception of the situation described in Art. 4.9 - 10 Race Director.**
4. **The Chief Section Observers have benefited from Practical Guidelines to carry out their missions, taking into account in particular the Spirit of Trial.**
5. **They are vested with discretionary power to judge faults as assigned in these rules.**
6. **They are able to judge actions by appealing to common sense and taking into account their intentional, negligible, incongruous and/or seeking to deceive their missions.**
7. The minimum age for all Section Observers is fixed at 16 years.
8. They must not have family relationship to any Rider participating in the Event so as not to create any conflict of interest.
9. They must have taken part in a Briefing organized by the members of the Race Direction **and have in consideration their practical guidelines.**
10. For each of the Chief Section Observer posts, the organiser must draw up a list of the names of the Chief Observers occupying the post. This list must be given to the Clerk of the Course who will pass it on to the Race Director before the start of the Event.
11. The Chief Observers and his Assistants must be identifiable by bibs.
12. There must be one Chief Section Observer per Section.
13. The Chief Section Observer is responsible for good order in his Section, which includes the Section Enclosure and the Corridor.
14. After the Event, the Chief Section Observers must remain available until the deadlines for protests/appeals have expired.

4.20 The FMN Delegate

1. Each FMN that has a Rider participating in an Event is entitled to be represented by a national Delegate, holder of a Sporting Steward's Trial licence.

2. Each represented FMN must inform the FIM, and the FMNR in writing of the presence of their Delegate and preferably his name not less than 15 days prior to the Event.

3. During the Administrative controls, the FMN Delegate must complete and sign a document engaging him to accept and respect all the FIM Rules and those of the Event at any time and in consequence to release the FIM and the organiser from all liability, accepting that he is responsible for his own actions.

4. In case of use of a motorcycle for his transport on the Course, he must comply with Article 2.12 of these regulations for any point relating to his active role on the field, in particular when using a motorcycle for his transport on the Course.

5. The national Delegate represents its FMN and the Riders entered by that FMN.

   He is entitled to:

   - attend the Officials Meetings, as an observer;
   - receive documents, and all official information;
   - explain his questions during the meetings after authorization of the FIM Chief Steward;
   - receive passes to be able to be present at the course, Section enclosures, Officials meeting, Riders' paddock, starting and finishing area during the Event;
   - receive a FMN Delegate Yellow bib.

6. The FMN Delegate must not interfere in the allocation of any Riders' penalty points by officials and/or by Chief Section Observers.

7. A FMN Delegate cannot be Rider, Manufacturer Team Manager or FIM Trial Team Manager.

In addition to 4.20:

4.20 TDN FIM Trial Des Nations

8. A Team Manager nominated by the FMN of the team that he represents may, provided that his FMN has notified the FIM Administration (ctr@fim.ch) and compliance with Article 2.12, represent his FMN during TrialGP Meetings as Delegate without having a "FMN Delegate" bib.

4.21 FIM Championship Manager

A Championship Manager is appointed by the FIM. He is responsible for checking that the materials, timetable and information provided in the FIM Standards for Organisers are respected by all. He is responsible for ensuring that all Participants, staff and others respect the instructions of the organisation.

He has no function as "official" during the Event.

4.22 CTR Representative

The CTR may appoint a CTR Representative, who will have supervisory tasks, for each Event.

4.23 Chief Medical Officer

1. A Chief Medical Officer is an official, holder of the corresponding FIM official's licence nominated by the FMNR/ organiser at each Event.
2. The Chief Medical Officer will work in collaboration with the FIM Race Director, the Race Direction and the Officials of the FIM Stewards Panel.
3. He will ensure the respect of the Regulations of the «FIM MEDICAL CODE».

4.24 Vintage Trial Expert

A Vintage Trial Expert is not an official. He is appointed by the FIM to assist the various officials and interveners to check that the "Vintage" Motorcycles, the materials, timetables and information provided comply with the various points of the FIM Regulations. He is responsible for ensuring that all Participants, staff and any other person follow the instructions of the organization.

5. RUNNING OF THE EVENT

5.1 TrialGP Pre-Meeting

1. Prior to the Administrative and Technical Controls a TrialGP Pre-meeting will be held for all Event officials. Venue and exact time will be mentioned on the Event Timetable. Updated version of each Event's timetable at www.trialgp-noticeboard.com.
2. The meeting will be organised by the FIM Chief Steward, or in case of absence, by the FIM Race Director.
3. List of persons attending the meeting:
   - FIM Chief Steward;
   - FMNR Steward;
   - Race Director;
   - Clerk of the Course;
   - CTRS;
   - Time Keeping/Results Service Representative;
   - FIM Championship Manager;
   - **Vintage Trial Expert (Vintage events)**
   - Organizer's Representatives (persons responsible for Paddock, Course and Sections);
   - Any other persons requested by the FIM.

5.2 Paddock Access

1. The Paddock will be accessible in the conditions and schedules indicated and approved by the FIM.
2. They must be respected by the Riders, Teams and Manufacturers and any other person involved in the race or with a rider.
3. Any failure to comply with these conditions and schedules may be subject to penalties provided for in Article 5.22 and 5.23 Financial Penalties.

5.3 Administrative Controls

1. Riders entered in an Event are required to present:

   a) Their valid FIM Trial World Championship or FIM Prize licence according to the FIM licence validity list stated in the FIM Yearbook.

   b) Their FMNs' authorisation to participate in the Event

   c) **A medical certificate if necessary.**

   d) Have completed the official entry form for the FIM Trial World Championship or FIM Prize.

2. Riders will be required to sign an individual entry form during the administrative controls.

3. In the case of a two-day Event Competition, a Rider who cannot attend the first day of competition due to illness or other unavoidable situations will only able to start the second day of competition at the discretion of the Race Direction. The Rider or his mechanic must submit his motorcycle for Technical Verifications before his start time.

4. Each rider's assistant will also be required to present their valid licence and to sign below their rider's name.

5. All Team Managers will also be required to present their valid licence and to sign under the name(s) of his respective rider(s).

6. The FMN delegates will have to sign in their engagement.

5.4 Technical Verifications

1. All Riders must observe the technical verification procedures as described in the FIM Trial Technical Rules.

2. The Rider and/or his Assistant and/or his Team Manager must present the Riders motorcycle to the Technical Verifications. The motorcycle must be in accordance with the FIM Trial Technical Rules.

3. Before practice, a technical inspection must be performed according to the procedure and the timetable provided in the FIM Regulations and/or Supplementary Regulations of the Event.

4. At all times during the Event, a Rider will be responsible for keeping his motorcycle in conformity to the rules.

5. The Rider, his Assistant or Team Manager will sign the Technical Verifications form certifying that the parts have been properly marked and controlled.

6. The previous article is only possible between the different parts of the event that are the technical controls, practice, the Qualification, the Competition (s). No change is possible during Qualifying or during a Competition.

7. At all times during the Event:

   a) At the request of the Technical Stewards or the FIM Technical Director, a Rider and/or his mechanic, and/or his team manager must attend to present his motorcycle and/or equipment to the technical inspection;

   b) A Rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules;

8. If the organiser requires (i.e. Events using public roads) to inspect documents of the motorcycle, this verification must be done before the Event and, if he wishes to make a Technical Verifications, this must be stated in the SR.

In addition to 5.4

5.4 TVT / TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

9. **In addition to the FIM Technical regulations, each Rider's Motorcycle must comply with the specific appendices to the "FIM Trial Vintage Trophy" and "FIM Trial Vintage Motorcycle Trophy".**

10. **A Vintage Trial Expert can assist the Technical controls.**

5.4.1 Alternative Energies

1. The use of alternative energies such as bio-fuels, hydrogen or electricity, as long as they are not more noxious for the environment, must be encouraged in conformity with the Trial technical regulations.

5.5 Practice/Warm-up

1. A practice area must be open to the published times in the Supplementary Regulations.
2. Its characteristics must correspond to the Sections used in the Event.
3. Once the Event has started it is forbidden to practice outside the times as indicated in the timetable and/or to practice anywhere other than the practice area.
4. It is forbidden to set up Sections for the Event in this area unless the Section has already been marked out and is fenced off to prevent access by the Riders.
5. The day before the first day of competition, each Rider must comply with the specified location and timetable to access the Practice Area for his class.
6. Practice is not mandatory and is not taken into account in the classification of the Riders.
7. It is compulsory for the Riders to wear a helmet and comply with other clothing requirements as detailed in the Technical Rules Appendix Trial when they are in the Practice area.
8. A separate warm-up area or use of the practice area for the purposes of warm-up will be available before each day of competition. This area will be open for all Riders, from one hour before each Riders 1st lap start time.
9. Failure to comply with any of the above points will incur a penalty to be decided by Race Direction in accordance with articles (5.19 Penalty Points, 5.22 Financial Penalties, 5.21 Disqualification).

5.6 Visit of the Sections

1. The organiser must organise a visit of the Sections for the Riders. According to a pre-set time schedule. This timetable shall be displayed on the notice board. The visit of the Sections is not compulsory for Riders.
2. Motorcycles are not allowed inside Sections.
3. Riders are allowed to enter inside the Sections and/or Section Enclosure.
4. Riders will need to be identified with their pass.
5. Any other persons interested in the performance of a Rider who enters a Section and/or Section Enclosure can incur a penalty of 20 points for the Rider, and/or a possible financial penalty up to 500 EUR.
6. Riders found inside the sections outside specified time for the Visit of the Sections stated on the timetable will incur a penalty of 20 points, and a financial penalty of 500 EUR.

In addition to 5.6

5.6 TVT / TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

7. **Visits of the Sections are not authorized for the "FIM Trial Vintage Trophy" and "FIM Trial Vintage Motorcycle Trophy".**

5.7 Course inspection

1. An inspection of the Course with Motorcycle may be organized following the pre-defined schedules communicated in the official timetable.

In addition to 5.7

5.7 TVT / TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

2. **Visit of the Section's Course is not authorized for the "FIM Trial Vintage Trophy" and "FIM Trial Vintage Motorcycle Trophy".**

5.8 Briefing with the Chief Section Observers

1. A briefing with each Chief Section Observer is mandatory and will take place at the predefined schedules as communicated in the official Timetable, in general the day before the first day of competition.
2. This Briefing will be decided upon and chaired by the Race Director in collaboration with the CTRS and Clerk of the Course.
3. No opportunity to debate the Trial regulations will be permitted. The purpose is to offer information and guidance.
4. It is the responsibility of each Chief Observer to know the specifics of the FIM Trial Regulations and follow all published instructions.
5. Any particular situation or “practical case” can be explained.
6. A briefing with the Tablet Operators at the end of the section will be organized by the FIM.

5.9 Briefing with the Riders

1. A briefing with the Riders may be held if deemed necessary. It will usually occur before the first day of Competition, after the Visit of the Sections, exact time will be displayed on the Timetable.
2. This Briefing will be decided upon and chaired by the Race Director; other Members of the Race Direction and members of the FIM Stewards Panel are requested to participate in the briefing with the Riders.
3. Riders participating in the Event must attend the briefing, their Assistants, Manufacturer’s Team Managers and FIM Team Managers also may attend the briefing.
4. During this briefing, information concerning the Course, Sections, security and any other matters relating to the Event may be addressed.
5. No opportunity to debate the Trial regulations will be permitted. The purpose is to offer information and guidance.
6. It is the responsibility of each Rider and each team to attend the briefing, to be aware of all information provided and follow all published instructions.

5.10 Autograph session

1. Autograph sessions may be organised by the FIM.
2. The schedules and their duration will be mentioned in the official timetable.
3. The FIM may ask all riders or a designated group to participate.
4. If riders are requested to attend a session, their participation is compulsory.

5.11 Presentation

1. A presentation of the Riders may be arranged during the Event.
2. This presentation will be mandatory and further information will be provided by the FIM.

In addition to 5.11:

5.11 TDN/WTDN/TDN-IT/TDNC FIM Trial Des Nations/FIM Women's Trial Des Nations/ Trial Des Nations Challenge

3. An Opening Ceremony for all entered teams at the Trial Des Nations, Women's Trial Des Nations and **Trial Des Nations Challenge** may be **organised** during the Event. Further information will be provided by the FIM.
4. Only The Riders and team manager of each team must participate.
5. Schedules and other details of the Opening Ceremony must be indicated in the Supplementary Regulations of the Event.
6. In the case of non-appearance by a rider and or team manager from a Team, a financial penalty up to 500 € will be applied.

5.12 Qualification (According to SR)

5.12.1 Running of the Qualification

1. Qualification will take place before the first day of competition.
2. Qualification is compulsory. Riders who do not participate in Qualification will not be allowed to start the Competition.
3. However, a Rider who suffers a case of force majeure related to his motorcycle, his state of health or for any other reason judged as such by the Race Direction, the rider may request to participate in the Competition. Race Direction will take a decision on the rider's possible participation in the competition. This decision is final and may not be appealed by the Rider, Team or Manufacturer.
4. All Riders must make a bona-fide "attempt to succeed". If Race Direction deems a Rider to have failed in his "attempt to succeed" he may be penalized or disqualified.
5. Race Direction with the FIM will nominate a section used for the purpose of Qualification, which may also be used during the competition.
6. Qualification schedule will be published in each Event's Timetable.
7. Qualification will start in the following order, according to the classes present at each Event:
   a) Trial2 Women;
   b) TrialGP Women;
   c) Trial**3** ;
   d) Trial2;
   e) TrialGP.
8. The starting order of the first Qualification of the season will be made by ballot per class. Ballot will be done immediately after Administrative Control and Technical Verification.
9. The ballot will be controlled and verified by a rider, an official, and a Manufacturers' representative. A limited number of additional persons may be allowed to be present only with the permission of Race Direction.
10. At the following Events, the start order of Qualification will use the

reverse order of the provisional classification of the Championship for each class, so the best Riders of each Class will leave the latest.

11. Failure of having a Ranking, the Rider(s) will start before the other Riders.

12. In the case that there are several non- ranked Riders, a ballot will be done amongst them.

13. All Riders in each class will ride the Qualification Section, one after the other, and only in the order as mentioned above.

14. The penalties will be attributed to each Rider according to article 5.19 of these Regulations. Moreover, each Rider will be timed individually from the start to the end of the Section. The consideration of this two data will represent the result of each Rider.

15. A Rider who has the smallest number of penalty points in the fastest time in his class will be considered as having the best result and in consequence the winner of this Class.

16. The second fastest Rider having the smallest number of penalty points will be classified second, on so on.

17. All Riders having the smallest number of penalties will be placed in front of any Riders with more penalty points irrespective of their time.

18. In case of unforeseen circumstances leading to cancellation or dysfunction in a class at the Qualification by Race Direction. The ranking of the previous season for the first event or the provisional standings of the current season for the following events will be used to establish the starting order of the Competition.

19. Riders who are not Qualified but are allowed to participate in the Competition by the Race Direction, will always start first in their class. If several riders are in this situation their respective initially planned start order will be used to determine the starting positions. So, the Rider having to start after the other will keep this order for the start of the Competition.

In addition to 5.12.1:

5.12.1 TDN/WTDN/TDNC FIM Trial Des Nations/FIM Women's Trial Des Nations/Trial Des Nations Challenge

20. Only one Qualification – TDN for the Trial Des Nations World Championship/International Trophy and Women's Trial Des Nations.

21. Team Managers must nominate two Riders to participate per Team and must specify their starting order. Both nominated Riders and their starting order must be submitted at the latest by the administrative control.

22. Qualification is compulsory. Teams who do not participate will not be allowed to start in their respective Competition. All Riders must make a bona-fide “attempt to succeed”. If Race Direction deems a Rider to have failed in his “attempt to succeed” his Team may be disqualified. However, a team that would suffer a case of force majeure judged as such by the Race Direction, may request to participate in the Competition. The Race Direction will take a decision on the possible participation of the team in the competition. This decision will be effective without the Team not having the possibility to contest.

23. Race Direction with the FIM Championship Manager will nominate a section used for the purpose of Qualification - TDN which may also be used during the competition.

24. The time of Qualification - TDN will be published in the Event’s Timetable.

25. Team Qualification starting order will be by ballot per class.

26. The two Riders of each team will start one after the other according to the result of the ballot and the starting order communicated by their Team Manager.

27. Qualification - TDN will start in the following order:

    a) **Challenge Trial Des Nations**

    b) Trial Des Nations - International Trophy;

    c) FIM Women’s Trial Des Nations;

    d) FIM Trial Des Nations World Championship.

28. If one or more Riders of a team who are not Qualified but are allowed to participate in the Competition by the Race Direction, the Team will always start first in its Class. If several riders of different Teams are in this situation, the ballot will be used to determine the starting positions of the Teams. The Team with the lowest drawn number shall start first.

5.12.2 Ranking of Qualification

1. The classification of the Qualification will be used to determine the starting order for the first day of competition. The best classified Rider will start last in his class and so on.

2. In case of two days of Competition, the ranking of the first day, within each Class, will serve as starting order for the second day. The best ranked rider will start last in his class.

In addition to 5.12:

5.12 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

3. The result of the best of the two riders of each team will be used to determine the starting order of the team during the Competition.

5.12.3 Ties at Qualification

1. It is considered as tie, two or more Riders having obtained the same results (time penalties) or having all made a failure.

2. If two or more Riders have a tie, their start order of this Qualification will be taken in consideration. The reverse order of their respective start in Qualification will be the one used for the Competition.

In addition to 5.12.3:

5.12.3 TDN/WTDN/TDNC FIM Trial Des Nations/FIM Women's Trial Des Nations/Trial Des Nations Challenge

Ties at the end of the TDN Qualification:

3. If both best riders of two or more teams have the same penalties and time, the result of the second riders will decide on the teams position;

4. If the result of the second rider does not make it possible to determine their positions, the ballot of the Qualification will determine their starting positions;

5. The team with the lowest drawn number in the ballot will be the winner.

5.13 Course

1. The course should be in one direction only. If, in exceptional circumstances, two-way traffic or use of the same course as the public is unavoidable, then the organiser must put in place specific safety measures. He must ensure the permanent presence of officials throughout the competition at certain points on the course and if required.
2. When the Event is held on a closed circuit, 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).
3. In case of Force Majeure, for safety reasons **or by necessity** the Race Direction, under the acceptance and the responsibilities of the organiser, can modify the Course.

5.13.1 Distance

1. The course will consist of 2 laps, each of a length not exceeding 20 km.
2. In the case of two days of Competition, the same course shall be used for both days.

In addition to 5.13.1

5.13.1 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

The Course distance will be published in the SR.

5.13.2 Course marking

1. The course shall be marked with direction arrows
2. The directional arrow indicates to the Riders the course which they must follow.
3. All arrows must be made of waterproof material.
4. The course marking must all be completed before the visit of the Sections by the Riders.

5.14 Sections

1. To enter in a section is prohibited at any time and to any person except those mentioned in other Articles of this Regulation and under the specified conditions.
2. Sections cannot be tested on a motorcycle by any person other than the CTRS. Provided that the FIM/organiser have decided upon their perimeters and/or materialized them by signs. With the exception and in respect of point 12 of this Article.
3. Each Section shall be completely independent of other Sections and easily modifiable according to the weather conditions.
4. Sections constructed predominantly with industrially processed elements or materials should be avoided and may be refused by the Race Direction.
5. Each Section shall have signs clearly identifying the location of both the “Section Begins” and “Section Ends”. Each Section must also be clearly numbered in consecutive order.
6. The Section marking must all be completed before the visit of the sections by the Race Direction/visit of the sections by the Riders.
7. The “gates” will be placed at all areas where the width of the Section is reduced. Each gate must be indicated on the right and left 2 arrows of the same colour. The minimum width between these “arrows” is 120 cm but can be reduced to 60 cm in certain conditions requiring such a measure. The Riders must follow the corresponding coloured gates of their class.
8. The Competition gates will be:
   - Red for the FIM Trial World Championship “TrialGP”;
   - Blue for the FIM Trial2 World Championship “Trial2”;
   - Green for the FIM Trial**3** World Championship “Trial**3**”;
   - Purple for Women’s World Championship “TrialGP Women”;
   - Yellow for the Women’s World Cup “Trial2 Women”;
   - Red for FIM Trial Des Nations;
   - Blue for FIM Trial Des Nations - International Trophy;
   - Purple for FIM Women’s Trial Des Nations.

- **Green for men and yellow for women riders of the Trial Des Nations Challenge**

9. The Riders must pass between each and every pair of gates of their class.

10. Tapes serve to delimitate the periphery of the Section and the enclosure. In certain circumstances they can serve as limits inside a Section to the riders and their motorcycle during their evolutions. The width between the tapes should generally be 2 meters but some circumstances may require a minimum distance of 80 cm between two tapes. In the case of these tapes concern one single class, it is recommended that these tapes have the same colour as the arrows of this class.

11. If any gate/tape/marker or stake is broken or removed or damaged then it must be replaced before the next Rider enters the section. The Clerk of the Course must ensure that there is an additional supply of tape/gates and equipment available at each Section.

12. For television purposes and at the request of the FIM Championship manager, the FIM and/or Race Direction may accept the presence of a person on a motorcycle. To be allowed within all or part of the Qualification and/or a normal section at the latest the day before the Event. Limited to a maximum of four sections, including the Qualification Section. The name of the person and the selected sections decided upon to be used for these purposes, must be officially communicated. Under no circumstances may this person be a competitor participating in the Event.

In addition to 5.14

5.14 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

1. **The colour of the gates will be specified during the Administrative controls for the "FIM Vintage Trial Prizes" and "FIM Vintage Trial Motorcycle Trophy".**

2. **It will be identical for the two Trophies.**

3. **In the case of another line proposed, but which is not part of the classification of the FIM Vintage Trial Trophies, the gates will be of different colours.**

5.14.1 Security and level of the Sections

1. Before the Event, the CTRS and the Race Director have all powers for the validation of Sections.
2. They will take a decision concerning the level of difficulty as well as the safety and length of all Sections. Their decision is final and all modifications must be carried out immediately.
3. In case of Force Majeure or if it is considered that a Section is too difficult and/or dangerous and that the conditions do not allow for modification, it may be cancelled.
4. A minimum of half plus one of the number of Sections must be ridden by all Riders in each of their respective classes/categories for the results to be validated.

5.14.1.1 Acceptance of Sections by Riders

1. **After the Visit of the Sections, if one or more Riders considers that one or more Section layouts are too difficult or dangerous, he must imperatively inform the Race Direction.**
2. **Modifications can be discussed and considered on the lay out, in particular for security reasons. Their validations or invalidations will be considered as accepted by the Riders.**
3. **This acceptance constitutes a commitment by the Rider to "Defend his chances".**
4. **Once the Riders have accepted the lay out, no changes will be allowed except in cases of force majeure or by decision of the Race Direction who will make a final decision. The Riders will be informed.**

5.14.2 Number of Sections

1. The number of Sections for all Championships and Prizes will be 12 with 2 laps. Each day of competition will consist of 24 sections in total unless the Race Direction decides otherwise.
2. Sections must always be ridden in numerical order, except for cases stated on article 5.13 Course. Sections could be ridden in a different order under the decision of the Race Direction. Only Race Direction can permit a change of the numerical section order.

In addition to 5.14.2:

5.14.2 TDN/WTDN/TDNC FIM Trial Des Nations/FIM Women's Trial Des Nations/Trial Des Nations Challenge

3. The number of sections will be 15 with 2 laps. Each day of competition will consist of 30 sections in total unless the Race Direction decides otherwise.

5.14.2 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

4. **The number of Sections and Laps will be precised in the SR.**

5.14.3 Modification or cancellation of Sections

1. If, during the Competition, a section has been modified for any reason whatsoever, before, during or after the passage of one or more riders of the same class, the Race Direction will decide if this modification will allow or not, to validate the results of all Riders of this Class in this Section and then decide to modify or abandon this Section for the current and/or the following round.
2. If, during the Competition, it is found necessary to abandon a Section owing to "force majeure" before all Riders have passed through it, then no penalties shall be incurred in this Section by any Rider. If there are Riders in the queue for this Section, then the queue should be formed in the same order at the next Section. The total time for the Event shall not be modified in the Event of any Section being abandoned during the Trial.
3. Sections may be modified during the same Competition by Race Direction.
4. Information regarding modified sections **can** be communicated to the Riders **but all Riders must ensure the layout of the Section regardless of the day of the Competition or the Lap**.

5.14.4 Observation in a Section

1. Sections are controlled by the Section Observers present.
2. Before the start of a Rider in the Competition:
   - Access to the Sections must comply with Art. 5.6 “Visit of the Sections”.
3. Between the start of a Rider in the competition and his arrival:
   - The Rider can access at all times within the Section unless the Chief Section Observer does not permit him access.
   - Only the corresponding numbered Rider’s Assistant can enter the Section if the Rider is about to enter (first position on the Corridor) and or is riding the Section and always only after asking for permission from the Chief Section Observer. No other persons are allowed inside.
4. Entering the Section:
   - A motorcycle is considered as having entered a Section from the time his front wheel spindle has passed the fictitious line between the two “Section begin” signs. The front wheel must precede the rear wheel at all times.
5. Exiting the Section:
   - A motorcycle is considered as having exited the Section from the time his front wheel spindle has passed the fictitious line between the two “Section end” signs. The front wheel must precede the rear wheel at all times.
6. Leaving the Section before the “end of Section”:
   - A Rider who fails in a Section must leave the Section as indicated by the observer.
   - If conditions permit the chief Section Observer may allow the Rider to continue riding the same Section after having failed.

7. Obstruction:

   - An 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 obstruction, only the chief section observer may, at his discretion, allow a re-run of the Section. The chief section Observer's decision is final as to whether a re-run is permitted.

   - Should a re-run be granted, then the Rider shall complete the full Section.

   - Any penalty points lost prior to the point of obstruction during the original attempt will stand. These penalties will be added to any new penalties lost during the re-run, from the point of obstruction onwards to the end of the section.

5.14.5 Section corridor

1. An "Entrance corridor" shall be provided just ahead of the "Section Begins" signs of each Section. It shall be controlled by a Section Observer.
2. The "entrance corridor" shall allow at least two Riders when they are ready to enter the sections to wait in a queue with their **motorcycles**.
3. To enter a Corridor, priority is given to a Rider in relation to another considering the following rule:

   - A Rider of the 1st lap has the priority over a Rider on his second lap.

   - This is with respect of Art. 2.10;

   - The Assistant must never interfere in this situation.

4. A "Security Area" must be created just after the "end of Section" panels of each Section and be controlled by a Section Observer.
5. This "Security Area" must allow the Rider to exit the Section without obstruction and have a free space to record his score.

5.14.6 Section Enclosure / Team Enclosure

1. A section enclosure must be provided outside the perimeter of the Section from the start of the “entrance corridor” until the end of the Section. It may be controlled by an official and/or Section Observer. The boundary must be taped outer limit of this section enclosure will form a “barrier” from those persons working and the public.
2. Only the Riders, the Assistants, the members of the Race Direction and the press are permitted within the perimeter of the section enclosure.
3. All yellow bib wearers are permitted to enter into the team enclosure, the boundary of which will be marked and defined with yellow tape.

5.14.7 Tablet Operator Enclosure

1. A section enclosure must be provided outside the perimeter of the Section at the exit of the Section.
2. it is compulsory for the riders to visit the operator in this enclosure in order to present their tag to the tablet operator.
3. The tablet operator must be present in the enclosure at all time. He will input the score of the rider in the tablet after presentation of the rider’s tag.

5.15 Time Control and Allowance

5.15.1 Time Control

1. All times will be taken in Hour(s), Minute(s) and Second(s).
2. An electronic time control system will be used to register the start and finish of the Rider at the TC point.
3. Time Control will be referenced as “TC”.
   a) TC01 - First lap start
   b) TC12 - First lap finish
   c) TC13 - Second lap start
   d) TC24 - Second lap finish
4. All Riders will only be allowed to start on their allocated TC start time.
5. After crossing the electronic control system the Rider’s time is recorded (hh/mm/ss) by the Official Timekeeper.
6. Starting times for the Competition will be published after Qualification.
7. For Time Control penalties see Article 5.19.1.
8. Riders must accept any type of timekeeping system approved by the FIM.
9. The Times for the Start and Finish of each Lap are generally taken on the Start / Finish Podium but the Race Direction may decide to shift them to another location. In this case, each Rider must nevertheless appear on the Podium for their Start and Finish in accordance with the instructions of the Race Direction.

5.15.2 Individual time allowances

1. The lap time allowance will be as follows:

   TC01 to TC12 = 2h30’
   Paddock aprox. : 15’
   TC01 to TC13 = 2h45’
   TC13 to TC24 = 1h45’
   Final total time
   TC 01 to TC24 = 4h30’

2. There will be approximately a break of 15 minutes stop in the Paddock in between the laps depending on the arrival time of the Rider.
3. The Race Direction can decide to extend the duration of **each Lap and**

the break up to a maximum total of **6**0 minutes for all the competition.

4. If a Rider starts after his allocated start time, his scheduled arrival time will remain unchanged. Time penalties are given in Art. 5.19.1.
5. After authorisation by the Race Direction, the CTRS may modify the Sections. The Riders' time allowance will not be changed.

In addition to 5.15.2:

5.15.2 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

6. For the Trial Des Nations the FIM may decide to attribute a different allocated time depending on the number of Nations participating in the Event.
7. This time will be specified at the closing of the entries on the Notice Board.

5.15.2 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

8. **For the FIM Trial Vintage, the FIM may decide to allocate different allotted times depending on the number of Sections and the length of the Course.**

5.16 Leaving the Event

1. A Rider who is entered in an Event and who abandons without permission from Race Direction article 5.22 Financial Penalties will be applied.

In addition to 5.16

5.16 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

2. If a Rider of a team has retires from the Competition, all his point penalties for faults in a section as defined in articles 5.19.2.1, 5.19.2.2, 5.19.2.3 of this Rider will be eliminated.

3. All other penalties of this Rider will be attributed to the team.

5.17 Starting interval

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

In addition to 5.17:

5.17 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

2. All team members will have the same start time. Teams shall start in four or six minute intervals according to FIM decision.

3. This time interval will be precised after the closing of the entries on the Notice Board.

5.17 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

4. **For the FIM Trial Vintage Trophies, the FIM may decide to allocate a different Starting Interval depending on the number of participants and the physiognomy of the Event.**

5.18 Competition starting order

1. Riders must participate in Qualification.
2. Final ranking of Qualification will be used to determine the Competition starting order as defined in article 5.12.2.
3. Following the results of Qualification the Riders' starting order will be published.
4. Competition starting order will be as follows, according to the championships present at each Event:
   a) Trial2 Women
   b) TrialGP Women
   c) Trial**3**
   d) Trial2
   e) TrialGP

In addition to 5.18:

5.18 TDN/WTDN/TDNC FIM Trial Des Nations/FIM Women's Trial Des Nations/Trial Des Nations Challenge

5. TDN will start in the following order:
   a) Trial Des Nations Challenge
   b) International Trophy;
   c) FIM Women's Trial Des Nations;
   d) FIM Trial Des Nations World Championship.

5.19 Penalty Points

5.19.1 Penalty Points at a Time Control (TC)

1. For each minute or part thereof late arrival to any Time Control, the Rider penalty will be: 1 point
2. More than 15 minutes late arrival to a Time Control or if the addition of the penalties from several time controls exceed 15 points: disqualification
3. If a Rider arrives late at arrival time controls of the first lap (TC12), his departure planned for the second lap (TC13) will remain unchanged. Time penalties will be applied according to point 1 of this article and his break time will be reduced proportionally to the delayed minutes of TC1.

In addition to 5.19.1:

5.19.1 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

4. The team rider that will arrive the latest of all the Riders of a same team will be named as "the last rider" in the following article. This one can be different depending on the time control.
5. Per minute or minute started of delay for any time control, the penalty of "the last rider" on the team shall be: 1 point.
6. More than 15 minutes delay of "the last Rider" at a time control or if the addition of penalty points for several time controls of "the last rider" exceeds 15 points: disqualification of the team.
7. If one or more Riders arrive late at the arrival control for the first lap (TC1), the start time of the second lap (TC2) will remain unchanged. The time penalties will be applied according to point 5 of this article and the break time will be reduced proportionally to the minutes of delay at TC1.

5.19.2 Penalty Points for faults

5.19.2.1 Penalties for faults at the Qualification

1. A Rider that has not been able to participate in Qualification, as described in article 5.12.1 line 3, will be attributed a penalty of 10 points before the start of the Competition.

In addition to 5.19.2.1:

5.19.2.1 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

2. If any Team Rider has not been able to participate in Qualification, as described in article 5.12.1 line 3, they will each be attributed a penalty of 10 points before the start of the Competition.

   In the case of two riders, the penalty will be 20 points.

5.19.2.2 Penalty Points for faults within the area of a Section

1. The area of a Section includes the corridor and the enclosures.
2. In the case of a failure penalty before the start of the Rider in the Section, this penalty will be attributed to the Section concerned and recorded on his scoring system. The Observer may allow the Rider to pass the Section.
3. The following acts will represent Failure:

   a) Not entering a Section, providing the Rider has reported to the Observer;

   b) Leaving his motorcycle in the corridor;

   c) The Assistant entering the corridor;

   d) Receiving any outside assistance on his motorcycle in the corridor.

   Failure: 5 points.

5.19.2.3 Penalty Points for faults in a Section during the Competition

1. **Any fault will be applied at the discretion of the Chief Section Observer and considered as a state of fact.**

2. In case of doubt concerning the penalty, the observer will always give the rider the benefit of the doubt.

3. All Points Penalties below are assigned to the Riders and recorded in the scoring system.

   a) 0 faults: 0 points

   b) 1 fault: 1 point

   c) 2 faults: 2 points

   d) More than 2 faults: 3 points

   e) Failure: 5 points

4. Definition of a fault:

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

5. Definition of **a fault resulting in a** failure:

   a) The Rider changes the condition of a Section.

   b) The Rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a Section.

   c) The **Rider and his** motorcycle ceases to move in a forward direction **of his trajectory, considered as a stop**.

   d) The Rider or the motorcycle comes into direct contact with any arrow or arrow support and as a result it breaks, is removed, tilts or is knocked down, causing the Observer to reposition it.

   e) One of the wheels of the motorcycle rides over an arrow sign and crushes it.

   f) One of the wheels of the motorcycle rides above or on the wrong side of an arrow.

   g) The trace of a wheel crosses the fictitious line of a gate of any other class, whatever the direction.

   h) The Rider or motorcycle breaks a tape defining a Section boundary

or internal separation.

i) The Rider or the motorcycle comes into direct contact with the tape and as a result it breaks, removed, tilts, knocked down its support or that the tape is no longer correctly attached to its support, causing the Observer to reposition it/them.

j) A wheel rides over the tape and crushes it.

k) A wheel passes over a tape so that it touches the ground on the opposite side.

l) A wheel of the motorcycle crosses its own track or that of the other wheel after doing a complete loop.

m) The Rider dismounts from the motorcycle and he has both feet on the ground, on the same side or behind the axle of the back wheel of the motorcycle.

n) The Rider or the motorcycle receives outside physical assistance.

o) The Assistant comes into the Section without the invitation of the Observer.

p) The Assistant changes the condition of a Section.

q) The Assistant give physical assistance to the Rider or his motorcycle.

6. All failures must be signalled by the Observer by an immediate whistle.

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

8. Penalty awarded by the Section Observer shall be deemed a statement of fact.

9. When an error occurs on the scoring system and the Rider has already left without correction the Observer shall then submit this information to Timekeeping/Results Service immediately after the incident. In all circumstances this information must be submitted before the FIM Race Director and Clerk of the Course have signed the provisional results.

In addition to 5.19.2.3:

5.19.2.3 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

9. **A rider intentionally moves his Front Wheel or Rear Wheel sideways. (A "flight" of the Front Wheel when the motorcycle is moving forward is not considered a lateral movement).**

5.19.2.4 Penalty Points for faults on the Course

1. The Rider misses a Section of the Course.

   Penalty of 10 points per missed section.

2. The Rider does not ride the Sections on the numerical order of the Course.

   Penalty of 10 points per Section ridden before another Section of a higher number.

3. These penalties will be attributed at the end of the lap by the Results Service.

5.19.2.5 Penalty Points for behaviour

1. In the event that the Rider does not go to the Tablet Operator's enclosure to present his electronic badge, 10 penalty points will be awarded. This will be considered as a missed Section.

2. If a Rider does not accept the Section Observer’s penalty point decision and does not let the tablet operator to register this penalty on the Rider's card, 10 penalty points will automatically be assigned and considered as a missed Section.

3. Attribution of yellow card as defined in article 5.20.

4. Any decision according to article 4 Officials and Procedures.

5.20 Yellow cards

1. Each Chief Section Observer shall be issued with a “Yellow Card”. The “card” shall be A6 in size (to fit into a pocket) and made of a rigid material (cardboard or plastic).
   He will be able to attribute a yellow card to any Rider and/ or Assistant and/or Team Manager for non-respect of an article of the Trial Regulations, **the following circumstances and** without prejudice of other sanctions. The sanctioned person(s) may incur a financial penalty up to 500 EUR.

4. The Section Observer must give a Yellow Card in the following cases:

   - The Section Observer gives instructions to the Rider an Assistant **and/or Manager** depending on a situation or a person’s behaviour. If, after being formally warned, one of these persons refuses to follow the Observer’s instructions, disputes a decision or behaves in a disorderly manner**, he will receive a yellow card.**

   - After the Chief Section Observer has communicated the incurred penalties, a Rider **and/**or an Assistant **and/or a Manager** argues with a Section Observer.

   - The Rider dismounts from his motorcycle and walks inside the Section.

   - The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with the FIM Disciplinary and Arbitration Code. The Observer shall then submit this information to the Timekeeping/Results Service immediately after the incident. In all circumstances this information must be submitted before the FIM Race Director and Clerk of the Course have signed the provisional results.

5. For each Yellow Card offence in Qualification and or in the Competition. The Race Direction will decide upon any possible financial penalty and **any other sanction provided for in these Regulations, up to and including Disqualification and / or propose additional sanctions to the FIM Stewards Panel.**

In addition to 5.20

5.20 TDN/WTDN FIM Trial Des Nations/FIM Women’s Trial Des Nations

6. For each Yellow Card offence in Qualification or in the Competition the Race Direction will decide upon any additional possible financial

penalty to the team.

5.21 Disqualification

1. The following rule infringements will **be taken in consideration by the Race Direction for any process of** disqualification of the Rider from the competition concerned.

2. **A Disqualification is effective when the Race Direction decides, officially announces and informs the Timekeeper in charge of the results and, if possible, the Rider.**

3. **The Rider will have to remove his riding number gear as soon as possible and** his Assistant's bib will be withdrawn.

4. He shall be liable to an additional penalty by Race Direction, **the FIM Stewards Panel and/or with reference to other FIM regulations.**

5. Any disqualification will automatically entail the invalidation of the results obtained by the Rider during the Competition in question, with all the resulting consequences including forfeiture of any points, prizes or medals.

a) Riding a motorcycle without a helmet at any time during the competition.

b) Missing marking Art. 5.4 Technical Verifications.

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.

e) Use of a non-authorised fuel.

f) Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code.

g) The Rider rides in the opposite direction, exits or re-joins the Course, Art. 2.10. Rider behaviour and Assistance. Moreover, he will be subject to Art. 5.22 and 5.23 Financial penalties.

h) Ride a motorcycle in a Section other than when permitted by the Chief Section Observer Art. 2.10.

i) Refuelling outside the paddock or official refuelling areas Art. 5.4.2 and 5.4.3.

j) The construction or condition of his motorcycle is considered to be or may become a source of danger Art. 2.10.

k) Failure to comply with the minimum weight allowed as defined by Art. 1.19 of the FIM Technical Regulations.

l) Failure to comply with the sound limit in force as defined by Art. 1.79 of the FIM Technical Regulations.

m) Any other person other than the Rider rides or pushes the motorcycle of the Rider on the Course Art 2.10.

n) The Rider receives assistance other than the one stated in article 2.10 Rider Behaviour and Assistance.

o) The Rider and/or his Assistant wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.

p) The Rider shows no willingness to succeed and/or acts as an Assistant for another Rider during the competition.

q) Other cases of inappropriate behaviour by a Rider towards an official, Section Observers or any other person involved in the Event.

r) More than 15 minutes late arrival to a Time Control or if the addition of the penalties from several Time controls exceed 15 points**, noted by the Results Services and validated by the Race Direction**.

5.22 Financial Penalties for Riders and / or Assistant and / or Team Managers

1. The following fines may be imposed against the Rider and/or **an** Assistant, **and/or Manager** either individually or on a joint liability basis.

2. These penalties are imposed by Race Direction.

3. The following for each offence will carry a penalty up to 500 EUR, **without prejudice to other penalties provided in these regulations and/or other FIM regulations.**

   - Non-participation of a Rider in an Event without informing the FIM at least 24 hours before the start of the Event.
   - Leaving the Event according to Art 5.16.
   - The Rider or any other person having an interest in the performance of the Rider, enters the Section and or Section Enclosure outside the permitted hours for the "Visit of the Sections".
   - Non respect of Art. 2.10 "Rider Behaviour and Assistance" and Art. 2.11 "The Assistant", and/or 2.12 "Team Manager" without prejudice to other penalties.
   - Inappropriate behaviour by a Rider **and/**or Assistant **and/or** Team Manager towards an official, Section Observer or any other person involved in the Event.
   - The Rider is late for or absent from the Prize-Giving Ceremony, the official championship photo or public interview, without the prior authorisation of the Race Direction.
   - The Rider and/or the Team is late or absent from the Opening Ceremony of TDN, WTDN.

4. However the Race Direction may propose a greater penalty to the FIM Stewards Panel.

In the event of a serious infraction **by an Assistant and/or Manager** of the regulations, the manufacturer, the Team and/or the bib wearer may lose the right to use their bib (s) for all or part of the season in question.

5.23 Financial Penalties for Manufacturers and / or Teams / Bib Wearers

The following penalties may be applied to a Manufacturer, a Team or a bib wearer treated individually or jointly.

These penalties are awarded by the Race Direction **without prejudice to other sanctions provided in the FIM regulations.**

Each of the following offenses will result in a penalty of up to EUR 500.

- Non respect of the General Conditions of the Event, which are communicated by the Officials, the FIM and/or the Organizer.
- They may include Paddock access and other limited access, Timetables and/or other regulations.
- In the event of a serious infraction, the manufacturer, the Team and/ or the bib holder may lose their rights for all or part of the current sports season.

5.24 Premature Stoppage of the Event

1. If the Race Direction is obliged or decides to stop a Competition for a Pause before all the Riders in a single class have finished, the race may be resumed in conditions more or less identical to those preceding the stop in accordance with the procedure set out below and an extra time allowance will be granted to all Riders still on the course. The stoppage may not exceed 90 minutes.

2. If the race cannot be restarted and the Riders in any given class have not covered at least half the total number of Sections, the Competition will be declared null and void for that class. If the Competition is stopped after that point, the results remain valid.

3. Procedure for temporary or permanent stoppage of the Event:

   - If a decision is taken to stop the Competition, all of the chief section observers must be informed and must note the time and Rider numbers and situation of all the Riders present in the Sections, enclosures, corridors or courses.

   - They must communicate to the Riders the instructions given by the Race Direction. They must communicate the situation to the Clerk of the Course.

4. In case of a resumption of the Competition, the procedure must allow all Riders to do so in a situation as identical as possible to that prevailing before the Pause.

5.25 Scoring system - Electronic

1. Each section will receive from the FIM an electronic hand- held device. These devices will be part of the scoring system and will be used to record the official score for each Rider.
2. The electronic recording of scores will be made by a Tablet Operator at each section.
3. These electronic results will be retained to establish the official results, under reserve of their validation by the Race Direction.
4. The electronic results will in all cases take precedence over any other system, which will be used solely as a back-up.
5. The Rider is responsible for knowing his submitted electronic recorded penalty in each section by the Tablet Operator.
6. The Rider will receive from the FIM an electronic tag as part of the official scoring system.
7. The Rider is the only person to carry the electronic tag and is responsible for getting it recorded at each section by the official and or method advised upon.
8. The Rider must present the electronic tag when requested by an Official.
9. The rider must ensure not to lose the electronic tag, that it remains in good condition and that it is attainable.
10. The Rider will be responsible if they lose the electronic tag and if it not available when it needs to be used.

In addition to 5.25:

5.25 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

11. **A manual system, by individual scoring card and punch tool, may be used in the case of the FIM Vintage Trophies.**

5.25.1 Scoring system – Back-Up

1. A manual system will be put in place by the FIM to constitute a back-up, but will only be used in case of missing or corrupt data in relation to the electronic device.

5.26 Competition Results

1. The winner of each day will be the Rider with the lowest number of points according to Art. 5.19 Penalty Points added to all other penalty points of the present regulations.

2. The results must contain at least the following information:

   - Logos, and generic name of the FIM Championship/Prizes;
   - Different Championship Logos (TrialGP, Trial2, etc);
   - Title, venue, date, FMNR, IMN N°, Organiser/Moto Club, Class or Category of the Event;
   - Position, number, surname, first name, nationality, FMN, motorcycle manufacturer of the Rider as well as the name of the team when applicable;
   - Performance;
   - Name and signature of the FIM Race Director and Clerk of the Course, and publication time of the results.

In addition to 5.26:

5.26 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

3. Three separate classifications will be established (World Championship, Women's World Championship and International Trophy). Only the team results will be published.

4. The classification of the Team will be as follows :

   - The addition of penalty points, according to Art. 5.19.2.1 - 5.19.2.2 - 5.19.2.3, the two best results of each team in a Section will represent the result of the Team in the Section.
   - The sum of the points of the Team of each Section will represent the total penalties of the Team in the Sections of the Competition.
   - To this total will be added all penalty points, according to Art. 5.19.1 and 5.19.2.4 of all the riders of the Team who participated in the Competition.

5. A minimum of 2 Riders per Team must have finished for the Team to be classified.

6. Where less than three Riders of a team complete the Competition, the missing results for each Section will always be 5 points.

7. When only two Riders represent a team, all the results for each section and on each lap will count.

8. If only one Rider of a team finishes the Competition the team will not be included in the Final Classification.

5.26 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

9. **To define the classification of the Competition, a ranking on the basis of a pondered point total will be taken into account. The winner will be the Rider with the fewest points according to Art. 5.19 Penalty Points, to which a ratio will be assigned according to his age, to define a pondered total. To the total of pondered points will be added to all other point penalties in these regulations to define the general total.**

10. **This on the basis of the following scale:**

    Penalty points /(divided) by 0, Rider's age = Total pondered points.

    For example:

    In the case of a total of 10 Penalties:

    - **30-year-old rider: 10 penalties / 0.30 = 33.33 Points**
    - **50-year-old rider: 10 penalties / 0.50 = 20.00 Points**
    - **65-year-old rider: 10 penalties / 0.65 = 15.40 Points**

11. **The Winner of the "FIM Trial Vintage Motorcycle Trophy" is the one who, in this classification, will have the fewest points with a Motorcycle that has been eligible "authentic".**

5.26.1 Ties at the end of the Competition

1. In the event of a tie between two or more Riders, the Rider who completed the Competition in the fastest time will be declared the winner, and so on. This includes the total times of both Laps in application of the rules of article 5.15.

2. If a tie persists, the Rider with the greatest number of “cleans” 0 points 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.

3. If a tie still persists, the Rider who started before another rider will be declared the winner.

In addition to 5.26.1:

5.26.1 TDN/WTDN FIM Trial Des Nations/FIM Women’s Trial Des Nations

4. In the case of ties, between two or more teams, the times of the “last Rider” of each team will be taken into account. It is the "last Rider" of the team who completed the Competition in the fastest time who will be declared the winner, and so on. This includes the total time of both Laps.

5. If the tie persists, the scores of all Riders in the team will count; the team with the greatest number of 0 points 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.

6. If a tie still persists the team who will have started before the other will be declared the winner.

5.26.1 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

7. **In the event of a tie, the rider having more 0 points will be the winner. If the tie still persist, the one with most “1 point”, then “2 points”, then “3 points” will be taken in consideration.**

8. **If a tie remains, it is the older Rider who will be the winner. The date of birth being proof.**

9. **If the tie remains, it is the Rider who started before the other who will be declared the winner.**

5.27 Awards

1. For all classes included in the FIM Trial World Championship, awards shall be given to at least the first 3 placed Riders for each day of Competition. The awards for both the Championship and the Cups are those stated in the FIM Sporting Code.

In addition to 5.27:

5.27 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

2. Awards shall be given to each member and the FMN of at least the first three placed teams in the World Championship and the International Trophy. The awards for this Championship are those stated in the FIM Sporting Code.

5.27 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

3. **Prizes must be awarded to the first 3 Riders of the "FIM Trial Vintage Trophy"**

4. **Only the Rider who has been classified first in the "FIM Trial Vintage Motorcycle Trophy" will be awarded a prize referencing and in the presence of the Motorcycle used.**

5.28 Results Awarding "Championship Points"

1. The Riders in the top 15 places of the final classification of each class in each Competition of the FIM Trial World Championships/Prizes will be allocated "Championship Points" in accordance with the following scale:

20	points to the 1st	7	points to the 9th
17	points to the 2nd	6	points to the 10th
15	points to the 3rd	5	points to the 11th
13	points to the 4th	4	points to the 12th
11	points to the 5th	3	points to the 13th
10	points to the 6th	2	points to the 14th
9	points to the 7th	1	point to the 15th
8	points to the 8th		

5.29 Final Championship Standing

1. The **addition of all** results for each Competition will count towards the Riders' Final Championships Standing and will constitute a total of points of the Championship.
2. The Rider with the highest total number of "Championship Points will be the winner and so on.

In addition to 5.29:

5.29 FIM Manufacturer's Trial World Championship

3. "Championship Points" will be awarded to the TrialGP rider and the Trial2 rider representing the same Manufacturer and having the best result in each Competition in its respective category and in accordance with Article 5.27. The addition of these "Championship Points" will constitute the classification of each Competition.
4. The addition of the "Championship Points" of each Competition will constitute the final classification of the Championship.
5. The Manufacturer with the highest number of "Championship Points" will be the winner, and so on.

5.29.1 Ties at the end of the Championship

1. A tie with the total number of "Championship Points" of the final classification in each class included in the FIM Trial World Championship or FIM Trial Prizes will be decided by the majority of the best results during the Competitions.
2. If a further tie exists, it will be decided in the following order by the best result based on the higher number of "championship Points" in the last competition held for his class, in the last but one, or in the last but two, etc.

In addition to 5.29.1:

5.29.1 FIM Manufacturer's Trial World Championship

3. A tie in the final classification included in the FIM Manufacturer's Trial World Championship will be decided by the majority of the best results. The Manufacturers concerned will be decided by the majority of best results of the two riders combined in all Classes (TrialGP and Trial2).

4. If a further tie exists, it will be decided in the following order by the best result in the last competition in TrialGP class then in Trial2, in the last but one, or in the last but two, etc.

5.30 Prize-Giving Ceremony and Public interview

1. A Prize-Giving Ceremony shall take place within 15 minutes after the arrival at the finish of the last Rider. The first three placed Riders, shall make themselves available to attend a short public interview that may take place immediately after the Prize-Giving Ceremony.

2. Riders during the Prize-giving ceremony or public interview must respect Art. 2.10 Rider's Behaviour and Assistance. Failure to comply may incur penalties under Art. 5.22 Financial penalties.

3. All the riders involved in the Prize Giving Ceremony must be present in the marked waiting area 5 minutes before the Prize Giving Ceremony or as communicated by the FIM. They will then be called to come to the podium. If the rider is absent or late, a penalty may be awarded according to Art. 5.22 Financial penalties.

In addition to 5.30:

5.30 TDN/WTDN FIM Trial Des Nations/FIM Women's Trial Des Nations

4. A Prize-Giving Ceremony shall take place within 15 minutes after the arrival at the finish of the last team. The first three placed teams, together with any additional teams invited by the FIM, shall make themselves available to attend a short public interview that may take place immediately after the Prize-Giving Ceremony.

5. If one of the first three teams of each group is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Race Direction, the National team will receive a penalty Art. 5.22 Financial penalties.

5.31 Protests and Appeals

1. Protests must be lodged in accordance with the Disciplinary and Arbitration Code of the FIM, Supplementary Regulations and be accompanied by a fee of EUR 660.- or the equivalent amount in local currency returnable if the protest is justified.

2. A protest must be presented within 30 minutes of the results being signed and displayed by the Clerk of the Course and the FIM Race Director.

3. Generally, protests against the eligibility of a Rider, team or a motorcycle entered must be made before the first Rider starts the Event.

4. An appeal against the decision of Race Direction may be made to the FIM Stewards Panel. This written appeal must be accompanied by a fee of EUR 660.- or the equivalent amount in local currency, and be presented 30 minutes at the latest after notification of the decision taken by Race Direction.

5. An appeal against the decision of the FIM Stewards Panel may be made to the CDI. This appeal must be submitted no later than 5 days after notification of the decision of the FIM Stewards and be accompanied by a security deposit fee for the appeal of EUR 1’320.-.