



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM TRIAL APPENDICES

2013

ANNEXES TRIAL FIM

FIM
TRIAL DES
NATIONS

TRIAL
FIM WORLD CHAMPIONSHIP

WOMEN'S
TRIAL
FIM WORLD CHAMPIONSHIP

FIM Trial Appendices

Annexes Trial FIM



2013

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Articles amended as from 1.1.2013 are in bold type
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TRIAL RULES

DEFINITION OF A TRIAL

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

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

The course may consist of cross-country terrain (minor roads, country lanes, and woodland tracks etc.).

GLOSSARY:

Assistant:	Appellation for the mechanics and minders.
Category:	Categories are the different levels of FIM World Championship and Prize events.
Closed Circuit:	When the event is held on a course that does not use any public highways
Force Majeure:	Unforeseeable and insurmountable event having an external cause and rendering impossible the execution of the obligation.
Mechanic:	The mechanic follows the rider on the course for mechanical assistance only. The mechanic is not allowed inside the sections or the observation enclosure.
Minder:	The minder, who is a security assistant, follows the rider on the course for assistance and to ensure his security in cases mentioned in the regulations.
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 which the sanction is define in the rules.

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051.1 GENERAL

The FIM has established these rules for the basis of all International events.

An event includes:

- Technical and Administrative controls
- The Trial
- Any Prize Presentation

051.2 JURISDICTION

The event will be held in accordance with the FIM codes and supervised by a Jury appointed by the FMNR.

The officials must be appointed in accordance with the FMNR Sporting Code.

051.2.1 Supplementary Regulations

The writing and publication of the Supplementary Regulations must conform to the Sporting Code of the FMNR.

051.3 COURSE

The course may consist of cross-country terrain (minor roads, country lanes, and woodland tracks etc. may be included).

051.3.1 Distance

The length of the course shall be stated in the Supplementary Regulations.

051.3.2 Course marking

The course shall be marked with direction arrows and flags.

051.4 SECTIONS

The number of sections shall be stated in the Supplementary Regulations.

Each section must be clearly numbered in consecutive order.

Each section shall have signs clearly identifying the location of both the "Section Begins" and "Section Ends".

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

051.4.1 Obstruction

Obstruction is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some unauthorised obstruction. Should a rider claim obstruction, the observer may, at his discretion, allow a re-run of the section. The Observer's decision as to whether a re-run is permitted is final.

Should a re-run be granted, then the rider shall complete the full section.

Regarding the time allowed, if time is used for the section: the re-run shall start from the section begins and the time will be measured for the total section as if no obstruction had taken place.

Regarding Observation: any marks lost prior to the point of the obstruction on the original attempt will stand and be added to any marks lost from the point of obstruction on the re-run.

051.5 TIME ALLOWANCE AND CONTROL

051.5.1 Time measurement

In order to carry out his duties the timekeeper shall have in his possession an instrument which registers to the tolerance allowed.

051.5.2 Individual time allowances

All time allowances for each rider shall be stated in the Supplementary Regulations.

Each rider shall be allowed the same time to complete the course.

051.5.3 Start time control

The Start Time Control shall be at the starting place.

051.5.4 Final time control

Unless otherwise stated in the Supplementary Regulations the final time control, clearly marked and well visible, shall be located immediately after the final section.

051.5.5 Section time allowance

If a time allowance is to be imposed for the completion of a section then time allowed for each rider to complete each section shall be stated in the Supplementary Regulations together with the method of control.

051.6 TESTING

Unauthorised testing on the course and on the sections of the Trial is forbidden under penalty of disqualification.

051.7 ADMINISTRATION

051.7.1 Riders

051.7.1.1 Age of riders

The minimum age of riders in International Trial is 12. The Supplementary Regulations must state the actual restrictions on age, respecting national legislation and stipulating any requirements for holding a driving licence.

051.7.1.2 Riders' licences

Riders must be holders of a valid licence.

051.7.2 Entries

All entries must be made in writing on an entry form on which all information regarding the rider, passenger, trial assistant, team, sponsor and make of the machine must be indicated.

If entries are to be limited, the maximum number to be accepted and the method of selection must be stated in the Supplementary Regulations (SR).

051.7.2.1 Leaving the event

A rider who is entered in an event and who does not take part in the event and leaves the event without prior approval of the Clerk of the Course is liable to be penalised by the Jury.

051.7.2.2 Attempt to succeed

A rider, who at a event makes no attempt to succeed, shall not be allowed to continue the competition and is liable to be penalised by the Jury.

051.7.3 Entry fee

The entry fee shall be stated in the Supplementary Regulations.

051.7.4 Riders' bibs

All riders shall be obliged to wear any riding bib supplied by the organiser.

051.7.5 Registered Assistants

The Supplementary Regulations shall state if assistants are permitted.

If assistants are permitted then the rider and the assistant must sign a declaration that the rider is responsible for all action of the assistant.

The assistants' machines must conform to the Traffic Code of the country in which the event takes place.

051.7.6 Starting interval

The starting intervals shall be stated in the Supplementary Regulations.

051.7.7 Starting order

The starting order shall be as stated in the Supplementary Regulations.

051.8 TECHNICAL CONTROL

051.8.1 Equipment of the motorcycle

At all times during the event, a rider will be responsible for keeping his machine in conformity to the rules.

Tyres must be of the Trials type, in accordance with the Technical rules. Tyres must be normally available from retail and wholesale sources.

051.8.2 Riders equipment

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

051.8.3 Sound level control

At the preliminary technical control, the sound level of all motorcycles may be measured according to the rules stated in the Technical Rules, Appendix "Trial" (Art. 01.79).

051.8.4 Marking of parts

If parts of the machine are to be marked the details shall be stated in the Supplementary Regulations.

051.8.5 Responsibility of rider

If marking of parts takes place the rider will sign an agreement certifying that the parts have been properly marked.

051.9 PENALTIES

051.9.1 Time penalties with respect to overall time allowance

Any time penalties applicable shall be stated in the Supplementary Regulations.

051.9.2 Penalty faults in a section

As defined in the Rules of the FMNR or the Supplementary Regulations.

051.9.3 Financial penalties

The Clerk of the Course may impose fines on the riders subject to the approval of the Jury.

051.10 RECORDING OF SCORES

If punch cards are used the rider must be provided with an individual card made from a non-soluble material. The rider is responsible for having his score card marked at each section and for handing in his card to the Results Officials when requested.

051.11 RESULTS AND CLASSIFICATIONS

The winner of the event shall be the rider with the lowest number of points according to Art. 051.9.

051.12 PREMATURE STOPPAGE OF THE EVENT

If the event is stopped prematurely then the Jury shall decide whether the event is null and void or declare such results and awards as they consider justified according to the circumstances.

051.13 TIES

In case of ties, the rider 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.

If a tie persists after the above, then the rider who completes the event with the least time penalty measured by the second (or elapsed time if measured) shall be the winner.

051.14 AWARDS

Awards shall be as stated in the Supplementary Regulations.

051.15 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations.

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052.1 GENERAL

The FIM has established the FIM Trial World Championship according to the FIM Sporting Code, the other FIM Codes and these regulations. The FIM Trial World Championship, for riders and manufacturers, contains the general provisions of the following 5 categories, organised by rounds under the appellation "FIM Trial World Championship":

- 1) World Pro – FIM Trial World Championship (FIM World Championship)
- 2) FIM Trial Open International Cup (FIM Prize)
- 3) FIM Junior Trial World Cup (FIM Prize)
- 4) FIM **125cc** Trial Cup (FIM Prize)
- 5) FIM Trial Manufacturers World Championship (FIM World Championship)

Only points attributed for the classification of the World Pro category will count for the FIM Trial Manufacturers World Championship classification (see Art. 052.11).

An event counting towards the FIM Trial World Championship includes:

- Technical and Administrative controls.
- One or two independent days with championship points being awarded for each day.
- The Prize-Giving Ceremony.

In the case of a two-day event, any rider who is unable to compete on the first day of the event due to illness or any other unavoidable situation shall only be allowed to start on the second day at the discretion of the Jury. The rider must submit his machine for technical control at a time decided by the Jury in conjunction with the Technical Steward.

The events counting for the FIM Trial World Championship or FIM Prizes must mention in their advertising and in all documents of the event, the official denomination of the event.

052.1.1 FIM homologation

The FIM Trial Commission (CTR) must inspect and approve the site where the FIM Trial World Championship events are to take place. A CTR member, who must be accompanied by an FMNR representative, shall carry out this inspection before the event.

The organiser will give to the inspector 4 maps of the venue in an electronic format:

- An A4 format map of the area indicating the access roads to the venue
- An A4 format map indicating the groups of sections, the course for the participants and the spectators, the rescue posts and the facilities for the spectators
- An A4 format map of the starting area indicating the buildings used (secretariat, administration, Jury, Press, ...), the Paddock and the reserved parking
- Location of the Paddock and parking

The organiser will give the inspector all the information on the security plan, the planned installations and the possible ecological problems (risks and solutions). The validity of the homologation will be determined by the CTR. The validity may be extended by the CTR.

052.1.2 FIM standards for organisers

The starting area, the riders' paddock and the other facilities must fulfil the demands stated in the FIM Work Book for organisers.

Each FMNR shall appoint a person to ensure that all the requirements for the organisers including those of the FIM Environmental Code are respected throughout the event.

052.1.3 Meeting with the organisers

A meeting will be held between the organisers and the Jury President and/or the CTR Representative. This meeting shall include the following persons: the President of the Jury and/or the CTR Representative, the Clerk of the Course, the CTRS, the Secretary of the meeting and the person responsible for the Sections. The following persons may attend: the Jury Members, the Technical Steward, the Medical Officer and the Press Officer.

052.1.4 FIM passes

FIM passes are valid for the personal use of the holder, giving him the right to access specific areas. The passes are not transferable and may be withdrawn for improper use.

052.1.5 Supplementary Regulations

The Supplementary Regulations (SR) must be drawn up in conformity with the standard model established by the CTR.

The SR must be published in the two FIM official languages and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. Two copies must be sent to the FIM Administration no later than two months before the date of the event. The SR will be published on the FIM website (www.fim-live.com).

Once the Supplementary Regulations have been published by the FIM, any requested amendment can only be authorised by the International Jury.

052.2 JURISDICTION

The event will be controlled by an International Jury (see Art. 052.2.8).

The event must be directed by international officials, in possession of a valid FIM licence for the appropriate discipline and function.

Except the persons appointed by the FIM, all officials and their assistants are subject to the authority of the Clerk of the Course.

052.2.1 Officials who hold a FIM licence

The following officials must be in possession of a valid FIM licence:

- Jury President and Members
- FMN Delegate (Sporting Steward)
- Clerk of the Course (**Superlicence**)
- Technical Steward
- Environmental Steward

052.2.2 CTR Representative

The CTR may appoint a CTR Representative, who will have supervision tasks, for each event.

052.2.3 Incompatibilities of officials

An official shall not be a rider, sponsor, assistant or promoter participating in the event.

052.2.4 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

052.2.5 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course and sections are in good condition; that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected.
- To order the removal from the course, sections and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him;
- To sign (with the time and date) a copy of the written results as soon as possible after their production and ensure that they are displayed for the riders and teams.
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury and to have the provisional results of the event approved;
- Remove rider's and assistant's bibs if the rider is disqualified and remove the assistants' and Manufacturer's bibs in case of abuse.

052.2.6 Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence.

052.2.7 Environmental Steward

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

- Ensure that the FIM Environmental Code and all items in the Work Book for the Organisers related to the environment are respected.
- Have access to all information concerning the event and be able, prior, during and after the event, to give recommendations to the Clerk of the Course and Jury President on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the Jury without voting rights.
- Draw up a report on the basis of a check-list prepared by the FIM International Environment Commission, send it to the FIM Administration and hand a copy to the Jury President.

052.2.8 The International Jury

The President of the Jury and a Jury member are appointed by the FIM.

A second Jury member and the other officials are appointed by the FMNR. The FMNR Jury Member cannot have any other official function during the event.

Only the President and the two Jury Members have voting rights. Each FMN, eligible under Art. 052.2.13, has the right to appoint a Delegate.

In case of absence of the Jury President, he will be replaced by the other Jury Member appointed by the FIM. If the Jury Member appointed by the FIM is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to an official who is not from the FMNR.

The following persons are entitled to attend the meetings of the International Jury but without voting rights:

- The Clerk of the Course
- The Members of the FIM Board of Directors, the Directors of the FIM Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned
- The Environmental Steward
- CTRS (Technical Advisor for the Sections)
- The FIM Environmental Delegate
- The FIM Medical Delegate
- The FIM Technical Delegate
- The FIM CFM Delegate

- A single member of the motorcycle manufacturers' industry, with a FIM manufacturers' licence and having at least one machine participating in the event, will be admitted as an observer to Jury meetings opened to delegates.

052.2.8.1 The Jury President

The Jury President is appointed by the FIM.

The Jury President has the right to invite any guests to the Jury meetings when appropriate.

052.2.8.2 Duties of the Jury President

He must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

He is responsible for the communication with the FMNs' Delegates.

He shall call a meeting of the Jury before the start of the event and during this meeting the Jury shall approve or verify the following matters:

- Amendments, if any, to the SR verifying that all the riders and participants engaged are informed thereof.
- Documents produced by the Results Manager.
- The list of officials for the event by checking the validity of their licence.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- Any modifications about extra safety measures as requested by the riders.
- The official permission from the local authorities to run the event and of the third party insurance policy.

At the end of each day of the event, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course and any other appropriate officials. The Jury President must ensure the homologation of the official classifications of the competition is made by the Jury. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

He shall send the **Jury** documents to the FIM Administration within 72 hours of the finish of the event.

052.2.9 Terms of reference of the International Jury

The International Jury exercises supreme control of the events but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FIM. All civil and legal liabilities lie with the organisers. The International Jury may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 052.1.5 are observed. The Jury is not authorised to make alterations or additions to the FIM rules.

The International Jury is the only tribunal of the event competent to adjudicate upon any protest that may arise during an event, subject to the right of further appeal. Decisions of the International Jury are based on a simple majority.

The International Jury is entitled either on its own initiative or on request of the organiser or of the Clerk of the Course, to delay the start of a event; to have the course or sections improved, to prematurely stop or cancel part or the entire event because of urgent safety reasons or for any other reasons of "force majeure".

The International Jury must settle any case of disciplinary sanction according to the provisions laid down in the Disciplinary and Arbitration Code, the Environmental Code as well as in the Trial appendix.

052.2.10 Publication of the Jury decisions

All decisions of the International Jury necessary for the running of the event as well as the results must be published as soon as possible. The decisions must be published in the official languages of the FIM.

052.2.11 Minutes of the Jury Meetings

The minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They are to be prepared by the Secretary to the Jury and must be signed by the Secretary and the Jury President.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

052.2.12 FMN Delegate

Each FMN which has a rider participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence.

The FMNs must inform the FMNR in writing of the name of their Delegate not less than 15 days prior to the event.

The national Delegate represents its FMN and the riders entered by that FMN. He is entitled to:

- attend the open meetings of the Jury, as observer;
- receive documents, including the Jury minutes;
- explain his questions to the Jury President so that the International Jury is aware of all circumstances;
- receive passes to be able to be present at the course, section enclosures, Jury room, riders' paddock, starting and finishing area during the event.

The Delegate cannot interfere in the attribution of penalties by the officials of the sections.

052.3 COURSE

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

To be classified as a finisher the rider alone must ride or push his machine for the entire distance of the course.

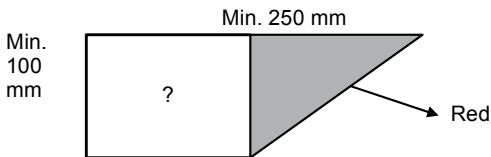
052.3.1 Distance

The course will consist of 2 or 3 laps, each of a length not exceeding 20 km.

In the case of a two-day event, the same course shall be used for both days.

052.3.2 Course marking

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



within the square marked “?”, shall be written the number of the section to which the arrow directs the riders.

All arrows must be made of waterproof material.

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

The course shall be fully marked for the visit of the sections by the riders.

052.4 SECTIONS

052.4.1 Number of sections

The number of sections shall be **between 18 and 20 sections** for each lap (**in the case of a two laps event**) or **between 12 and 15 sections for each lap (in the case of a three laps event)** of each day.

052.4.2 Modification or cancellation of sections

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

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

052.4.3 Design and section boundaries

Each section shall be completely independent of other sections and easily modifiable according to the weather conditions.

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

Each section shall have signs clearly identifying the location of both the “Section Begins” and “Section Ends”. Each section must be clearly numbered in consecutive order and must be indicated as from the visit of the sections by the riders.

The sections shall be bounded by natural obstacles and strong, easily visible waterproof tape, securely fastened to stakes or trees. The stakes must be securely fixed to the ground and be spaced close enough to each other to prevent major movement of the tapes. The tape must be at a minimum height of 10 cm above the ground and below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

The “gates” will be placed at all passages where the width of the section is reduced. Each gate must be indicated on the right and left by signs (arrows) of appropriate colours. The minimum width between these “gates” is 120 cm.

The gates will be in red for the FIM Trial World Championship, in blue for the FIM Trial Open International Cup and FIM Junior Trial World Cup and in green for the FIM **125cc** Trial Cup. The riders must pass between each and every pair of gates for their class.

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

052.4.4 Security and level of the sections

The Jury will take the decision concerning the level of difficulty as well as the safety and length of all sections. His decision is final and all modifications must be carried out immediately.

052.4.5 Penalty in the sections

A machine is considered as being in a section when the front wheel spindle has passed the “section begins” sign and until the time when the front wheel spindle passes the “section ends” sign. Under penalty of failure the front wheel must precede the rear wheel through both the “section begins” sign and the “section ends” sign. If a front spindle exits a section via the ‘section begins’, then a failure is deemed to have occurred.

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

A rider who fails in a section shall leave the section at the time and place indicated by the official.

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, the observer may, at his discretion, allow a re-run of the section. The Observer’s decision as to whether a re-run is permitted is final.

Should a re-run be granted, then the rider shall complete the full section.

Regarding Observation: any marks lost prior to the point of the obstruction on the original attempt will stand and be added to any marks lost from the point of obstruction on the re-run.

052.4.6 Section corridor

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

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

052.4.7 Observation enclosure

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

052.5 TIME ALLOWANCE AND CONTROL

052.5.1 Time measurement

The timekeeper shall have in his possession an instrument which registers to the tolerance allowed (hh/mm/ss) as well as a reserve chronometer.

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

052.5.2 Individual time allowances

In the case of an event with two laps:

- The time allowance for each rider to travel from the start to the 1st lap time control shall be 3h00.
- The overall time allowance for each rider to travel from the start to the 2nd lap time control shall be 5h00.

In the case of an event with three laps:

- The time allowance for each rider to travel from the start to the 1st lap time control shall be 2h30.
- The overall time allowance for each rider to travel from the start to the 3rd lap time control shall be 5h00.

If a rider starts after his allocated start time, his scheduled arrival time will remain unchanged. Time penalties are given in Art. 052.9.1.

052.5.2.1 Increase in individual time allowance

In cases where the weather conditions on the day of the event are considered particularly bad, the Jury may increase the rider's time allowance by up to 20 minutes. In such a case all riders must be informed of this alteration before the start. This applies separately to each individual day.

The Jury may modify the sections without modifying the time allowance.

052.5.3 Start time control

The start time control shall be at the starting place with the riders starting from a platform.

052.5.4 Lap time control

The lap time control, clearly marked and well visible, shall normally be located immediately after the final section. However, at the discretion of the Jury President, this time control may be at an earlier section when the course from that section passes along congested public roads. In either case, riders will remain subject to the restrictions on repairs and replacements of parts (see Art. 052.8.4) until the machine is released by the organiser at the finish point.

To travel from the lap time control to the finish point, each rider may be allocated a set period of time. This time period will be set by the Jury and displayed on a notice at the lap time control.

052.6 TEST AND VISIT OF THE SECTIONS

052.6.1 Testing area

A **testing** area of adequate size must be set up. Its characteristics must correspond to the sections used in the event. The area has to be marked off clearly and the access must be indicated. This **testing** area must allow riders to **test** according to the rules.

The **testing** area must be open to all riders in accordance with the schedules published by the CTR. It is forbidden to set up sections for the event in this area unless the section has already been marked out and is fenced to prevent access to the riders.

These **tests** are considered as voluntary for the riders.

It is compulsory for the rider to wear a helmet and other clothing requirements as detailed in the Technical Rules Appendix Trial when they are in the **testing** area.

052.6.2 Visit of the sections

The organiser must organise a visit of the sections for the riders according to a preset time schedule or as decided with the President of the Jury and posted on the information board.

During the visit of the section the rider must wear the riding bib and only the rider is allowed within the section boundaries. If a rider or any other person interested in the performance of the rider enters a section without an official authorisation, then the rider will be penalised.

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

052.7 ADMINISTRATION

052.7.1 Riders

052.7.1.1 Age of riders

All riders competing in a FIM Trial World Championship event, except for the Open International category, must be a minimum of 16 years of age at the time of the Administrative control of the event concerned.

a) World Pro - FIM Trial World Championship

- Unless the event is on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

b) FIM Open International Trial Cup

- Riders from **23** years old. Unless the event is held on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

Riders who **wish** to participate in the Open International Cup category but who have already been classified in the 10 best riders of the World Pro final classification in the past 3 years **may apply to the FIM Administration for dispensation** to participate as guests. They will not be classified and will not earn championship points or rewards.

c) FIM Junior Trial World Cup

- Riders **up** to 23 years old (**if they did not reach the age of 23 on or before 31 December of the previous year**). Unless the event is held on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

d) FIM **125cc** Trial Cup

- Riders on motorcycles up to 125cc. Unless the event is held on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

e) Guests

- Riders from 16 years old and who want to participate in the **125cc** category but who do not fulfil these sporting conditions may make a request to the FIM Administration. Unless the event is held on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle. They will not be classified and they will not receive championship points or rewards.

052.7.1.2 Riders' Licences

Riders must be holders of a valid FIM World Championship licence to participate in the FIM Trial World Championship and a FIM World Championship or Junior & **125cc** Cups licence to participate in the FIM Trial Open International Cup, FIM Junior Trial World Cup or the FIM **125cc** Trial Cup.

052.7.2 Entries

Entries must be open at least two months prior to the event and close 15 days before the event. **In case of a rider entry not being received by the closing date of entries due to administrative problems, the Jury President must satisfy himself that the rider concerned is fully licenced and authorised to compete. In such circumstances, the Jury President decision shall be final.**

Riders can **only register in one category at a time** and enter for each or all events (permanent rider) counting for the FIM Trial World Championship.

All entries shall be sent to the FIM Administration via the rider's Federation on the official inscription form which shall carry the approval stamp of the Federation.

Any change to the entry cannot be done unless requested in writing to the Clerk of the Course, giving the reason and permission subsequently obtained.

Riders must sign an individual entry form during administration control.

052.7.2.1 Non-participation in an event

A rider who has submitted an entry form for an event and fails to participate, without having informed the FIM Administration 24 hours before the event, will receive a fine (see Art. 052.9.3.1).

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

052.7.2.2 Leaving the event

A rider who is entered in an event and who abandons the event without permission from the Clerk of the Course and/or leaves without informing the Clerk of the Course or the Results Manager will start first in his category at his next event and is liable to receive a fine (see Art. 052.9.3.1).

052.7.3 Entry fee

Rider

- for 1 day: EUR **45.-**
- for 2 days: EUR **75.-**

Assistants

- for 1 day: EUR **35.-**
- for 2 days: EUR **55.-**

052.7.4 Riders' bibs

Riders having gained points in the World Pro category of the preceding year will use an identical riding number for the whole season, corresponding to their final position of the preceding year.

The bib may carry the name of a title sponsor and one or several sponsors of the event. The name of these sponsors displayed on the bib will be mentioned in the Supplementary Regulations.

During the event, the riders have to wear the bib provided by the CTR.

A rider, of whom the sponsor is in competition with the sponsor of the event and/or the title sponsor, is assured of being able to display the name/logo of his sponsor elsewhere than on the bib given.

However, the riders will be free to not wear the bib provided by the CTR in the following circumstances:

- Presentation of the riders
- Prize-Giving Ceremony
- Press conference, interviews and all other promotional operations

The rider shall ensure that the numbers (back and front) are fully visible during the entire Trial.

The numbers must be red on a white background for the World Pro category, blue on a white background for the Open International and Junior categories and green on a white background for the **125cc** category.

The 10 best classified riders in the World Pro category of the preceding year will have their name displayed on the bib in order to allow the spectators to better recognize them.

052.7.5 Registered Assistants

Each rider may register two assistants, one minder (green bib) and one mechanic (red bib), of minimum age 18 years to accompany him on the course. The rider and the assistants must sign a declaration that the rider is responsible for all actions of his assistants.

The registered assistants must be in possession of a valid FIM Trial Assistant, FIM Trial World Championship or International FIM Trial licence. However, a registered assistant may use a valid National Trial licence in his own country.

The minders are allowed inside the enclosure. For security reasons only and after having received the approval from the Section Observer, they can enter the section. Mechanics are not allowed in the section or in the enclosure. Anybody invited into the boundaries of a section, in order to ensure the security of a rider, must wear a helmet at all times in the section. The penalty for a breach of the rule is laid down in Art. 052.9.3.1.

The assistants must follow the same course as the rider unless a deviation is foreseen or authorised by the organiser.

The assistants must at all times wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules Appendix "Trial" whilst riding a motorcycle or whilst in a section.

The assistants must wear a riding bib in accordance with the Technical Rules Trial Appendix and a self-adhesive starting number on the rear of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with. The bib of the minder will be in green with white numbers and the bib of the mechanic will be in red with white numbers. This bib is not transferable and must be worn only by the registered assistant. In the case of injury a substitute assistant may be registered. The bib should be visible on the chest of the assistant and the number at the rear of his helmet during the entire Trial.

The assistants' machines must conform to the Traffic Code of the country in which the event takes place. However, if the organiser wishes to check the documentation of the machine, it must be done before the event, and if he wishes to make a preliminary technical control, it must be stated in the SR.

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

052.7.6 Starting interval

Starting shall be at one minute and a half intervals.

052.7.7 Starting order

The starting order of the categories of the FIM Trial World Championship will be: 125cc, followed by Open International, then Junior and finally the World Pro riders.

The starting order within each category will be established as follows:

For the 1st day

a) First event:

The riders will start in the reverse order of the final classification of the previous year. The non-classified riders of the previous year will start before the classified riders, in the order determined by a ballot conducted by the CTR Results Service.

Guest riders will start first in the order determined by a ballot conducted by the CTR Results Service.

b) Following events:

The riders will start in the reverse order of the classification of the previous event.

The non-classified riders of the previous event will start before the classified riders in the order determined by a ballot conducted by the CTR Results Service.

Guest riders will start first in the order determined by a ballot, conducted by the CTR Results Service.

For the 2nd day (where applicable)

The riders will start in the reverse order of the first day's classification.

The non-classified riders of the first day will start before the classified riders in the order determined by a ballot conducted by the CTR Results Service.

Guest riders will start first in the order determined by a ballot, conducted by the CTR Results Service.

052.7.8 Manufacturer's bibs

Each manufacturer having a FIM Manufacturer's licence and a rider participating in the event will receive 4 Manufacturer's bibs (**1 yellow bib and 3 red bibs**).

The wearers of this bib are allowed to follow the course (**yellow and red bibs**) and enter the enclosure of the sections (**yellow bib**). **Any wearer of this bib who is deemed to be operating as an additional assistant to a rider will forfeit the right to use this bib, which will be withdrawn from the manufacturer concerned**

The wearers of this bib, before the start of each event, will sign a declaration discharging the FIM and the organisers from any responsibility. This document with the name of the bib wearers and their licence number will be given by hand to the Results Manager before the end of the administrative control.

The wearers of this bib must respect the duties, rights and restrictions listed in the responsibilities of the wearers of a Manufacturer's bib.

The wearers of this bib must be in possession of a valid FIM Trial Assistant's, FIM Trial World Championship or International FIM Trial licence. However, the wearers of a Manufacturer's bib can use in their own country a valid national Trial licence.

The penalties for the abuse of these bibs are defined in Art. 052.9.3.2.

052.8 TECHNICAL CONTROL

Each rider who participates in an event must present his machine to the technical control.

052.8.1 Equipment of the motorcycle

The machines must be in accordance with the FIM Trial Technical Rules and their verification must be carried out at the venue of the event.

The organiser must provide the Chief Technical Steward with a suitable place and assistants to make the following controls:

- a) Weight of the motorcycle
- b) Sound level
- c) Security of the machine
- d) Marking of the parts
- e) Helmet
- f) The working of the engine cut-off

At all times during the event, a rider will be responsible for keeping his machine in conformity to the rules.

Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations, unless the event is held on a closed circuit.

Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

The registration number of the motorcycle must appear on a plate solidly fixed onto the rear mudguard of the machine (not hand written directly on the mudguard). The registration plate shall be reproduced on a flexible plate and made from non-cutting material. When the event is held on a closed circuit, machine registration and registration plates are unnecessary.

A cut-off switch with a lanyard fixed on the rider must be installed. It is compulsory for the rider to have it connected whilst he is riding inside a section.

052.8.2 Riders equipment

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

052.8.3 Sound level control

At the preliminary technical control, the sound level of all motorcycles will be measured according to the rules stated in the Technical Rules, Appendix "Trial" (see Art. 01.79).

Any machine that fails this test may have adjustments made or have parts replaced until the sound level is in accordance with the Code. Only after a successful test will the silencer be marked.

052.8.4 Marking of parts

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

Parts	Marking	Number	How or where marked
Frame, main section	paint or non-removable sticker	1	right-handed steering head
Crankcase	paint or non-removable sticker	1	right side
Silencer	paint or non-removable sticker	1	

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

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

After a successful preliminary technical examination, the organiser will affix stickers carrying the number of the rider, to the top part of the headlight fairing of each machine and on the back of the helmets of his assistants. No cutting or other modification of the stickers is allowed.

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

052.8.5 Responsibility of rider

The rider will sign the technical control form certifying that the parts have been properly marked.

052.8.6 Checking of parts

The Technical Steward may examine any machine at any time during the event. If any marking is missing, the rider is disqualified. The control of parts by the Technical Steward during the competition is considered as a statement of fact.

In the case of a two-day event, a technical control shall take place 10 minutes before the riders' start time on the 2nd day at which time the marked parts will be checked.

If a marked part of the machine is severely damaged during the first day of competition, then the rider must report to the Technical Steward 30 minutes prior to the start time of the first rider for the second day taking both the original marked part(s) or complete machine and the replacement part(s) or complete machine. The Technical Steward shall then mark the new part(s) and shall retain in his possession the original part(s) at his discretion.

Any rider whose machine does not carry the marked parts (with the exception of a replacement silencer, see Art. 052.8.4) will not be allowed to start.

052.8.7 Alternative Energies

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

052.8.8 Refuelling

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

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

A change of fuel tank is considered as refuelling. To change the fuel tank is therefore prohibited outside the paddock. An infringement of this rule carries a penalty of disqualification (Art. 052.9.5). However, if a fuel tank is accidentally damaged following a crash in a section, rendering the motorcycle inoperative, the rider may replace his fuel tank. He must have this fact recorded by a Section Observer, who shall fill in a notification form and pass on the information to the Clerk of the Course as soon as possible. Failure to do so entails disqualification.

The Technical Steward may demand the original part and keep it in his custody.

052.9 PENALTIES

052.9.1 Time penalties with respect to time allowances

For each minute or part thereof late arrival at the start:	1 point
More than 20 minutes late arrival at the start:	disqualification
For each minute or part thereof late at the first lap time control:	1 point
More than 20 minutes late at the first lap time control:	disqualification
For each minute or part thereof late at the second lap time control (in the case of an event with two laps) :	1 point
More than 20 minutes late at the second lap time control (in the case of an event with two laps) :	disqualification

For each minute or part thereof late at the third lap time control (in the case of an event with three laps):
More than 20 minutes late at the third lap time control (in the case of an event with three laps):

1 point

disqualification

In the event of disqualification, the rider's **and assistants'** bibs will be withdrawn from them.

Any rider who exceeds the time allowance between the lap time control and the finish point shall be liable to a penalty as follows:

First offence:

Fine of EUR 50.-
plus 5 points

Second offence (for a two-day event):

Fine of
EUR 100.-
plus 5 points

052.9.2 Penalty faults in a section during the Trial

- | | |
|------------------------|----------|
| a) 1 fault: | 1 point |
| b) 2 faults: | 2 points |
| c) More than 2 faults: | 3 points |

Definition of fault

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

- d) **Stopping with or without footing:** **5 points**
Moving backwards: **5 points**
Moving either wheel to the side without forward motion: **5 points**

 Failure: **5 points**

Definition of failure

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
- **The machine ceases to move in a forward direction relative to the course.**
- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- Breaking a tape defining a section boundary or internal separation.
- The rider or machine **breaks, removes, knocks down** or rides over or above a marker or marker support **causing the Observer to reposition the marker.**

- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The front wheel does not precede the back wheel when passing through a gate.
- The rider enters the section by foot without the authorisation of the **Clerk of the Course**.
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The rider passes through the gates of another category whatever the direction.
- The assistant comes into the section without the invitation of the Observer.
- Not entering a section, providing the rider has reported to the Observer.
- The motorcycle does a complete loop, crossing its own track with both wheels.

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

e) Missing a section: 20 points

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

However, the following penalties may be added:

- Leaving his machine in the corridor: 5 points
- The assistant entering the corridor: 5 points
- Receiving any outside assistance to the machine in the corridor: 5 points
- **Not leaving the section at the time and place indicated by the official:** 5 points
- Not attempting the sections in numerical order: 20 points

IN CASE OF DOUBT FROM THE OBSERVER CONCERNING THE PENALTY, THE RIDER WILL ALWAYS BE GIVEN THE BENEFIT OF THE DOUBT.

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

When an error occurs in the punch card and the rider has already left without correction or in the case of an extra penalty, the Observer must fill in a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and **always prior to the Clerk of the Course signing the provisional results**.

052.9.3 Financial penalties

052.9.3.1 Financial penalties for riders

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

- | | |
|--|--|
| - The assistant not complying with the following requirements: | |
| 1) Wearing boots, long trousers, shirt with long sleeves and a helmet whilst riding a motorcycle or in a section. | |
| 2) Having the bib and/or the helmet number fully visible. | |
| 3) Following the same course as the rider. | |
| 4) An assistant's bib is used by another non-subscribed person without informing the Clerk of the Course or the Results Service. | |
| - Any person invited into the section to ensure the security of the rider not wearing a helmet: | 1 st offence: EUR 50.- |
| - Refuelling the motorcycle in the paddock without the use of an Environmental mat: | 2 nd offence: EUR 100.-
3 rd offence: EUR 250.- |
- The rider or any person interested in the performance of the rider come into the section **outside the authorised times of the visit of the sections or during the Trial**, unless they are specifically invited by an official: EUR 250.-
- Non participation to an event without informing the FIM Administration:
- First offence: EUR 100.-
 - Second offence: EUR 200.-
 - Third offence: EUR 300.-
 - From the fourth offence: EUR 400.-
- Leaving the event:
- First offence: EUR 100.-
 - Second offence in the same season: EUR 200.-
 - From the third offence in the same season: EUR 500.-

If a rider is late or absent from the Prize-Giving Ceremony or Public interview, without the prior approval of the Clerk of the Course, he will be penalised with a fine of EUR 250.- maximum.

052.9.3.2 Penalties for wearers of the FIM Manufacturer's bib

1. Dangerous riding (riding on the course in the wrong direction, riding fast through the crowd, not respecting the highway code or any other riding behaviour being dangerous for others).
2. Not following the marked course for the riders or any specific deviation marked for assistants.
3. Not wearing a helmet, boots or long trousers when riding a motorcycle.
4. Not complying with other duties or restrictions described in the "Responsibilities of Manufacturer bib carriers".

1 st offence:	EUR 80. - (payable by the team concerned)
2 nd offence:	EUR 150. - (payable by the team concerned)
3 rd offence:	EUR 370. - (payable by the team concerned)

052.9.4 Yellow cards

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).

A yellow card can be issued to a rider due to the behaviour or actions of the rider, the riders' assistant or a wearer of a Manufacturer's bib accompanying the rider. If any of these persons refuses to obey the instructions of an Observer, or who behaves in a disorderly manner within a section, the rider shall be shown the Yellow Card. The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Disciplinary and Arbitration Code. The Observer shall then complete a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and, anyhow, before the publication of the results on the board.

Penalties

First offence in an event of 1 or 2 day:	EUR 30.- + 5 extra points
Second offence in an event of 1 or 2 day:	EUR 50.- + 5 extra points
Third offence in an event of 1 or 2 day:	DISQUALIFICATION + EUR 100.-

052.9.5 Disqualification

The following rule infringements will automatically entail disqualification of the rider from the round concerned. Any disqualification will automatically entail the invalidation of the results obtained by the rider during the round in question, with all the resulting consequences including forfeiture of any points, prizes or medals.

- a) Riding a motorcycle without a helmet (Art. 052.8.2);
- b) Missing marking (Art. 052.8.4);
- c) Changing the motorcycle or rider during the event;
- d) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. 052.8.1);
- e) Use of a non authorised fuel (Art. 052.8.1);
- f) **Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code;**
- g) Changing riding bib (Art. 052.7.4);
- h) Not regaining the course at the point where the rider left it (Art. 052.3.2);
- i) **Testing** in sections defined for the Trial (Art. 052.6);
- j) Other serious instances of disorderly conduct towards an official by a rider or his assistant (Art. 052.9.4);
- k) Three yellow cards during the same event (Art. 052.9.4);
- l) Refuelling outside the paddock (Art. 052.8.8);
- m) The construction or condition of his motorcycle is considered to be or may become a source of danger;
- n) **Failure to comply with the minimum weight allowed as defined by Article 01.19 of the FIM Technical Regulations;**
- o) **Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.**

For the following offence, a rider could be disqualified for the remaining period of the event (2 days):

- Three yellow cards during an event.

In case of serious instances of disorderly conduct towards an official by a rider or his assistant or if a rider physically attacks the Clerk of the Course or the Jury President, he should be disqualified for the entire event.

A rider who at an event makes no attempt to succeed, **who hampers the smooth running of the event** and/or works as an assistant for another rider will be disqualified from the competition, his bib will be withdrawn and is liable to be further penalised by the International Jury.

052.10 RECORDING OF SCORES

The rider must receive from the organiser an individual punch card made from a non-soluble material for each lap. The rider is responsible for having his punch card marked at each section and for handing his card to the officials when requested.

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

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

The punch card will take precedence and the back up sheet used only in the case of doubt in the reading of the card or in the case of a loss of card.

052.11 RESULTS AND CLASSIFICATIONS

The results for each event of the World Pro category will count towards the final riders' and manufacturers' classification.

The riders' final classification for the Open International, Junior and **125cc** categories will be based on the best results in each day of competition which has been held, less two.

The winner of each day will be the rider with the lowest number of points according to Art. 052.9.

The riders in the top 15 places of the final classification of each category in each event of the FIM Trial World Championship will be allocated points according to the following scale:

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

For the manufacturers' classification, only the points awarded to the two motorcycles of each manufacturer holding a FIM licence, obtaining the best results in each event of the World Pro category, will count towards the final classification.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, Championship logos
- Title, venue, date, FMNR, IMN N°, 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 realised
- Name and signature of the Jury President and Clerk of the Course, publication time of the results

For the Championship to be valid, at least half plus one of the events planned must be held and homologated.

052.12 PREMATURE STOPPAGE OF THE EVENT

If the competition is prematurely stopped by the Jury before all of the riders still competing have completed half of the sections then it shall be declared null and void. If the competition is stopped by the Jury at a later stage then the results remain valid.

If either day is stopped prematurely by the Jury, it cannot be re-run.

052.13 TIES

052.13.1 Ties at the end of the day

In the case of ties, 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.

If a tie still persists, the rider who completes the two **or three** laps in the shortest time measured by the second will be deemed the winner.

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

052.13.2 Ties at the end of the Championship

A tie in the final classification in each category included in the FIM Trial World Championship will be decided by the majority of the best placing. If a further tie exists, it will be decided in the following order by the better placing in the last round held for his category, in the last but one, or in the last but two, etc.

052.14 AWARDS

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

052.14.1 Prize-Giving Ceremony and Public interview

A Prize-Giving Ceremony shall take place within 15 minutes of the arrival at the finish of the last rider. The first three placed riders, together with any additional riders invited by the Clerk of the Course, shall attend a short public interview that may take place immediately after the Prize-Giving Ceremony.

If a rider is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, he will be penalised.

052.15 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of EUR 220.- or the equivalent amount in local currency (convertible), returnable if the protest is justified.

A protest **must** be presented within ½ an hour of the results, **signed by the Clerk of the Course**, being displayed.

RESPONSIBILITIES OF MANUFACTURER'S BIB WEARERS

The wearers of these bibs must respect the following duties, rights and restrictions:

DUTIES

1. Follow the same course as the rider unless a deviation is foreseen or authorised by the organiser.
2. Wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules appendix «Trial» whilst riding a motorcycle.
3. Ensure that the bib and the numbers (back and front) are fully visible during the entire Trial.
4. Comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations.
5. Present their motorcycle papers to the organiser if requested.
6. Obey the instructions of officials and observers.

RIGHTS

1. Following the course as long as the organiser's sign-posting is respected.
2. Use these bibs for all rounds of the FIM Trial World Championship.
3. Access to the section enclosure (**yellow bib**).

RESTRICTIONS

1. Enter into the sections beyond the delimitation.
2. Use riders' motorcycles on the course while they are competing.
3. Push or hold riders' motorcycles in front of or in the section corridors.
4. Modify the course layout or change the positions of the ribbons or arrows.
5. Discuss the application of penalties with the officials.
6. Replace riders at the Prize-Giving Ceremony.
7. Use this bib outside the events counting for the FIM Trial World Championship.

PENALTIES

The penalties for the abuse of these Manufacturer bibs are defined in Art. 052.9.3.2.

**STANDARD MODEL FOR THE WRITING OF THE FIM TRIAL WORLD
CHAMPIONSHIP SUPPLEMENTARY REGULATIONS**

FORMAT 2 DAYS

ANNOUNCEMENT

The _____ Club will promote the _____ round of the FIM Trial World Championship on behalf of the Federation _____. The event will be held in accordance with the FIM Sporting Code together with relevant Appendices, these Supplementary Regulations and any final instructions, approved by the Jury. The event has to respect the FIM Environmental Code.

The event will be held on _____ (date) and _____ (date) at _____ (venue, country).

IMN No: _____

ACCESS

Nearest airport: _____

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser:

Name (Club): _____ Accommodation Service: _____

Address: _____ Address: _____

Phone N°: _____ Phone N°: _____

Fax N°: _____ Fax N°: _____

E-mail: _____ E-mail: _____

Secretariat of the event:

Address: _____

Phone N°: _____

Fax N°: _____

E-mail: _____

1. ENTRIES

Entries must be made on the official entry form and sent to the FIM Administration. All entries must be received by _____ (15 days before the event).

All riders must have their entry endorsed by their own FMN.

2. ADMINISTRATIVE AND TECHNICAL CONTROLS

Does this event use public highways: YES NO

The administrative and technical controls will take place on Friday _____ (date) between **17:00** and **19:00**.

A second technical control shall take place on Sunday _____ (date) 10 min. before the start of each rider.

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit.

3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: _____

4. STARTING ORDER

1st DAY

The starting order will be decided according to Art. 052.7.7.

Last starter will depart at 11:00 on _____ (date 1st day).

2nd DAY

The starting order will be decided according to Art. 052.7.7.

Last starter will depart at 11:00 on _____ (date 2nd day).

5. COURSE AND TIME

The length of the course is of _km for all FIM Trial World Championship participants.

The course will consist of (tick the correct box):

- ☐ TWO laps of _____ sections (between 18 and 20 sections) each day.
☐ THREE laps of _____ sections (between 12 and 15 sections) each day.

The individual time allowance for each rider is defined in Art. 052.5.2.

6. PADDOCK/TEST

The Paddock will be open to trucks from the Thursday before the event at 13:00.
 The Paddock will be open to all riders from the Thursday before the event at 15:00.

Any rider found **testing** outside the areas set aside by the organisers may not be allowed to start.

The **testing** area must be open to all riders one day before the event.

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____
 and Jury meeting will be held at _____.

The first Jury meeting will be held on the Friday at **19:30**.

8. AWARDS

For all categories of the FIM Trial World Championship, awards shall be given to at least the first 3 placed riders for each day.

9. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony will take place each day in the start area within 15 minutes of the final classified rider arriving at the finish.

10. ADDITIONAL INFORMATION

- ☐ Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- ☐ Attached is a map showing the main access roads to the event and the precise location of the paddock.

11. OFFICIALS

President of the Jury:	_____	FIM Licence No:	_____
CTR Member of the Jury:	_____	FIM Licence No:	_____
FMNR Member of the Jury:	_____	FIM Licence No:	_____
Clerk of the Course:	_____	FIM Superlicence No:	_____
Chief Technical Steward:	_____	FIM Licence No:	_____
Environmental Steward:	_____	FIM Licence No:	_____
Chief Timekeeper:	_____	Licence No:	_____

**STANDARD MODEL FOR THE WRITING OF THE FIM TRIAL WORLD
CHAMPIONSHIP SUPPLEMENTARY REGULATIONS**

FORMAT 1 DAY

ANNOUNCEMENT

The _____ Club will promote the _____ round of the FIM Trial World Championship on behalf of the Federation _____. The event will be held in accordance with the FIM Sporting Code together with relevant Appendices, these Supplementary Regulations and any final instructions, approved by the Jury. The event has to respect the FIM Environmental Code.

The event will be held on _____ (date) and _____ (date) at _____ (venue, country).

IMN No: _____

ACCESS

Nearest airport: _____

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser:

Name (Club): _____ Accommodation Service: _____

Address: _____ Address: _____

Phone N°: _____ Phone N°: _____

Fax N°: _____ Fax N°: _____

E-mail: _____ E-mail: _____

Secretariat of the event:

Address: _____

Phone N°: _____

Fax N°: _____

E-mail: _____

1. ENTRIES

Entries must be made on the official entry form and sent to the FIM Administration. All entries must be received by _____ (15 days before the event).

All riders must have their entry endorsed by their own FMN.

2. TECHNICAL CONTROL AND REGISTRATION

Does this event use public highways: YES NO

The administrative and technical controls will take place on Saturday _____ (date) between **17:00 and 19:00**.

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit.

3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: _____

4. STARTING ORDER

The starting order will be decided according to Art. 052.7.7.

Last starter will depart at 11:00 on _____ (date).

5. COURSE AND TIME

The length of the course is of _____ km for all FIM Trial World Championship participants.

The course will consist of (tick the correct box):

- ☐ **TWO laps of _____ sections (between 18 and 20 sections).**
☐ **THREE laps of _____ sections (between 12 and 15 sections).**

The individual time allowance for each rider is defined in Art. 052.5.2.

6. PADDOCK/TEST

The Paddock will be open to trucks from the Thursday before the event at 13:00.
 The Paddock will be open to all riders from the Thursday before the event at 15:00.

Any rider found **testing** outside the areas set aside by the organisers may not be allowed to start.

The **testing** area must be open to all riders one day before the event.

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____
 and Jury meeting will be held at _____.

The first Jury meeting will be held on the Saturday at **19:30**.

8. AWARDS

For all categories of the FIM Trial World Championship, awards shall be given to at least the first 3 placed riders.

9. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony will take place each day in the start area within 15 minutes of the final classified rider arriving at the finish.

10. ADDITIONAL INFORMATION

- ☐ Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- ☐ Attached is a map showing the main access roads to the event and the precise location of the paddock.

11. OFFICIALS

President of the Jury:	_____	FIM Licence No:	_____
CTR Member of the Jury:	_____	FIM Licence No:	_____
FMNR Member of the Jury:	_____	FIM Licence No:	_____
Clerk of the Course:	_____	FIM Superlicence No:	_____
Chief Technical Steward:	_____	FIM Licence No:	_____
Environmental Steward:	_____	FIM Licence No:	_____
Chief Timekeeper:	_____	Licence No:	_____

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053.1 GENERAL

The FIM has established the FIM Trial des Nations as a FIM World Championship for National Teams and the International Trophy des Nations as a FIM Prize, which will be held each year according to the FIM Sporting Code, the other FIM Codes and these regulations.

The FIM Trial des Nations is organised over one event only in which is included the International Trophy des Nations.

An event counting towards the FIM Trial des Nations includes:

- Opening Ceremony.
- Technical and Administrative controls.
- The team competition.
- The Prize-Giving Ceremony.

The events counting for the FIM Trial World Championship or FIM Prizes must mention in their advertising and in all documents of the event, the official denomination of the event.

053.1.1 FIM homologation

The FIM Trial Commission (CTR) must inspect and approve the site where the FIM Trial des Nations is to take place. A CTR member, who must be accompanied by an FMNR representative, shall carry out this inspection before the event.

The organiser will give to the inspector 4 maps of the venue in an electronic format:

- An A4 format map of the area indicating the access roads to the venue
- An A4 format map indicating the groups of sections, the course for the participants and the spectators, the rescue posts and the facilities for the spectators
- An A4 format map of the starting area indicating the buildings used (secretariat, administration, Jury, Press, ...), the Paddock and the reserved parking
- Location of the Paddock and parking

The organiser will give the inspector all the information on the security plan, the planned installations and the possible ecological problems (risks and solutions). The validity of the homologation will be determined by the CTR. The validity may be extended by the CTR.

053.1.2 FIM standards for organisers

The starting area, the riders' paddock and the other facilities must fulfil the demands stated in the FIM Work Book for organisers.

Each FMNR shall appoint a person to ensure that all the requirements for the organisers including those of the FIM Environmental Code are respected throughout the event.

053.1.3 Meeting with the organisers

A meeting will be held between the organisers and the Jury President and/or the CTR Representative. This meeting shall include the following persons: the President of the Jury and/or the CTR Representative, the Clerk of the Course, the CTRS, the Secretary of the meeting and the person responsible for the Sections. The following persons may attend: the Jury Members, the Technical Steward, the Medical Officer and the Press Officer.

053.1.4 Supplementary Regulations

The Supplementary Regulations (SR) must be drawn up in conformity with the standard model established by the CTR.

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. Two copies must be sent to the FIM Administration no later than two months before the date of the event for approval by the FIM. The SR will be published on the FIM website (www.fim-live.com).

Once the Supplementary Regulations have been published by the FIM, any requested amendment can only be authorised by the International Jury.

053.2 JURISDICTION

The event will be supervised by an International Jury (see Art. 053.2.8).

The event must be directed by international officials, in possession of a valid FIM licence for the appropriate discipline and function.

Except the persons appointed by the FIM, all officials and their assistants are subject to the authority of the Clerk of the Course.

053.2.1 Officials who hold a FIM licence

The following officials must be in possession of a valid FIM licence:

- Jury President and Members
- FMN Delegate (Sporting Steward)
- Clerk of the Course (**Superlicence**)
- Technical Steward
- Environmental Steward

053.2.2 CTR Representative

The CTR may appoint a CTR Representative, who will have supervision tasks, for each event.

053.2.3 Incompatibilities of officials

An official shall not be a rider, sponsor, assistant or promoter participating in the event.

053.2.4 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

053.2.5 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course and sections are in good condition; that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected.
- To order the removal from the course, sections and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him;

- To sign (with the time and date) a copy of the written results as soon as possible after their production and ensure that they are displayed for the riders and teams.
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury and to have the provisional results of the event approved;
- Remove riders' and assistant's bibs if the rider is disqualified and remove the assistants' and Team Manager's bibs in case of abuse.

053.2.6 Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence.

053.2.7 Environmental Steward

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

- Ensure that the FIM Environmental Code and all items in the Work Book for the Organisers related to the environment are respected.
- Have access to all information concerning the event and be able, prior, during and after the event, to give recommendations to the Clerk of the Course and Jury President on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the Jury without voting rights.
- Draw up a report on the basis of a check-list prepared by the FIM International Environment Commission, send it to the FIM Administration and hand a copy to the Jury President.

053.2.8 The International Jury

The President of the Jury and a Jury member are appointed by the FIM.

A second Jury member and the other officials are appointed by the FMNR. The FMNR Jury Member cannot have any other official function during the event.

Only the President and the two Jury Members have voting rights. Each FMN, eligible under Art. 053.2.13 has the right to appoint a Delegate.

In case of absence of the Jury President, he will be replaced by the other Jury Member appointed by the FIM. If the Jury Member appointed by the FIM is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to an official who is not from the FMNR.

The following persons are entitled to attend the meetings of the International Jury but without voting rights:

- The Clerk of the Course
- The Members of the FIM Board of Directors, the Directors of the FIM Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned
- The Environmental Steward
- CTRS (Technical Advisor for the Sections)
- The FIM Environmental Delegate
- The FIM Medical Delegate
- The FIM Technical Delegate
- The FIM CFM Delegate

053.2.8.1 The Jury President

The Jury President is appointed by the FIM.

The Jury President has the right to invite any guests to the Jury meetings when appropriate.

053.2.8.2 Duties of the Jury President

He must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

He is responsible for the communication with the FMNs' Delegates.

He shall call a meeting of the Jury before the start of the event and during this meeting the Jury shall approve or verify the following matters:

- Amendments, if any, to the SR verifying that all the riders and participants engaged are informed thereof.
- Documents produced by the Results Manager.
- The list of officials for the event by checking the validity of their licence.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- Any modifications about extra safety measures as requested by the riders.
- The official permission from the local authorities to run the event and of the third party insurance policy.

At the end of the competition, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course and any other appropriate officials. The Jury President must ensure the homologation of the official classifications of the competition is made by the Jury. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

He shall send the **Jury** documents to the FIM Administration within 72 hours of the finish of the event.

053.2.9 Terms of reference of the International Jury

The International Jury exercises supreme control of the events but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FIM. All civil and legal liabilities lie with the organisers. The International Jury may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 053.1.4 are observed. The Jury is not authorised to make alterations or additions to the FIM rules.

The International Jury is the only tribunal of the event competent to adjudicate upon any protest that may arise during an event, subject to the right of further appeal. Decisions of the International Jury are based on a simple majority.

The International Jury is entitled either on its own initiative or on request of the organiser or Clerk of the Course, to delay the start of an event; to have the course or sections improved, to prematurely stop or cancel part or the entire event because of urgent safety reasons or for any other reasons of "force majeure".

The International Jury must settle any case of disciplinary sanction according to the provisions laid down in the Disciplinary and Arbitration Code, the Environmental Code as well as in the Trial appendix.

053.2.10 Publication of the Jury decisions

All decisions of the International Jury necessary for the running of the event as well as the results must be published as soon as possible. The decisions must be published in the official languages of the FIM.

053.2.11 Minutes of the Jury Meetings

The minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They are to be prepared by the Secretary to the Jury and must be signed by the Secretary and the Jury President.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

053.2.12 FMN Delegate

Each FMN which has a team participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence.

The FMNs must inform the FMNR in writing of the name of their Delegate not less than 15 days prior to the event.

The national Delegate represents its FMN and the riders entered by that FMN. He is entitled to:

- attend the open meetings of the Jury, as observer;
- receive documents, including the Jury minutes;
- explain his questions to the Jury President so that the International Jury is aware of all circumstances;
- receive passes to be able to be present at the course, section enclosures, Jury room, riders' paddock, starting and finishing area during the event.

The Delegate cannot interfere in the attribution of penalties by the officials of the sections.

053.3 COURSE

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

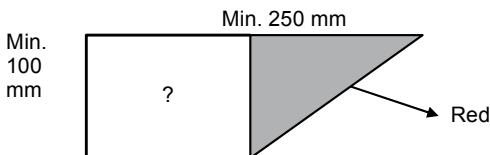
To be classified as a finisher the rider alone must ride or push his machine for the entire distance of the course.

053.3.1 Distance

The course will consist of 2 laps, each of a length not exceeding 20 km.

053.3.2 Course marking

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



within the square marked “?”, shall be written the number of the section to which the arrow directs the riders.

All arrows must be made of waterproof material.

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

The course shall be fully marked for the visit of the sections by the riders.

053.4 SECTIONS

053.4.1 Number of sections

The number of sections shall be 18 per lap.

053.4.2 Modification or cancellation of sections

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

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

053.4.3 Design and section boundaries

Each section shall be completely independent of other sections and easily modifiable according to the weather conditions.

Different sections, or different passages within the sections, shall be provided as appropriate for riders of the World Championship teams and for the riders of the International Trophy teams.

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

Each section shall have signs clearly identifying the location of both the "Section Begins" and "Section Ends". Each section must be clearly numbered in consecutive order and must be indicated as from the visit of the sections by the riders.

The sections shall be bounded by natural obstacles and strong, easily visible waterproof tape, securely fastened to stakes or trees. The stakes must be securely fixed to the ground and be spaced close enough to each other to prevent major movement of the tapes. The tape must be at a minimum height of 10 cm above the ground and below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

The "gates" will be placed at all passages where the width of the section is reduced. Each gate must be indicated on the right and left by signs (arrows) of appropriate colours. The minimum width between these "gates" is 120 cm.

The gates will be:

- In red for the World Championship
- In blue for the International Trophy

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

053.4.4 Security and level of the sections

The Jury will take the decision concerning the level of difficulty as well as the safety and length of all sections. His decision is final and all modifications must be carried out immediately.

053.4.5 Penalty in the sections

A machine is considered as being in a section when the front wheel spindle has passed the "section begins" sign and until the time when the front wheel spindle passes the "section ends" sign. Under penalty of failure the front wheel must precede the rear wheel through both the "section begins" sign and the "section ends" sign. If a front spindle exits a section via the 'section begins', then a failure is deemed to have occurred.

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

A rider who fails in a section shall leave the section at the time and place indicated by the official.

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

Should a re-run be granted, then the rider shall complete the full section.

Regarding Observation: any marks lost prior to the point of the obstruction on the original attempt will stand and be added to any marks lost from the point of obstruction on the re-run.

053.4.6 Section corridor

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

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

053.4.7 Observation enclosure

An observation area shall be created, on the outside of the section limits. The outer limits of this enclosure shall form the barrier for the public. Only Officials, the riders, the minders, the press and the team manager wearing bibs are allowed within the limits of this enclosure. The enclosure must be of sufficient dimensions to allow the passage and work of the authorised persons.

053.5 TIME ALLOWANCE AND CONTROL

053.5.1 Time measurement

The timekeeper shall have in his possession an instrument which registers to the tolerance allowed (hh/mm/ss) as well as a reserve chronometer.

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

053.5.2 Individual time allowances

The time allowance for each team to travel from the start to the lap time control on the second lap shall be decided by the Clerk of the Course, subject to the approval of the Jury.

If a rider starts after his allocated start time, his scheduled arrival time will remain unchanged. Time penalties are given in Art. 053.9.1.

053.5.2.1 Increase in time allowance

In cases where the weather conditions on the day of the event are considered particularly bad, the Jury may increase the Team time allowance by up to 20 minutes. In such a case all riders must be informed of this alteration before the start.

The Jury may modify the sections without modifying the time allowance.

053.5.3 Start time control

The start time control shall be at the starting place with the riders starting as a team from a platform.

053.5.4 Lap time control

The lap time control, clearly marked and well visible, shall normally be located immediately after the final section. However, at the discretion of the Jury President, this time control may be at an earlier section when the course from that section passes along congested public roads. In either case, riders will remain subject to the restrictions on repairs and replacements of parts (see Art. 053.8.4) until the machine is released by the organiser at the finish point.

To travel from the lap control to the finish point each rider may be allocated a set period of time. This time period will be set by the Jury and displayed on a notice at the lap time control.

053.6 TEST AND VISIT OF THE SECTIONS

053.6.1 Testing area

A **testing** area of adequate size must be set up. Its characteristics must correspond to the sections used in the event. The area has to be marked off clearly and the access must be indicated. This **testing** area must allow riders to **test** according to the rules.

The **testing** area must be open to all riders in accordance with the schedules published by the CTR. It is forbidden to set up sections for the event in this area unless the section has already been marked out and is fenced to prevent access to the riders.

These **tests** are considered as voluntary for the riders.

It is compulsory for the rider to wear a helmet and other clothing requirements as detailed in the Technical Rules Appendix Trial when they are in the **testing** area.

053.6.2 Visit of the sections

The organiser must organise a visit of the sections for the teams according to a preset time schedule or as decided with the President of the Jury and posted on the information board.

During the visit of the Section the rider must wear the riding bib and only the rider is allowed within the Section Boundaries. If a rider or any other person interested in the performance of the team enters a section without an official authorisation, then the rider will be penalised.

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

053.7 ADMINISTRATION

053.7.1 Riders

053.7.1.1 Age of riders

FIM Trial des Nations: from 16 years old. Unless the event is on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

053.7.1.2 Riders' Licences

World Championship Group riders must be holders of a valid World Championship licence. International Trophy Group riders must be holders of a valid Trial des Nations World Championship licence or Trial des Nations International Trophy licence.

053.7.2 Entries

Entries must be open at least two months prior to the event.

Each FMN can enter one national team only, composed of 3 or 4 riders. Only the FMN can select the riders of the team. In the event of four riders completing the course, only the three best results in each section will be counted.

All entries shall be sent to the FIM Administration via the rider's Federation on the official inscription form which shall carry the approval stamp of the Federation. The closing date for the receipt of inscriptions is 30 days before the event.

In the international category, the CTR can create “international teams” composed of riders of different nationalities. The international teams will be classified after the national teams.

An eventual change of rider can only be authorised by the President of the Jury.

053.7.2.1 Leaving the event

A rider who is entered in an event and who abandons the event without permission from the Clerk of the Course and/or leaves without informing the Clerk of the Course or the Results Manager is liable to receive a fine (see Art. 053.9.3.1).

053.7.3 Entry fee

An entry fee up to EUR 30.- maximum may be charged for each rider and each assistant.

053.7.4 Riders' bibs

The bib numbers will be attributed according to the team classification of the preceding year's FIM Trial des Nations.

The bib may carry the name of a title sponsor and one or several sponsors of the event. The name of these sponsors displayed on the bib will be mentioned in the Supplementary Regulations.

During the event, the riders have to wear the bib provided by the CTR.

A rider, of whom the sponsor is in competition with the sponsor of the event and/or the title sponsor, is assured of being able to display the name/logo of his sponsor elsewhere than on the bib given.

However, the riders will be free to not wear the bib provided by the CTR in the following circumstances:

- Presentation of the riders
- Prize-Giving Ceremony
- Press conference, interviews and all other promotional operations

The rider shall ensure that the numbers (back and front) are fully visible during the entire Trial.

The numbers must be red on a white background for the riders of the World Championship group and blue on a white background for the riders of the International group.

The flags of each country must figure on the riders' bibs.

The teams of the World Championship group will use bibs with the name of their riders.

053.7.5 Registered Assistants

Each rider may register one minder of minimum age 18 years to accompany him on the course. The rider and the assistant must sign a declaration that the rider is responsible for all action of the assistant.

Additionally, each team of the World Championship group may receive 4 "mechanic FIM Trial des Nations" bibs.

The list of assistants (minders and mechanics) of each FMN must be attached to the entry form.

The registered assistants must be in possession of a valid FIM Trial Assistant's Licence or FIM Trial World Championship or International FIM Trial licence. However, a registered assistant may use a valid National Trial licence in his own country.

The minders are allowed inside the enclosure. For security reasons only and after having received the approval from the Section Observer, they can enter the section. Mechanics are not allowed in the section or in the enclosure. Anybody invited into the boundaries of a section, in order to ensure the security of a rider, must wear a helmet at all times in the section. The penalty for a breach of the rule is laid down in Art. 053.9.3.

The assistant must follow the same course as the rider unless a deviation is foreseen or authorised by the organiser.

The assistant must at all times wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules Appendix "Trial" whilst riding a motorcycle or whilst in a section.

The assistant must wear a riding bib in agreement with the Technical Rules Trial Appendix, and in a different colour to that of the rider's bib and a self-adhesive starting number on the rear of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with. The bib of the minder will be in green with white numbers and the bib of the mechanic will be in red with white numbers. This bib is not transferable and must be worn only by the registered assistant. In the case of injury a substitute assistant may be registered. The bib should be visible on the chest of the assistant and the number at the rear of his helmet during the entire Trial.

The assistants' machines must conform to the Traffic Code of the country in which the event takes place. However, if the organiser wishes to check the documentation of the machine, it must be done before the event, and if he wishes to make a preliminary technical control, it must be stated in the SR.

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

053.7.6 Starting interval

The initial starting interval between teams will be 7 minutes. All members of a team shall have the same start time.

053.7.7 Starting order

The team will start together; teams will start in two groups. The first 5 teams from the preceding year's World Championship and the teams who made the request will form the World Championship group. All other teams will form the International Trophy group. The CTR Bureau will take the final decision concerning the groups' composition.

The starting order shall be established as follows:

For each category, the teams will start in the inverse order of the preceding year's classification.

The non-classified teams from the preceding year will start first after a possible ballot by the CTR Results Manager

053.7.8 The Team Manager

Each FMN with a participating team can nominate a Team Manager. His name should figure in the Entry Form.

Duties of the team manager:

- Represent his team at the administrative control

Rights of the team manager:

- Receive the passes.
- Receive a bib to follow the riders on the whole course and enter in the enclosure.

053.8 TECHNICAL CONTROL

Each rider who participates in an event must present his machine to the technical control.

053.8.1 Equipment of the motorcycle

The machines must be in accordance with the FIM Trial Technical Rules and their verification must be carried out at the venue of the event.

The organiser must provide the Chief Technical Steward with a suitable place and assistants to make the following controls:

- a) Weight of the motorcycle
- b) Sound level
- c) Security of the machine
- d) Marking of the parts
- e) Helmet
- f) The working of the engine cut-off

At all times during the event, a rider will be responsible for keeping his machine in conformity to the rules.

Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations, unless the event is held on a closed circuit.

Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

The registration number of the motorcycle must appear on a plate solidly fixed onto the rear mudguard of the machine (not hand written directly on the mudguard). The registration plate shall be reproduced on a flexible plate and made from non cutting material. When the event is held on a closed circuit, machine registration and registration plates are unnecessary.

A cut-off switch with a lanyard fixed on the rider must be installed. It is compulsory for the rider to have it connected whilst he is riding inside a section.

053.8.2 Riders equipment

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

The riders' helmets must be of the same colour for all members of the team and be in accordance with Art. 01.73 (national colours for helmets) of the Trial Technical Rules.

053.8.3 Sound level Control

At the preliminary technical control, the sound level of all motorcycles will be measured according to the rules stated in the Technical Rules, Appendix "Trial" (see Art. 01.79).

Any machine that fails this test may have adjustments made or have parts replaced until the sound level is in accordance with the Code. Only after a successful test will the silencer be marked.

053.8.4 Marking of parts

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

Parts	Marking	Number	How or where marked
Frame, main section	paint or non removable sticker	1	right-handed steering head
Crankcase	paint or non removable sticker	1	right side
Silencer	paint or non removable sticker	1	

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

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

After a successful preliminary technical examination, the organiser will affix stickers carrying the number of the rider, to the top part of the headlight fairing of each machine and on the back of the helmets of his assistants. No cutting or other modification of the stickers is allowed.

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

053.8.5 Responsibility of rider

The rider will sign the technical control form certifying that the parts have been properly marked.

053.8.6 Checking of parts

The Technical Steward may examine any machine at any time during the event. If any marking is missing, the rider is disqualified. The control of parts by the Technical Steward during the competition is considered as a statement of fact.

Any rider whose machine does not carry the marked parts (with the exception of a replacement silencer, see Art. 053.8.4) will not be allowed to start.

053.8.7 Alternative Energies

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

053.8.8 Refuelling

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

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

A change of fuel tank is considered as refuelling. To change the fuel tank is therefore prohibited outside the paddock. An infringement of this rule carries a penalty of disqualification (Art. 052.9.5). However, if a fuel tank is accidentally damaged following a crash in a section, rendering the motorcycle inoperative, the rider may replace his fuel tank. He must have this fact recorded by a Section Observer, who shall fill in a notification form and pass on the information to the Clerk of the Course as soon as possible. Failure to do so entails disqualification.

The Technical Steward may demand the original part and keep it in his custody.

053.9 PENALTIES

053.9.1 Time penalties with respect to time allowances

For each minute or part thereof late arrival at the start:	1 point
More than 20 minutes late arrival at the start:	disqualification

For each minute or part thereof late at the lap time control:	1 point
More than 20 minutes late at the lap time control:	disqualification

In the event of disqualification, the rider's **and assistant's** bibs will be withdrawn from them.

Any rider who exceeds the time allowance between the lap time control and the finish point shall be liable to a penalty as follows:	Fine of EUR 50.- plus 5 points
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053.9.2 Penalty faults in a section during the Trial

a) – 1 Fault:	1 point
b) – 2 Faults:	2 points
c) – More than 2 Faults:	3 points

Definition of fault

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

- d) **Stopping with or without footing:** 5 points
Moving backwards: 5 points
Moving either wheel to the side without forward motion: 5 points
 Failure: 5 points

Definition of failure

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
- **The machine ceases to move in a forward direction relative to the course.**
- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- Breaking a tape defining a section boundary or internal separation.
- The rider or machine **breaks, removes, knocks down** or rides over or above a marker or marker support **causing the Observer to reposition the marker.**
- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The front wheel does not precede the back wheel when passing through a gate.
- The rider enters the section by foot without the authorisation of the **Clerk of the Course.**
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The rider passes through the gates of another category whatever the direction.
- The assistant comes into the section without the invitation of the Observer.
- Not entering a section, providing the rider has reported to the Observer.
- The motorcycle does a complete loop, crossing its own track with both wheels.

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

- e) Missing a section: 20 points

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

However, the following penalties may be added:

- Leaving his machine in the corridor: 5 points
- The assistant entering the corridor: 5 points

- Receiving any outside assistance to the machine in the corridor: 5 points
- **Not leaving the section at the time and place indicated by the official:** 5 points
- Not attempting the sections in numerical order: 20 points

IN CASE OF DOUBT FROM THE OBSERVER CONCERNING THE PENALTY, THE RIDER WILL ALWAYS BE GIVEN THE BENEFIT OF THE DOUBT.

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

When an error occurs in the punch card and the rider has already left without correction or in the case of an extra penalty, the Observer must fill in a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and **always prior to the Clerk of the Course signing the provisional results.**

053.9.3 Financial penalties

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

- | | |
|---|---|
| <ul style="list-style-type: none"> - The assistant not complying with the following requirements: <ol style="list-style-type: none"> 1) Wearing boots, long trousers, shirt with long sleeves and a helmet whilst riding a motorcycle or in a section. 2) Having the bib and/or the helmet number fully visible. 3) Following the same course as the rider. 4) An assistant's bib is used by another non-subscribed person without informing the Clerk of the Course or the Results Service. - Anybody invited into the section to ensure the security of the rider not wearing a helmet at all times in the section. - Work on or refuelling the motorcycle without the use of an Environmental mat: | <p>1st offence: EUR 50.-
 2nd offence: EUR 100.-
 3rd offence: EUR 250.-</p> |
|---|---|

- The rider or any person interested in the performance of the rider come into the section **outside the authorised times of the visit of the sections or during the Trial**, unless they are specifically invited by an official: EUR 250.-
- Leaving the event: EUR 40.-

If one of the 3 first teams of each group is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, the National team will be penalised with a fine of EUR 490.- maximum.

053.9.4 Yellow cards

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).

A yellow card can be issued to a rider due to the behaviour or actions of the rider, the riders' assistant or a wearer of a team manager bib accompanying the rider. If any of these persons refuses to obey the instructions of an Observer, or who behaves in a disorderly manner within a section, the rider shall be shown the Yellow Card. The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Disciplinary and Arbitration Code. The Observer shall then complete a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and, anyhow, before the publication of the results on the board.

Penalties

First offence:	EUR 30.- + 5 extra points
Second offence:	EUR 50.- + 5 extra points
Third offence:	DISQUALIFICATION + EUR 100.-

053.9.5 Disqualification

The following rule infringements will automatically entail disqualification of the rider from the round concerned. Any disqualification will automatically entail the invalidation of the results obtained by the rider during the round in question, with all the resulting consequences including forfeiture of any points, prizes or medals.

- a) Riding a motorcycle without a helmet (Art. 053.8.2);
- b) Missing marking (Art. 053.8.4);
- c) Changing the motorcycle or rider during the event;
- d) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. 053.8.1);
- e) Use of a non authorised fuel (Art. 053.8.1);
- f) **Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code;**
- g) Changing riding number (Art. 053.7.4);
- h) Not regaining the course at the point where the rider left it (Art. 053.3.2);
- i) **Testing** in sections defined for the Trial (Art. 053.6);
- j) Other serious instances of disorderly conduct towards an official by a rider or his assistant (Art. 053.9.4);
- k) Three yellow cards during the same event (Art. 053.9.4);
- l) Refuelling outside the paddock (Art. 053.8.8);
- m) The construction or condition of his motorcycle is considered to be or may become a source of danger;
- n) **Failure to comply with the minimum weight allowed as defined by Article 01.19 of the FIM Technical Regulations;**
- o) **Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.**

In case of serious instances of disorderly conduct towards an official by a rider or his assistant or if a rider physically attacks the Clerk of the Course or the Jury President, he should be disqualified for the entire event.

A rider who at an event makes no attempt to succeed, who hampers the smooth running of the event and/or works as an assistant for another rider will be disqualified from the competition, his bib will be withdrawn and is liable to be further penalised by the International Jury.

053.10 RECORDING OF SCORES

The rider must receive from the organiser an individual punch card made from a non-soluble material for each lap. The rider is responsible for having his punch card marked at each section and for handing his card to the officials when requested.

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

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

The punch card will take precedence and the back up sheet used only in the case of doubt in the reading of the card or in the case of a loss of card.

053.11 RESULTS AND CLASSIFICATIONS

Two separate classifications will be established (World Championship and International Trophy). Only the team results will be published.

All extra and time penalties (for all the riders of the team) will be added to the penalties of the team when establishing the classification.

The team winner of the FIM Trial des Nations or winner of the FIM International Trophy des Nations will be the team, with its placed riders, having the lowest aggregate number of points according to Art. 053.9, using the three best results of the classified riders of each team, at each section, and in each lap.

Where less than three riders complete the Trial, the third result of each section will be always 5 points.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, Championship logos
- Title, venue, date, FMNR, IMN N°, 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 realised
- Name and signature of the Jury President and Clerk of the Course, publication time of the results

053.12 PREMATURE STOPPAGE OF THE EVENT

If the event is prematurely stopped by the Jury before all of the riders still competing have completed half of the sections, the event shall be declared null and void. If the event is stopped by the Jury at a later stage then the results will stand.

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

053.13 TIES

In the case of ties, the team (all riders) 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.

If a tie still persists, the team (all riders) who complete the two laps in the shortest collective time measured by the second shall be deemed the winner. The time of the team will be the addition of the time of the rider's team who arrived first and of the rider who arrived last.

053.14 AWARDS

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.

053.14.1 Prize-Giving Ceremony and public interview

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

If one of the 3 first teams of each group is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, the National team will be penalised.

053.15 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of EUR 220.- or the equivalent amount in local currency (convertible), returnable if the protest is justified.

A protest **must** be presented within ½ an hour of the results, **signed by the Clerk of the Course**, being displayed.

**STANDARD MODEL FOR THE WRITING OF FIM TRIAL DES NATIONS
SUPPLEMENTARY REGULATIONS**

ANNOUNCEMENT

The _____ Club will promote the FIM Trial des Nations on behalf of the _____ Federation. The event will be held in accordance with the Sporting Code of the FIM together with relevant Appendices, these Supplementary Regulations, and any final instructions, approved by the Jury. The event has to respect the FIM Environmental Code.

The event will be held on _____ (date) in _____ (venue)

IMN No: _____

ACCESS

Nearest airport: _____ at: _____ km

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser:

Name (Club): _____ Accommodation service: _____

Address: _____ Address: _____

Phone N°: _____ Phone N°: _____

Fax N°: _____ Fax N°: _____

E-mail: _____ E-mail: _____

Secretariat of the event:

Address: _____

Phone N°: _____

Fax N°: _____

E-mail: _____

1. ENTRIES

Team entries must be made on the official entry form by the FMN and sent to the FIM Administration. All entries must be received by _____ (30 days before the event).

All teams must have their entry endorsed by their own FMN.

2. TECHNICAL CONTROL AND REGISTRATION

Does this event use public highways: YES NO

The administrative and technical control will take place on Saturday _____ (date) between 09:00 and 12:30.

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit.

3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: _____

4. START

The starting order will be decided according to Art. 053.7.7.

Each team member will have the same starting time.

The last team will depart at 11:00.

The start interval between the teams will be 7 minutes.

5. COURSE AND TIME

The length of the course is of _____ km for all participants.

The course will consist of TWO laps of 18 sections for all participants.

The total time allowance for each team will be determined by the International Jury.

6. PADDOCK/TEST

The Paddock will be open to trucks from the Wednesday before the event at 13:00.

The Paddock will be open to all riders from the Wednesday before the event at 15:00.

Any rider found **testing** outside the areas set aside by the organisers will not be allowed to start.

The **testing** area must be open to all riders from 14:00 on the Wednesday before the event.

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____
and Jury Meetings will be held at _____.

The first Jury meeting will be held on Thursday before the event at 20:30.

8. AWARDS

Awards will be presented to each member and to the FMN of the first 3 placed teams for the World Championship and the International Trophy.

9. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony will take place in the start area within 15 minutes of the final classified team arriving at the finish.

10. ADDITIONAL INFORMATION

The teams' presentation will be held on _____ (date)
at _____ (time) in _____ (venue).

- ☐ Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- ☐ Attached is a map showing the main access roads to the event and the precise location of the paddock.

11. OFFICIALS

President of the Jury: _____ FIM Licence No: _____

CTR Member of the Jury: _____ FIM Licence No: _____

FMNR Member of the Jury: _____ FIM Licence No: _____

Clerk of the Course: _____ FIM Superlicence No: _____

Chief Technical Steward: _____ FIM Licence No: _____

Environmental Steward: _____ FIM Licence No: _____

Chief Timekeeper: _____ Licence No: _____

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054.1 GENERAL

The FIM has established the FIM Women's Trial World Championship according to the rules of the FIM Sporting, the other FIM Codes and these regulations.

The total number of events scheduled in the calendar of the FIM Women's Trial World Championship is 2 minimum and 5 maximum.

An event counting towards the FIM Women's Trial World Championship includes:

- Technical and Administrative controls.
- The Trial.
- The Prize-Giving Ceremony.

In the case of a two-day event, any rider who is unable to compete on the first day of the event due to illness or any other unavoidable situation shall only be allowed to start on the second day at the discretion of the Jury. The rider must submit his machine for technical control at a time decided by the Jury in conjunction with the Technical Steward.

The events counting for the FIM Trial World Championship or FIM Prizes must mention in their advertising and in all documents of the event, the official denomination of the event.

054.1.1 FIM homologation

The FIM Trial Commission (CTR) must inspect and approve the site where the FIM Women's Trial World Championship events are to take place. A CTR member, who must be accompanied by an FMNR representative, shall carry out this inspection before the event.

The organiser will give to the inspector 4 maps of the venue in an electronic format:

- An A4 format map of the area indicating the access roads to the venue
- An A4 format map indicating the groups of sections, the course for the participants and the spectators, the rescue posts and the facilities for the spectators
- An A4 format map of the starting area indicating the buildings used (secretariat, administration, Jury, Press, ...), the Paddock and the reserved parking
- Location of the Paddock and parking

The organiser will give the inspector all the information on the security plan, the planned facilities and the possible ecological problems (risks and solutions). The validity of the homologation will be determined by the CTR. The validity may be extended by the CTR.

054.1.2 FIM standards for organisers

The starting area, the riders' paddock and the other facilities must fulfil the demands stated in the FIM Work Book for organisers.

Each FMNR shall appoint a person to ensure that all the requirements for the organisers including those of the FIM Environmental Code are respected throughout the event.

054.1.3 Meeting with the organisers

A meeting will be held between the organisers and the Jury President and/or the CTR Representative. This meeting shall include the following persons: the President of the Jury and/or the CTR Representative, the Clerk of the Course, the CTRS, the Secretary of the meeting and the person responsible for the Sections. The following persons may attend: the Jury Members, the Technical Steward, the Medical Officer and the Press Officer.

054.1.4 FIM passes

FIM passes are valid for the personal use of the holder, giving him the right to access specific areas. The passes are not transferable and may be withdrawn for improper use.

054.1.5 Supplementary Regulations

The Supplementary Regulations (SR) must be drawn up in conformity with the standard model established by the CTR.

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. Two copies must be sent to the FIM Administration no later than two months before the date of the event for approval by the FIM. The SR will be published on the FIM website (www.fim-live.com).

Once the Supplementary Regulations have been published by the FIM, any requested amendment can only be authorised by the International Jury.

054.2 JURISDICTION

The event will be supervised by an International Jury (see Art. 054.2.8).

The event must be directed by international officials, in possession of a valid FIM licence for the appropriate discipline and function.

Except the persons appointed by the FIM, all officials and their assistants are subject to the authority of the Clerk of the Course.

054.2.1 Officials who hold a FIM licence

The following officials must be in possession of a valid FIM licence:

- Jury President and Members
- FMN Delegate (Sporting Steward)
- Clerk of the Course (**Superlicence**)
- Technical Steward
- Environmental Steward

054.2.2 CTR Representative

The CTR may appoint a CTR Representative, who will have supervision tasks, for each event.

054.2.3 Incompatibilities of officials

An official shall not be a rider, sponsor, assistant or promoter participating in the event.

054.2.4 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

054.2.5 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course and sections are in good condition; that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;

- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected;
- To order the removal from the course, sections and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him;
- To sign (with the time and date) a copy of the written results as soon as possible after their production and ensure that they are displayed for the riders and teams.
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury and to have the provisional results of the event approved;
- Remove riders' and assistant's bibs if the rider is disqualified and remove the assistants' bibs in case of abuse.

054.2.6 Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence.

054.2.7 Environmental Steward

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

- Ensure that the FIM Environmental Code and all items in the Work Book for the Organisers related to the environment are respected.
- Have access to all information concerning the event and be able, prior, during and after the event, to give recommendations to the Clerk of the Course and Jury President on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the Jury without voting rights.
- Draw up a report on the basis of a check-list prepared by the FIM International Environment Commission, send it to the FIM Administration and hand a copy to the Jury President.

054.2.8 The International Jury

The President of the Jury and a Jury member are appointed by the FIM.

A second Jury member and the other officials are appointed by the FMNR. The FMNR Jury Member cannot have any other official function during the event.

Only the President and the two Jury Members have voting rights. Each FMN, eligible under Art. 054.2.13, has the right to appoint a Delegate.

In case of absence of the Jury President, he will be replaced by the other Jury Member appointed by the FIM. If the Jury Member appointed by the FIM is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to an official who is not from the FMNR.

The following persons are entitled to attend the meetings of the International Jury but without voting rights:

- The Clerk of the Course
- The Members of the FIM Board of Directors, the Directors of the FIM Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned
- The Environmental Steward
- The CTRS (Technical Advisor for the Sections)
- The CTR Advisor for Women's Trial
- The FIM Environmental Delegate
- The FIM Medical Delegate
- The FIM Technical Delegate
- The FIM CFM Delegate

054.2.8.1 The Jury President

The Jury President is appointed by the FIM.

The Jury President has the right to invite any guests to the Jury meetings when appropriate.

054.2.8.2 Duties of the Jury President

He must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

He is responsible for the communication with the FMNs' Delegates.

He shall call a meeting of the Jury before the start of the event and during this meeting the Jury shall approve or verify the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof.
- Documents produced by the Results Manager.

- The list of officials for the event by checking the validity of their licence.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- Any modifications about extra safety measures as requested by the riders.
- The official permission from the local authorities to run the event and of the third party insurance policy.

At the end of the competition, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course and any other appropriate officials. The Jury President must ensure the homologation of the official classifications of the competition is made by the Jury. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

He shall send the **Jury** documents to the FIM Administration within 72 hours of the finish of the event.

054.2.9 Terms of reference of the International Jury

The International Jury exercises supreme control of the events but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FIM. All civil and legal liabilities lie with the organisers. The International Jury may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 054.1.4 are observed. The Jury is not authorised to make alterations or additions to the FIM rules.

The International Jury is the only tribunal of the event competent to adjudicate upon any protest that may arise during an event, subject to the right of further appeal. Decisions of the International Jury are based on a simple majority.

The International Jury is entitled either on its own initiative or on request of the organiser or Clerk of the Course, to delay the start of an event; to have the course or sections improved, to prematurely stop or cancel part or the entire event because of urgent safety reasons or for any other reasons of “force majeure”.

The International Jury must settle any case of disciplinary sanction according to the provisions laid down in the Disciplinary and Arbitration Code, the Environmental Code as well as in the Trial appendix.

054.2.10 Publication of the Jury decisions

All decisions of the International Jury necessary for the running of the event as well as the results must be published as soon as possible. The decisions must be published in the official languages of the FIM.

054.2.11 Minutes of the Jury Meetings

The minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They are to be prepared by the Secretary to the Jury and must be signed by the Secretary and the Jury President.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

054.2.12 FMN Delegate

Each FMN which has a rider participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence.

The FMNs must inform the FMNR in writing of the name of their Delegate not less than 15 days prior to the event.

The national Delegate represents its FMN and the riders entered by that FMN. He is entitled to:

- attend the open meetings of the Jury, as observer;
- receive documents, including the Jury minutes;
- explain his questions to the Jury President so that the International Jury is aware of all circumstances;
- receive passes to be able to be present at the course, section enclosures, Jury room, riders' paddock, starting and finishing area during the event.

The Delegate cannot interfere in the attribution of penalties by the officials of the sections.

054.3 COURSE

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

To be classified as a finisher the rider alone must ride or push her machine for the entire distance of the course.

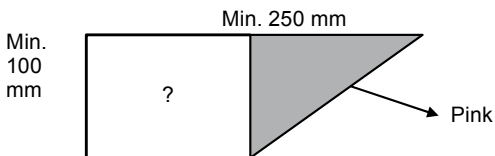
054.3.1 Distance

The course will consist of 2 or 3 laps, each of a length not exceeding **20** km.

In the case of a two-day event, the same course shall be used for both days.

054.3.2 Course marking

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



within the square marked “?”, shall be written the number of the section to which the arrow directs the riders.

All arrows must be made of waterproof material.

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

The course shall be fully marked for the visit of the sections by the riders.

054.4 SECTIONS

054.4.1 Number of sections

The number of sections shall be **between 18 and 20 sections** for each lap **(in the case of a two laps event)** or **between 12 and 15 sections for each lap (in the case of a three laps event)** of each day.

054.4.2 Modification or cancellation of sections

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

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

054.4.3 Design and section boundaries

Each section shall be completely independent of other sections and easily modifiable according to the weather conditions.

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

Each section shall have signs clearly identifying the location of both the “Section Begins” and “Section Ends”. Each section must be clearly numbered in consecutive order and must be indicated as from the visit of the sections by the riders.

The sections shall be bounded by natural obstacles and strong, easily visible waterproof tape, securely fastened to stakes or trees. The stakes must be securely fixed to the ground and be spaced close enough to each other to prevent major movement of the tapes. The tape must be at a minimum height of 10 cm above the ground and below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

The “gates” will be placed at all passages where the width of the section is reduced. Each gate must be indicated on the right and left by signs (arrows) of appropriate colours. The minimum width between these “gates” is 120 cm.

The gates will be in pink.

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

054.4.4 Security and level of the sections

The Jury will take the decision concerning the level of difficulty as well as the safety and length of all sections. His decision is final and all modifications must be carried out immediately.

054.4.5 Penalty in the sections

A machine is considered as being in a section when the front wheel spindle has passed the “section begins” sign and until the time when the front wheel spindle passes the “section ends” sign. Under penalty of failure the front wheel must precede the rear wheel through both the “section begins” sign and the “section ends” sign. If a front spindle exits a section via the ‘section begins’, then a failure is deemed to have occurred.

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

A rider who fails in a section shall leave the section at the time and place indicated by the official.

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, the observer may, at his discretion, allow a re-run of the section. The observer’s decision as to whether a re-run is permitted is final.

Should a re-run be granted, then the rider shall complete the full section.

Regarding Observation: any marks lost prior to the point of the obstruction on the original attempt will stand and be added to any marks lost from the point of obstruction on the re-run.

054.4.6 Section corridor

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

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

054.4.7 Observation enclosure

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

054.5 TIME ALLOWANCE AND CONTROL

054.5.1 Time measurement

The timekeeper shall have in his possession an instrument which registers to the tolerance allowed (hh/mm/ss) as well as a reserve chronometer.

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

054.5.2 Individual time allowances

In the case of an event with two laps:

- The time allowance for each rider to travel from the start to the 1st lap time control shall be 3h00.
- The overall time allowance for each rider to travel from the start to the 2nd lap time control shall be 5h00.

In the case of an event with three laps:

- The time allowance for each rider to travel from the start to the 1st lap time control shall be 2h30.
- The overall time allowance for each rider to travel from the start to the 3rd lap time control shall be 5h00.

If a rider starts after his allocated start time, his scheduled arrival time will remain unchanged. Time penalties are given in Art. 054.9.1.

054.5.2.1 Increase in individual time allowance

In cases where the weather conditions on the day of the event are considered particularly bad, the Jury may increase the rider's time allowance by up to 20 minutes. In such a case all riders must be informed of this alteration before the start. This applies separately to each individual day.

The Jury may modify the sections without modifying the time allowance.

054.5.3 Start time control

The start time control shall be at the starting place with the riders starting from a platform.

054.5.4 Lap time control

The lap time control, clearly marked and well visible, shall normally be located immediately after the final section. However, at the discretion of the Jury President, this time control may be at an earlier section when the course from that section passes along congested public roads. In either case, riders will remain subject to the restrictions on repairs and replacements of parts (see Art. 054.8.4) until the machine is released by the organiser at the finish point.

To travel from the lap control to the finish point each rider may be allocated a set period of time. This time period will be set by the Jury and displayed on a notice at the lap time control.

054.6 TEST AND VISIT OF THE SECTIONS

054.6.1 Testing area

A **testing** area of adequate size must be set up. Its characteristics must correspond to the sections used in the event. The area has to be marked off clearly and the access must be indicated. This **testing** area must allow riders to **test** according to the rules.

The **testing** area must be open to all riders in accordance with the schedules published by the CTR. It is forbidden to set up sections for the event in this area unless the section has already been marked out and is fenced to prevent access to the riders.

These **tests** are considered as voluntary for the riders.

It is compulsory for the rider to wear a helmet and other clothing requirements as detailed in the Technical Rules Appendix Trial when they are in the **testing** area.

054.6.2 Visit of the sections

The organiser must organise a visit of the sections for the riders according to a preset time schedule or as decided with the President of the Jury and posted on the information board.

During the visit of the Section the rider must wear the riding bib and only the rider is allowed within the Section Boundaries. If a rider or any other person interested in the performance of the rider enters a section without an official authorisation, then the rider will be penalised.

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

054.7 ADMINISTRATION

054.7.1 Riders

054.7.1.1 Age of riders

The minimum age for riders in the FIM Women's Trial World Championship is 12. Unless the event is on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

Riders of less than 18 years of age are restricted to machines not exceeding 125cc.

054.7.1.2 Riders' licences

Riders must be holders of a valid FIM Women's Trial World Championship licence.

054.7.2 Entries

Entries must be open at least two months prior to the event and close 15 days before the event. **In case of a rider entry not being received by the closing date of entries due to administrative problems, the Jury President must satisfy himself that the rider concerned is fully licenced and authorised to compete. In such circumstances, the Jury President decision shall be final.**

Riders can enter for each or all events (permanent rider) counting for the FIM Women's Trial World Championship.

All entries shall be sent to the FIM Administration via the rider's Federation on the official inscription form which shall carry the approval stamp of the Federation.

Any change to the entry cannot be done unless requested in writing to the Clerk of the Course, giving the reason and permission subsequently obtained.

Riders will sign an individual entry form during administration control.

054.7.2.1 Non-participation in an event

A rider who has submitted an entry form for an event and fails to participate, without having informed the FIM Administration 24 hours before the event, will receive a fine (see Art. 054.9.3.1).

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

054.7.2.2 Leaving the event

A rider who is entered in an event and who abandons the event without permission from the Clerk of the Course and/or leaves without informing the Clerk of the Course or the Results Manager will start first in his Championship at his next event and is liable to receive a fine (see Art. 054.9.3.1).

054.7.3 Entry fee

Rider

- for 1 day: EUR **45.-**
- for 2 days: EUR **75.-**

Assistants

- for 1 day: EUR **35.-**
- for 2 days: EUR **55.-**

054.7.4 Riders' bibs

Riders having gained points in the FIM Women's Trial World Championship of the preceding year shall use a riding bib corresponding to their classification in that event.

The bib may carry the name of a title sponsor and one or several sponsors of the event. The name of these sponsors displayed on the bib will be mentioned in the Supplementary Regulations.

During the event, the riders have to wear the bib provided by the CTR.

A rider, of whom the sponsor is in competition with the sponsor of the event and/or the title sponsor, is assured of being able to display the name/logo of his sponsor elsewhere than on the bib given.

However, the riders will be free to not wear the bib provided by the CTR in the following circumstances:

- Presentation of the riders
- Prize-Giving Ceremony
- Press conference, interviews and all other promotional operations

The rider shall ensure that the numbers (back and front) are fully visible during the entire Trial. The numbers must be pink on a white background.

The 10 best classified riders of the preceding year will have their name displayed on the bib in order to allow the spectators to better recognize them.

054.7.5 Registered Assistants

Each rider may register one assistant (minder) of minimum age 18 years to accompany her on the course. The rider and the assistant must sign a declaration that the rider is responsible for all action of the assistant.

The registered assistants must be in possession of a valid FIM Trial Assistant's Licence or FIM Trial World Championship or International FIM Trial licence. However, a registered assistant may use a valid National Trial licence in his own country.

The Jury will determine in which sections, for his security, a rider may be helped by a second person registered as an assistant or rider.

The minders are allowed inside the enclosure. For security reasons only and after having received the approval from the Section Observer, they can enter the section. Anybody invited into the boundaries of a section, in order to ensure the security of a rider, must wear a helmet at all times in the section. The penalty for a breach of the rule is laid down in Art. 054.9.3.

The assistant must follow the same course as the rider unless a deviation is foreseen or authorised by the organiser.

The assistant must at all times wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules Appendix "Trial" whilst riding a motorcycle or whilst in a section.

The assistants must wear a riding bib in accordance with the Technical Rules Trial Appendix and a self-adhesive starting number on the rear of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with. The bib of the minder will be in green with white numbers. This bib is not transferable and must be worn only by the registered assistant. In the case of injury a substitute assistant may be registered. The bib should be visible on the chest of the assistant and the number at the rear of his helmet during the entire Trial.

The assistants' machines must conform to the Traffic Code of the country in which the event takes place. However, if the organiser wishes to check the documentation of the machine, it must be done before the event, and if he wishes to make a preliminary technical control, it must be stated in the SR.

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

054.7.6 Starting interval

Starting shall be at one minute and a half intervals.

054.7.7 Starting order

The starting order will be established as follows:

For the 1st day

a) First event:

The riders will start in the reverse order of the final classification of the previous year. The non-classified riders of the previous year will start before the classified riders, in the order determined by a ballot conducted by the CTR Results Service.

Guest riders will start first in the order determined by a ballot conducted by the CTR Results Service.

b) Following events:

The riders will start in the reverse order of the classification of the previous event.

The non-classified riders of the previous event will start before the classified riders in the order determined by a ballot conducted by the CTR Results Service.

Guest riders will start first in the order determined by a ballot, conducted by the CTR Results Service.

For the 2nd day (where applicable)

The riders will start in the reverse order of the first day's classification.

The non-classified riders of the first day will start before the classified riders in the order determined by a ballot conducted by the CTR Results Service.

Guest riders will start first in the order determined by a ballot, conducted by the CTR Results Service.

In the case of a joint event with the FIM Trial World Championship, the starting order of the categories will be the following one: 125cc, FIM Women's Trial World Championship, Open International, Junior and finally the World Pro riders.

054.8 TECHNICAL CONTROL

Each rider who participates in an event must present his machine to the technical control.

054.8.1 Equipment of the motorcycle

The machines must be in accordance with the FIM Trial Technical Rules and their verification must be carried out at the venue of the event.

The organiser must provide the Chief Technical Steward with a suitable place and assistants to make the following controls:

- a) Weight of the motorcycle
- b) Sound level
- c) Security of the machine
- d) Marking of the parts
- e) Helmet
- f) The working of the engine cut-off

At all times during the event, a rider will be responsible for keeping his machine in conformity to the rules.

Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations, unless the event is held on a closed circuit.

Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

The registration number of the motorcycle must appear on a plate solidly fixed onto the rear mudguard of the machine (not hand written directly on the mudguard). The registration plate shall be reproduced on a flexible plate and made from non cutting material. When the event is held on a closed circuit, machine registration and registration plates are unnecessary.

A cut-off switch with a lanyard fixed on the rider must be installed. It is compulsory for the rider to have it connected whilst he is riding inside a section.

054.8.2 Riders equipment

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

054.8.3 Sound level control

At the preliminary technical control, the sound level of all motorcycles will be measured according to the rules stated in the Technical Rules, Appendix "Trial" (see Art. 01.79).

Any machine that fails this test may have adjustments made or have parts replaced until the sound level is in accordance with the Code. Only after a successful test will the silencer be marked.

054.8.4 Marking of parts

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

Parts	Marking	Number	How or where marked
Frame, main section	paint or non removable sticker	1	right-handed steering head
Crankcase	paint or non removable sticker	1	right side
Silencer	paint or non removable sticker	1	

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

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

After a successful preliminary technical examination, the organiser will affix stickers carrying the number of the rider, to the top part of the headlight fairing of each machine and on the back of the helmets of his assistants. No cutting or other modification of the stickers is allowed.

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

054.8.5 Responsibility of rider

The rider will sign the technical control form certifying that the parts have been properly marked.

054.8.6 Checking of parts

The Technical Steward may examine any machine at any time during the event. If any marking is missing, the rider is disqualified. The control of parts by the Technical Steward during the competition is considered as a statement of fact.

In the case of a two-day event, a technical control shall take place 10 minutes before the riders' start time on the 2nd day at which time the marked parts will be checked.

If a marked part of the machine is severely damaged during the first day of competition, then the rider must report to the Technical Steward 30 minutes prior to the start time of the first rider for the second day taking both the original marked part(s) or complete machine and the replacement part(s) or complete machine. The Technical Steward shall then mark the new part(s) and shall retain in his possession the original part(s) at his discretion.

Any rider whose machine does not carry the marked parts (with the exception of a replacement silencer, see Art. 054.8.4) will not be allowed to start.

054.8.7 Alternative Energies

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

054.8.8 Refuelling

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

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

A change of fuel tank is considered as refuelling. To change the fuel tank is therefore prohibited outside the paddock. An infringement of this rule carries a penalty of disqualification (Art. 052.9.5). However, if a fuel tank is accidentally damaged following a crash in a section, rendering the motorcycle inoperative, the rider may replace his fuel tank. He must have this fact recorded by a Section Observer, who shall fill in a notification form and pass on the information to the Clerk of the Course as soon as possible. Failure to do so entails disqualification.

The Technical Steward may demand the original part and keep it in his custody.

054.9 PENALTIES

054.9.1 Time Penalties with respect to time allowances

For each minute or part thereof late arrival at the start:	1 point
More than 20 minutes late arrival at the start:	disqualification

For each minute or part thereof late at the first lap time control:	1 point
More than 20 minutes late at the first lap time control:	disqualification

For each minute or part thereof late at the second lap time control (in the case of an event with two laps):	1 point
More than 20 minutes late at the second lap time control (in the case of an event with two laps):	Disqualification

For each minute or part thereof late at the third lap time control (in the case of an event with three laps):	1 point
More than 20 minutes late at the third lap time control (in the case of an event with three laps):	disqualification

In the event of disqualification, the rider's **and assistant's** bibs will be withdrawn from them.

Any rider who exceeds the time allowance between the lap time control and the finish point shall be liable to a penalty as follows:

First offence:	Fine of EUR 50.- plus 5 points
Second offence (for a two-day event):	Fine of EUR 100.- plus 5 points

054.9.2 Penalty faults in a section during the Trial

- | | |
|--------------------------|----------|
| a) – 1 fault: | 1 point |
| b) – 2 faults: | 2 points |
| c) – More than 2 faults: | 3 points |

Definition of fault

- Each contact of any part of the rider or his machine (with exception of the tyres, footrest and the engine protection plate) with the ground or an obstacle (tree, rock, etc.).
- d) **Stopping with or without footing:** 5 points
Moving backwards: 5 points
Moving either wheel to the side without forward motion: 5 points

Failure: 5 points

Definition of failure

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
- **The machine ceases to move in a forward direction relative to the course.**
- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- Breaking a tape defining a section boundary or internal separation.
- The rider or machine **breaks, removes, knocks down** or rides over or above a marker or marker support **causing the Observer to reposition the marker.**
- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The front wheel does not precede the back wheel when passing through a gate.
- The rider enters the section by foot without the authorisation of the **Clerk of the Course.**
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The rider passes through the gates of another category whatever the direction.
- The assistant comes into the section without the invitation of the Observer.
- Not entering a section, providing the rider has reported to the Observer.
- The motorcycle does a complete loop, crossing its own track with both wheels.

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

- | | |
|-----------------------|-----------|
| e) Missing a section: | 20 points |
|-----------------------|-----------|

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

However, the following penalties may be added:

- Leaving his machine in the corridor: 5 points
- The assistant entering the corridor: 5 points
- Receiving any outside assistance to the machine in the corridor: 5 points
- **Not leaving the section at the time and place indicated by the official:** **5 points**
- Not attempting the sections in numerical order: 20 points

IN CASE OF DOUBT FROM THE OBSERVER CONCERNING THE PENALTY, THE RIDER WILL ALWAYS BE GIVEN THE BENEFIT OF THE DOUBT.

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

When an error occurs in the punch card and the rider has already left without correction or in the case of an extra penalty, the Observer must fill in a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and **always prior to the Clerk of the Course signing the provisional results.**

054.9.3 Financial penalties

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

- The assistant not complying with the following requirements:	
1) Wearing boots, long trousers, shirt with long sleeves and a helmet whilst riding a motorcycle or in a section.	
2) Having the bib and/or the helmet number fully visible.	
3) Following the same course as the rider.	
4) An assistant's bib is used by another non-subscribed person without informing the Clerk of the Course or the Results Service.	
- Anybody invited into the section to ensure the security of the rider not wearing a helmet at all times in the section.	1 st offence: EUR 50.-
- Work on or refuelling the motorcycle without the use of an Environmental mat:	2 nd offence: EUR 100.- 3 rd offence: EUR 250.-
- The rider or any person interested in the performance of the rider come into the section outside the authorised times of the visit of the sections or during the Trial , unless they are specifically invited by an official:	
	EUR 250.-
Non participation to an event without informing the FIM Administration:	
- First offence:	EUR 100.-
- Second offence:	EUR 200.-
- Third offence:	EUR 300.-
- From the fourth offence:	EUR 400.-
Leaving the event:	
- First offence:	EUR 100.-
- Second offence in the same season:	EUR 200.-
- From the third offence in the same season:	EUR 500.-

If a rider is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, she will be penalised with a fine of EUR 250.- maximum.

054.9.4 Yellow cards

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).

A yellow card can be issued to a rider due to the behaviour or actions of the rider, or the riders' assistant accompanying the rider. If any of these persons refuses to obey the instructions of an Observer, or who behaves in a disorderly manner within a section, the rider shall be shown the Yellow Card. The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Disciplinary and Arbitration Code. The Observer shall then complete a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and, anyhow, before the publication of the results on the board.

Penalties

First offence in an event of 1 or 2 day:	EUR 30.- + 5 extra points
Second offence in an event of 1 or 2 day:	EUR 50.- + 5 extra points
Third offence in an event of 1 or 2 day:	DISQUALIFICATION + EUR 100.-

054.9.5 Disqualification

The following rule infringements will automatically entail disqualification of the rider from the round concerned. Any disqualification will automatically entail the invalidation of the results obtained by the rider during the round in question, with all the resulting consequences including forfeiture of any points, prizes or medals.

- a) Riding a motorcycle without a helmet (Art. 054.8.2);
- b) Missing marking (Art. 054.8.4);
- c) Changing the motorcycle or rider during the event;
- d) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. 054.8.1);
- e) Use of a non authorised fuel (Art. 054.8.1);
- f) **Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code;**
- g) Changing riding number (Art. 054.7.4);
- h) Not regaining the course at the point where the rider left it (Art. 054.3.2);
- i) **Testing** in sections defined for the Trial (Art. 054.6);

- j) Other serious instances of disorderly conduct towards an official by a rider or his assistant (Art. 054.9.4);
- k) Three yellow cards during the same event (Art. 054.9.4);
- l) Refuelling outside the paddock (Art. 054.8.8);
- m) The construction or condition of his motorcycle is considered to be or may become a source of danger;
- n) Failure to comply with the minimum weight allowed as defined by Article 01.19 of the FIM Technical Regulations;**
- o) Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.**

For the following offence, a rider could be disqualified for the remaining period of the event (2 days):

- Three yellow cards during an event.

In case of serious instances of disorderly conduct towards an official by a rider or his assistant or if a rider physically attacks the Clerk of the Course or the Jury President, he should be disqualified for the entire event.

A rider who at an event makes no attempt to succeed, **who hampers the smooth running of the event** and/or works as an assistant for another rider will be disqualified from the competition, his bib will be withdrawn and is liable to be further penalised by the International Jury.

054.10 RECORDING OF SCORES

The rider must receive from the organiser an individual punch card made from a non-soluble material for each lap. The rider is responsible for having his punch card marked at each section and for handing his card to the officials when requested.

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

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

The punch card will take precedence and the back up sheet used only in the case of doubt in the reading of the card or in the case of a loss of card.

054.11 RESULTS AND CLASSIFICATIONS

The winner of the event will be the rider with the lowest number of points according to Art. 054.9.

The riders in the top 15 places of the final classification of each category in each event of the FIM Women's Trial World Championship will be allocated points according to the following scale:

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

Only the three best results will be taken into consideration for the final classification.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, Championship logos
- Title, venue, date, FMNR, IMN N°, 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 realised
- Name and signature of the Jury President and Clerk of the Course, publication time of the results

054.12 PREMATURE STOPPAGE OF THE EVENT

If the event is prematurely stopped by the Jury before all of the riders still competing have completed half of the sections, the event shall be declared null and void. If the event is stopped by the Jury at a later stage then the results will stand.

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

054.13 TIES

054.13.1 Ties at the end of the day

In the case of ties, 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.

If a tie still persists, the rider who completes the two **or three** laps in the shortest time measured by the second will be deemed the winner.

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

054.13.2 Ties at the end of the Championship

A tie in the final classification in each category included in the FIM Women's Trial World Championship will be decided by the majority of the best placing. If a further tie exists, it will be decided in the following order by the better placing in the last round held for his category, in the last but one, or in the last but two, etc.

054.14 AWARDS

Awards must be presented to at least the first three placed riders. The awards for this Championship are those stated in the FIM Sporting Code.

054.14.1 Prize-Giving Ceremony and public interview

A Prize-Giving Ceremony shall take place within 15 minutes of the arrival at the finish of the last rider. The first three placed riders, together with any additional riders invited by the Clerk of the Course shall attend a short public interview that may take place immediately after the Prize-Giving Ceremony.

If a rider is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, he will be penalised.

054.15 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of EUR **220.-** or the equivalent amount in local currency (convertible), returnable if the protest is justified.

A protest **must** be presented within $\frac{1}{2}$ an hour of the results, **signed by the Clerk of the Course**, being displayed.

**STANDARD MODEL FOR THE WRITING OF THE FIM WOMEN'S TRIAL
WORLD CHAMPIONSHIP SUPPLEMENTARY REGULATIONS**

FORMAT 2 DAYS

ANNOUNCEMENT

The _____ Club will promote the _____ round of the FIM Women's Trial World Championship on behalf of the _____ Federation. The event will be held in accordance with the FIM Sporting Code together with relevant Appendices, these Supplementary Regulations and any final instructions, approved by the Jury. The event has to respect the FIM Environmental Code.

The event will be held on _____ (date)
and _____ (date)
at _____ (venue, country).

IMN No: _____

ACCESS

Nearest airport: _____

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser:

Name (Club): _____	Accommodation Service: _____
--------------------	------------------------------

Address: _____	Address: _____
----------------	----------------

Phone N°: _____	Phone N°: _____
-----------------	-----------------

Fax N°: _____	Fax N°: _____
---------------	---------------

E-mail: _____	E-mail: _____
---------------	---------------

Secretariat of the event:

Address: _____

Phone N°: _____

Fax N°: _____

E-mail: _____

1. ENTRIES

Entries must be made on the official entry form and sent to the FIM Administration. All entries must be received by _____ (15 days before the event).

All riders must have their entry endorsed by their own FMN.

2. ADMINISTRATIVE AND TECHNICAL CONTROLS

Does this event use public highways: YES NO

The administrative and technical controls will take place on _____ (date) between _____ and _____ (time).

A second technical control shall take place on Sunday _____ (date) 10 min. before the start of each rider.

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit.

3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: _____

4. STARTING ORDER

1st DAY

The starting order will be decided according to Art. 054.7.7.

Last starter will depart at 11:00 on _____ (date 1st day).

2nd DAY

The starting order will be decided according to Art. 054.7.7.

Last starter will depart at 11:00 on _____ (date 2nd day).

5. COURSE AND TIME

The length of the course is of _km for all FIM Women's Trial World Championship participants.

The course will consist of (tick the correct box):

- ☐ TWO laps of _____ sections (between 18 and 20 sections) each day.
☐ THREE laps of _____ sections (between 12 and 15 sections) each day.

The individual time allowance for each rider is defined in Art. 054.5.2.

6. PADDOCK/TEST

The Paddock will be open to trucks from the Thursday before the event at 13:00.
The Paddock will be open to all riders from the Thursday before the event at 15:00.

Any rider found **testing** outside the areas set aside by the organisers may not be allowed to start.

The **testing** area must be open to all riders one day before the event.

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____
and Jury meeting will be held at _____.

The first Jury meeting will be held on the Friday at 18:00.

8. AWARDS

Awards shall be given to at least the first 3 placed riders for each day.

9. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony will take place each day in the start area within 15 minutes of the final classified rider arriving at the finish.

10. ADDITIONAL INFORMATION

- ☐ Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- ☐ Attached is a map showing the main access roads to the event and the precise location of the paddock.

11. OFFICIALS

President of the Jury: _____ FIM Licence No: _____

CTR Member of the Jury: _____ FIM Licence No: _____

FMNR Member of the Jury: _____ FIM Licence No: _____

Clerk of the Course: _____ FIM Superlicence No: _____

Chief Technical Steward: _____ FIM Licence No: _____

Environmental Steward: _____ FIM Licence No: _____

Chief Timekeeper: _____ Licence No: _____

**STANDARD MODEL FOR THE WRITING OF THE FIM WOMEN'S TRIAL
WORLD CHAMPIONSHIP SUPPLEMENTARY REGULATIONS**

FORMAT 1 DAY

ANNOUNCEMENT

The _____ Club will promote the _____ round of the FIM Women's Trial World Championship on behalf of the _____ Federation _____. The event will be held in accordance with the FIM Sporting Code together with relevant Appendices, these Supplementary Regulations and any final instructions, approved by the Jury. The event has to respect the FIM Environmental Code.

The event will be held on _____ (date)
at _____ (venue, country).

IMN No: _____

ACCESS

Nearest airport: _____

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser:

	<u>Accommodation</u>
Name (Club): _____	Service: _____

Address: _____	Address: _____
----------------	----------------

Phone N°: _____	Phone N°: _____
-----------------	-----------------

Fax N°: _____	Fax N°: _____
---------------	---------------

E-mail: _____	E-mail: _____
---------------	---------------

Secretariat of the event:

Address: _____

Phone N°: _____

Fax N°: _____

E-mail: _____

1. ENTRIES

Entries must be made on the official entry form and sent to the FIM Administration. All entries must be received by _____ (15 days before the event).

All riders must have their entry endorsed by their own FMN.

2. TECHNICAL CONTROL AND REGISTRATION

Does this event use public highways: YES NO

The administrative and technical controls will take place on _____ (date) between _____ and _____ (time).

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit.

3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: _____

4. STARTING ORDER

The starting order will be decided according to Art. 054.7.7.

Last starter will depart at 11:00 on _____ (date).

5. COURSE AND TIME

The length of the course is of _km for all FIM Women's Trial World Championship participants.

The course will consist of (tick the correct box):

- ☐ **TWO laps of _____ sections (between 18 and 20 sections).**
☐ **THREE laps of _____ sections (between 12 and 15 sections).**

The individual time allowance for each rider **is defined in Art. 054.5.2.**

6. PADDOCK/TEST

The Paddock will be open to trucks from the Thursday before the event at 13:00. The Paddock will be open to all riders from the Thursday before the event at 15:00.

Any rider found **testing** outside the areas set aside by the organisers may not be allowed to start.

The **testing** area must be open to all riders one day before the event.

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____
and Jury meeting will be held at _____.

The first Jury meeting will be held on the day prior to the Trial at 18:00.

8. AWARDS

Awards shall be given to at least the first 3 placed riders of each Championship.

9. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony will take place in the start area within 15 minutes of the final classified rider arriving at the finish.

10. ADDITIONAL INFORMATION

- ☐ Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- ☐ Attached is a map showing the main access roads to the event and the precise location of the paddock.

11. OFFICIALS

President of the Jury:	_____	FIM Licence No:	_____
CTR Member of the Jury:	_____	FIM Licence No:	_____
FMNR Member of the Jury:	_____	FIM Licence No:	_____
Clerk of the Course:	_____	FIM Superlicence No:	_____
Chief Technical Steward:	_____	FIM Licence No:	_____
Environmental Steward:	_____	FIM Licence No:	_____
Chief Timekeeper:	_____	Licence No:	_____

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055.1 GENERAL

The FIM has established the FIM Women's Trial des Nations as a FIM Women's Trial World Championship for national teams, which will be held each year, according to the FIM Sporting Code, the other FIM Codes and these regulations.

The FIM Women's Trial des Nations is organised over one event only.

An event counting towards the FIM Women's Trial des Nations includes:

- An opening ceremony.
- Administrative and technical controls.
- The team competition.
- The Prize-Giving Ceremony.

The events counting for the FIM Trial World Championship or FIM Prizes must mention in their advertising and in all documents of the event, the official denomination of the event.

055.1.1 FIM homologation

The FIM Trial Commission (CTR) must inspect and approve the site where the FIM Trial des Nations is to take place. A CTR member, who must be accompanied by an FMNR representative, shall carry out this inspection before the event.

The organiser will give to the inspector 4 maps of the venue in an electronic format:

- An A4 format map of the area indicating the access roads to the venue
- An A4 format map indicating the groups of sections, the course for the participants and the spectators, the rescue posts and the facilities for the spectators
- An A4 format map of the starting area indicating the buildings used (secretariat, administration, Jury, Press, ...), the Paddock and the reserved parking
- Location of the Paddock and parking

The organiser will give the inspector all the information on the security plan, the planned installations and the possible ecological problems (risks and solutions). The validity of the homologation will be determined by the CTR. The validity may be extended by the CTR.

055.1.2 FIM standards for organisers

The starting area, the riders' paddock and the other facilities must fulfil the demands stated in the FIM Work Book for organisers.

Each FMNR shall appoint a person to ensure that all the requirements for the organisers including those of the FIM Environmental Code are respected throughout the event.

055.1.3 Meeting with the organisers

A meeting will be held between the organisers and the Jury President and/or the CTR Representative. This meeting shall include the following persons: the President of the Jury and/or the CTR Representative, the Clerk of the Course, the CTRS, the Secretary of the meeting and the person responsible for the Sections. The following persons may attend: the Jury Members, the Technical Steward, the Medical Officer and the Press Officer.

055.1.4 Supplementary Regulations

The Supplementary Regulations (SR) must be drawn up in conformity with the standard model established by the CTR.

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. Two copies must be sent to the FIM Administration no later than two months before the date of the event for approval by the FIM. The SR will be published on the FIM website (www.fim-live.com).

Once the Supplementary Regulations have been published by the FIM, any requested amendment can only be authorised by the International Jury.

055.2 JURISDICTION

The event will be supervised by an International Jury (see Art. 055.2.8).

The event must be directed by international officials, in possession of a valid FIM licence for the appropriate discipline and function.

Except the persons appointed by the FIM, all officials and their assistants are subject to the authority of the Clerk of the Course.

055.2.1 Officials who hold a FIM licence

The following officials must be in possession of a valid FIM licence:

- Jury President and Members
- FMN Delegate (Sporting Steward)
- Clerk of the Course (**Superlicence**)
- Technical Steward
- Environmental Steward

055.2.2 CTR Representative

The CTR may appoint a CTR Representative, who will have supervision tasks, for each event.

055.2.3 Incompatibilities of officials

An official shall not be a rider, sponsor, assistant or promoter participating in the event.

055.2.4 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

055.2.5 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course and sections are in good condition; that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected.
- To order the removal from the course, sections and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him;

- To sign (with the time and date) a copy of the written results as soon as possible after their production and ensure that they are displayed for the riders and teams.
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury and to have the provisional results of the event approved;
- Remove riders' and assistant's bibs if the rider is disqualified and remove the assistants' and Team Manager's bibs in case of abuse.

055.2.6 Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence.

055.2.7 Environmental Steward

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

- Ensure that the FIM Environmental Code and all items in the Work Book for the Organisers related to the environment are respected.
- Have access to all information concerning the event and be able, prior, during and after the event, to give recommendations to the Clerk of the Course and Jury President on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the Jury without voting rights.
- Draw up a report on the basis of a check-list prepared by the FIM International Environment Commission, send it to the FIM Administration and hand a copy to the Jury President.

055.2.8 The International Jury

The President of the Jury and a Jury member are appointed by the FIM.

A second Jury member and the other officials are appointed by the FMNR. The FMNR Jury Member cannot have any other official function during the event.

Only the President and the two Jury Members have voting rights. Each FMN, eligible under Art. 055.2.13, has the right to appoint a Delegate.

In case of absence of the Jury President, he will be replaced by the other Jury Member appointed by the FIM. If the Jury Member appointed by the FIM is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to an official who is not from the FMNR.

The following persons are entitled to attend the meetings of the International Jury but without voting rights:

- The Clerk of the Course
- The Members of the FIM Board of Directors, the Directors of the FIM Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned
- The Environmental Steward
- CTRS (Technical Advisor for the Sections)
- CTR Advisor for Women's Trial
- The FIM Environmental Delegate
- The FIM Medical Delegate
- The FIM Technical Delegate
- The FIM CFM Delegate

055.2.8.1 The Jury President

The Jury President is appointed by the FIM.

The Jury President has the right to invite any guests to the Jury meetings when appropriate.

055.2.8.2 Duties of the Jury President

He must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

He is responsible for the communication with the FMNs' Delegates.

He shall call a meeting of the Jury before the start of the event and during this meeting the Jury shall approve or verify the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof.
- Documents produced by the Results Manager.
- The list of officials for the event by checking the validity of their licence.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- Any modifications about extra safety measures as requested by the riders.
- The official permission from the local authorities to run the event and of the third party insurance policy.

At the end of the competition, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course and any other appropriate officials. The Jury President must ensure the homologation of the official classifications of the competition is made by the Jury. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

He shall send the **Jury** documents to the FIM Administration within 72 hours of the finish of the event.

055.2.9 Terms of reference of the International Jury

The International Jury exercises supreme control of the events but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FIM. All civil and legal liabilities lie with the organisers. The International Jury may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 055.1.4 are observed. The Jury is not authorised to make alterations or additions to the FIM rules.

The International Jury is the only tribunal of the event competent to adjudicate upon any protest that may arise during an event, subject to the right of further appeal. Decisions of the International Jury are based on a simple majority.

The International Jury is entitled either on its own initiative or on request of the organiser, the Race Director or Clerk of the Course, to delay the start of a event; to have the course or sections improved, to prematurely stop or cancel part or the entire event because of urgent safety reasons or for any other reasons of "force majeure".

The International Jury must settle any case of disciplinary sanction according to the provisions laid down in the Disciplinary and Arbitration Code, the Environmental Code as well as in the Trial appendix.

055.2.10 Publication of the Jury decisions

All decisions of the International Jury necessary for the running of the event as well as the results must be published as soon as possible. The decisions must be published in the official languages of the FIM.

055.2.11 Minutes of the Jury Meetings

The minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They are to be prepared by the Secretary to the Jury and must be signed by the Secretary and the Jury President.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

055.2.12 FMN Delegate

Each FMN which has a team participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence.

The FMNs must inform the FMNR in writing of the name of their Delegate not less than 15 days prior to the event.

The national Delegate represents its FMN and the riders entered by that FMN. He is entitled to:

- attend the open meetings of the Jury, as observer;
- receive documents, including the Jury minutes;
- explain his questions to the Jury President so that the International Jury is aware of all circumstances;
- receive passes to be able to be present at the course, section enclosures, Jury room, riders' paddock, starting and finishing area during the event.

The Delegate cannot interfere in the attribution of penalties by the officials of the sections.

055.3 COURSE

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

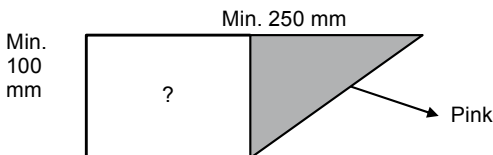
To be classified as a finisher the rider alone must ride or push her machine for the entire distance of the course.

055.3.1 Distance

The course will consist of 2 laps, each of a length not exceeding **20 km**.

055.3.2 Course marking

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



within the square marked “?”, shall be written the number of the section to which the arrow directs the riders.

All arrows must be made of waterproof material.

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

The course shall be fully marked for the visit of the sections by the riders.

055.4 SECTIONS

055.4.1 Number of sections

The number of sections will be 14 or 15.

055.4.2 Modification or cancellation of sections

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

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

055.4.3 Design and section boundaries

The sections shall be completely independent of each other, independent of the sections of other men's championships organised during the same event and easily modifiable according to the weather conditions.

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

Each section shall have signs clearly identifying the location of both the "Section Begins" and "Section Ends". Each section must be clearly numbered in consecutive order and must be indicated as from the visit of the sections by the riders.

The sections shall be bounded by natural obstacles and strong, easily visible waterproof tape, securely fastened to stakes or trees. The stakes must be securely fixed to the ground and be spaced close enough to each other to prevent major movement of the tapes. The tape must be at a minimum height of 10 cm above the ground and below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

The "gates" will be placed at all passages where the width of the section is reduced. Each gate must be indicated on the right and left by signs (arrows) of appropriate colours. The minimum width between these "gates" is 120 cm.

The gates will be in pink.

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

055.4.4 Security and level of the sections

The Jury will take the decision concerning the level of difficulty as well as the safety and length of all sections. His decision is final and all modifications must be carried out immediately.

055.4.5 Penalty in the sections

A machine is considered as being in a section when the front wheel spindle has passed the “section begins” sign and until the time when the front wheel spindle passes the “section ends” sign. Under penalty of failure the front wheel must precede the rear wheel through both the “section begins” sign and the “section ends” sign. If a front spindle exits a section via the ‘section begins’, then a failure is deemed to have occurred.

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

A rider who fails in a section shall leave the section at the time and place indicated by the official.

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, the observer may, at his discretion, allow a re-run of the section. The observer’s decision as to whether a re-run is permitted is final.

Should a re-run be granted, then the rider shall complete the full section.

Regarding Observation: any marks lost prior to the point of the obstruction on the original attempt will stand and be added to any marks lost from the point of obstruction on the re-run.

055.4.6 Section corridor

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

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

055.4.7 Observation enclosure

An observation area shall be created, on the outside of the section limits. The outer limits of this enclosure shall form the barrier for the public. Only Officials, the riders, the minders, the press and the team manager wearing bibs are allowed within the limits of this enclosure. The enclosure must be of sufficient dimensions to allow the passage and work of the authorised persons.

055.5 TIME ALLOWANCE AND CONTROL

055.5.1 Time measurement

The timekeeper shall have in his possession an instrument which registers to the tolerance allowed (hh/mm/ss) as well as a reserve chronometer.

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

055.5.2 Individual time allowances

The time allowance for each team to travel from the start to the lap time control on the second lap shall be decided by the Clerk of the Course, subject to the approval of the Jury.

If a rider starts after his allocated start time, his scheduled arrival time will remain unchanged. Time penalties are given in Art. 055.9.1.

055.5.2.1 Increase in time allowances

In cases where the weather conditions on the day of the event are considered particularly bad, the Jury may increase the Team time allowance by up to 20 minutes. In such a case all riders must be informed of this alteration before the start.

The Jury may modify the sections without modifying the time allowance.

055.5.3 Start time control

The start time control shall be at the starting place with the riders starting from a platform.

055.5.4 Lap time control

The lap time control, clearly marked and well visible, shall normally be located immediately after the final section. However, at the discretion of the Jury President, this time control may be at an earlier section when the course from that section passes along congested public roads. In either case, riders will remain subject to the restrictions on repairs and replacements of parts (see Art. 055.8.4) until the machine is released by the organiser at the finish point.

To travel from the lap control to the finish point each rider may be allocated a set period of time. This time period will be set by the Jury and displayed on a notice at the lap time control.

055.6 TEST AND VISIT OF THE SECTIONS

055.6.1 Testing area

A **testing** area of adequate size must be set up. Its characteristics must correspond to the sections used in the event. The area has to be marked off clearly and the access must be indicated. This **testing** area must allow riders to **test** according to the rules.

The **testing** area must be open to all riders in accordance with the schedules published by the CTR. It is forbidden to set up sections for the event in this area unless the section has already been marked out and is fenced to prevent access to the riders.

These **tests** are considered as voluntary for the riders.

It is compulsory for the rider to wear a helmet and other clothing requirements as detailed in the Technical Rules Appendix Trial when they are in the **testing** area.

055.6.2 Visit of the sections

The organiser must organise a visit of the sections for the teams according to a preset time schedule or as decided with the President of the Jury and posted on the information board.

During the visit of the Section the rider must wear the riding bib and only the rider is allowed within the Section Boundaries. If a rider or any other person interested in the performance of the team enters a section without an official authorisation, then the rider will be penalised.

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

055.7 ADMINISTRATION

055.7.1 Riders

055.7.1.1 Age of riders

The minimum age for riders in the FIM Women's Trial des Nations is 12. Unless the event is on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

055.7.1.2 Riders' licences

Riders must be holders of a valid FIM Women's Trial World Championship licence.

055.7.2 Entries

Entries must be open at least two months prior to the event.

Each FMN can enter one national team only, composed of 1 to 3 riders. Only the FMN can select the riders of the team. In the event of the 3 riders completing the course, only the two best results in each section will be counted.

All entries shall be sent to the FIM Administration via the rider's Federation on the official inscription form which shall carry the approval stamp of the Federation. The closing date for the receipt of inscriptions is 30 days before the event.

The CTR can create "international teams" composed of riders of different nationalities. The international teams will be classified after the national teams.

An eventual change of rider can only be authorised by the President of the Jury.

055.7.2.1 Leaving the event

A rider who is entered in an event and who abandons the event without informing the Clerk of the Course or the Results Manager is liable to receive a fine (see Art. 055.9.3.1).

055.7.3 Entry fee

An entry fee up to EUR 30.- maximum may be charged for each rider and each assistant.

055.7.4 Riders' bibs

The bib numbers will be attributed according to the team classification of the preceding year's FIM Women's Trial des Nations.

The bib may carry the name of one or several sponsors of the event. The name of these sponsors displayed on the bib will be mentioned in the Supplementary Regulations.

During the event, the riders have to wear the bib provided by the CTR.

A rider, of whom the sponsor is in competition with the sponsor of the event, is assured of being able to display the name/logo of his sponsor elsewhere than on the bib given.

However, the riders will be free to not wear the bib provided by the CTR in the following circumstances:

- Presentation of the riders
- Prize-Giving Ceremony
- Press conference, interviews and all other promotional operations

The rider shall ensure that the numbers (back and front) are fully visible during the entire Trial. The numbers must be pink on a white background.

The name or the flag of the team country must also be printed on the bib.

055.7.5 Registered Assistants

Each rider may register one assistant (minder) of minimum age 18 years to accompany him on the course. The rider and the assistant must sign a declaration that the rider is responsible for all action of the assistant.

The list of assistants (minders) of each FMN must be attached to the entry form.

The registered assistants must be in possession of a valid FIM Trial Assistant's Licence or FIM Trial World Championship or International FIM Trial licence. However, a registered assistant may use a valid National Trial licence in his own country.

The minders are allowed inside the enclosure. For security reasons only and after having received the approval from the Section Observer, they can enter the section. Anybody invited into the boundaries of a section, in order to ensure the security of a rider, must wear a helmet at all times in the section. The penalty for a breach of the rule is laid down in Art. 055.9.3.

The assistant must follow the same course as the rider unless a deviation is foreseen or authorised by the organiser.

The assistant must at all times wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules Appendix "Trial" whilst riding a motorcycle or whilst in a section.

The assistant must wear a riding bib in agreement with the Technical Rules Trial Appendix, and in a different colour to that of the rider's bib and a self-adhesive starting number on the rear of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with. The bib of the minder will be in green with white numbers. This bib is not transferable and must be worn only by the registered assistant. In the case of injury a substitute assistant may be registered. The bib should be visible on the chest of the assistant and the number at the rear of his helmet during the entire Trial.

The assistants' machines must conform to the Traffic Code of the country in which the event takes place. However, if the organiser wishes to check the documentation of the machine, it must be done before the event, and if he wishes to make a preliminary technical control, it must be stated in the SR.

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

055.7.6 Starting interval

The starting interval between teams shall be 5 minutes. All members of a team shall have the same start time.

055.7.7 Starting order

Each team shall start together.

The teams will start in the inverse order of the preceding year's classification.

The non-classified teams from the preceding year will start first after a possible ballot by the Results Manager.

055.7.8 The Team Manager

Each FMN with a participating team can nominate a Team Manager. His name should figure in the Entry Form.

Duties of the team manager:

- Represent his team at the administrative control

Rights of the team manager:

- Receive the passes.
- Receive a bib to follow the riders on the whole course and enter in the enclosure.

055.8 TECHNICAL CONTROL

Each rider who participates in an event must present his machine to the technical control.

055.8.1 Equipment of the motorcycle

The machines must be in accordance with the FIM Trial Technical Rules and their verification must be carried out at the venue of the event.

The organiser must provide the Chief Technical Steward with a suitable place and assistants to make the following controls:

- a) Weight of the motorcycle
- b) Sound level
- c) Security of the machine
- d) Marking of the parts
- e) Helmet
- f) The working of the engine cut-off

At all times during the event, a rider will be responsible for keeping his machine in conformity to the rules.

Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations, unless the event is held on a closed circuit.

Any replacement tyre must be of the same construction, profile, and compound and carry the same manufacturers mark as the original tyre.

The registration number of the motorcycle must appear on a plate solidly fixed onto the rear mudguard of the machine (not hand written directly on the mudguard). The registration plate shall be reproduced on a flexible plate and made from non cutting material. When the event is held on a closed circuit, machine registration and registration plates are unnecessary.

A cut-off switch with a lanyard fixed on the rider must be installed. It is compulsory for the rider to have it connected whilst he is riding inside a section.

055.8.2 Riders equipment

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

The riders' helmets must be of the same colour for all members of the team and be in accordance with Art. 01.73 (national colours for helmets) of the Trial Technical Rules.

055.8.3 Sound level control

At the preliminary technical control, the sound level of all motorcycles will be measured according to the rules stated in the Technical Rules, Appendix "Trial" (see Art. 01.79).

Any machine that fails this test may have adjustments made or have parts replaced until the sound level is in accordance with the Code. Only after a successful test will the silencer be marked.

055.8.4 Marking of parts

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

Parts	Marking	Number	How or where marked
Frame, main section	paint or non removable sticker	1	right-handed steering head
Crankcase	paint or non removable sticker	1	right side
Silencer	paint or non removable sticker	1	

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

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

After a successful preliminary technical examination, the organiser will affix stickers carrying the number of the rider, to the top part of the headlight fairing of each machine and on the back of the helmets of his assistants. No cutting or other modification of the stickers is allowed.

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

055.8.5 Responsibility of rider

The rider will sign the technical control form certifying that the parts have been properly marked.

055.8.6 Checking of parts

The Technical Steward may examine any machine at any time during the event. If any marking is missing, the rider is disqualified. The control of parts by the Technical Steward during the competition is considered as a statement of fact.

Any rider whose machine does not carry the marked parts (with the exception of a replacement silencer, see Art. 055.8.4) will not be allowed to start.

055.8.7 Alternative Energies

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

055.8.8 Refuelling

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

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

A change of fuel tank is considered as refuelling. To change the fuel tank is therefore prohibited outside the paddock. An infringement of this rule carries a penalty of disqualification (Art. 052.9.5). However, if a fuel tank is accidentally damaged following a crash in a section, rendering the motorcycle inoperative, the rider may replace his fuel tank. He must have this fact recorded by a Section Observer, who shall fill in a notification form and pass on the information to the Clerk of the Course as soon as possible. Failure to do so entails disqualification.

The Technical Steward may demand the original part and keep it in his custody.

055.9 PENALTIES

055.9.1 Time penalties with respect to time allowances

For each minute or part thereof late arrival at the start:	1 point
More than 20 minutes late arrival at the start:	disqualification

For each minute or part thereof late at the lap time control:	1 point
More than 20 minutes late at the lap time control:	disqualification

In the event of disqualification, the rider's **and assistant's** bibs will be withdrawn from them.

Any rider who exceeds the time allowance between the lap time control and the finish point shall be liable to a penalty as follows:	Fine of EUR 50.- plus 5 points
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055.9.2 Penalty faults in a section

a) – 1 fault:	1 point
b) – 2 faults:	2 points
c) – More than 2 faults:	3 points

Definition of fault

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

- d) **Stopping with or without footing:** 5 points
Moving backwards: 5 points
Moving either wheel to the side without forward motion: 5 points

Failure:

5 points

Definition of failure

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
- **The machine ceases to move in a forward direction relative to the course.**
- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- Breaking a tape defining a section boundary or internal separation.
- The rider or machine **breaks, removes, knocks down** or rides over or above a marker or marker support **causing the Observer to reposition the marker.**
- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The front wheel does not precede the back wheel when passing through a gate.
- The rider enters the section by foot without the authorisation of the **Clerk of the Course.**
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The rider passes through the gates of another category whatever the direction.
- The assistant comes into the section without the invitation of the Observer.
- Not entering a section, providing the rider has reported to the Observer.
- The motorcycle does a complete loop, crossing its own track with both wheels.

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

- e) Missing a section: 20 points

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

However, the following penalties may be added:

- Leaving his machine in the corridor: 5 points
- The assistant entering the corridor: 5 points

- Receiving any outside assistance to the machine in the corridor: 5 points
- **Not leaving the section at the time and place indicated by the official:** 5 points
- Not attempting the sections in numerical order: 20 points

IN CASE OF DOUBT FROM THE OBSERVER CONCERNING THE PENALTY, THE RIDER WILL ALWAYS BE GIVEN THE BENEFIT OF THE DOUBT.

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

When an error occurs in the punch card and the rider has already left without correction or in the case of an extra penalty, the Observer must fill in a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and **always prior to the Clerk of the Course signing the provisional results.**

055.9.3 Financial penalties

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

- | | |
|---|---|
| <ul style="list-style-type: none"> - The assistant not complying with the following requirements: <ol style="list-style-type: none"> 1) Wearing boots, long trousers, shirt with long sleeves and a helmet whilst riding a motorcycle or in a section. 2) Having the bib and/or the helmet number fully visible. 3) Following the same course as the rider. 4) An assistant's bib is used by another non-subscribed person without informing the Clerk of the Course or the Results Service. - Anybody invited into the section to ensure the security of the rider not wearing a helmet at all times in the section. - Work on or refuelling the motorcycle without the use of an Environmental mat: | <p>1st offence: EUR 50.-
 2nd offence: EUR 100.-
 3rd offence: EUR 250.-</p> |
|---|---|

- The rider or any person interested in the performance of the rider come into the section **outside the authorised times of the visit of the sections or during the Trial**, unless they are specifically invited by an official: EUR 250.-
- Leaving the event: EUR 40.-

If one of the 3 first teams is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, the National team will be penalised with a fine of EUR 490.- maximum.

055.9.4 Yellow Cards

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).

A yellow card can be issued to a rider due to the behaviour or actions of the rider, the riders' assistant or a wearer of a team manager bib accompanying the rider. If any of these persons refuses to obey the instructions of an Observer, or who behaves in a disorderly manner within a section, the rider shall be shown the Yellow Card. The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Disciplinary and Arbitration Code. The Observer shall then complete a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and, anyhow, before the publication of the results on the board.

Penalties

First offence:	EUR 30.- + 5 extra points
Second offence:	EUR 50.- + 5 extra points
Third offence:	DISQUALIFICATION + EUR 100.-

055.9.5 Disqualification

The following rule infringements will automatically entail disqualification of the rider from the round concerned. Any disqualification will automatically entail the invalidation of the results obtained by the rider during the round in question, with all the resulting consequences including forfeiture of any points, prizes or medals.

- a) Riding a motorcycle without a helmet (Art. 055.8.2);
- b) Missing marking (Art. 055.8.4);
- c) Changing the motorcycle or rider during the event;
- d) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. 055.8.1);
- e) Use of a non authorised fuel (Art. 055.8.1);
- f) **Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code;**
- g) Changing riding number (Art. 055.7.4);
- h) Not regaining the course at the point where the rider left it (Art. 055.3.2);
- i) **Testing** in sections defined for the Trial (Art. 055.6);
- j) Other serious instances of disorderly conduct towards an official by a rider or his assistant (Art. 055.9.4);
- k) Three yellow cards during the same event (Art. 055.9.4);
- l) Refuelling outside the paddock (Art. 055.8.8);
- m) The construction or condition of his motorcycle is considered to be or may become a source of danger.
- n) **Failure to comply with the minimum weight allowed as defined by Article 01.19 of the FIM Technical Regulations;**
- o) **Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.**

In case of serious instances of disorderly conduct towards an official by a rider or his assistant or if a rider physically attacks the Clerk of the Course or the Jury President, he should be disqualified for the entire event.

A rider who at an event makes no attempt to succeed, who hampers the smooth running of the event and/or works as an assistant for another rider will be disqualified from the competition, his bib will be withdrawn and is liable to be further penalised by the International Jury.

055.10 RECORDING OF SCORES

The rider must receive from the organiser an individual punch card made from a non-soluble material for each lap. The rider is responsible for having his punch card marked at each section and for handing his card to the officials when requested.

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

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

The punch card will take precedence and the back up sheet used only in the case of doubt in the reading of the card or in the case of a loss of card.

055.11 RESULTS AND CLASSIFICATIONS

All extra and time penalties (for all the riders of the team) will be added to the penalties of the team when establishing the classification.

The winner of the event will be the team having the lowest aggregate number of points according to Art. 055.9, using the two best results of the classified riders of each team, at each section and in each lap.

If only one rider of a team finishes the race, the second result for each section will always be 5 points.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, Championship logos
- Title, venue, date, FMNR, IMN N°, 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 realised
- Name and signature of the Jury President and Clerk of the Course, publication time of the results

055.12 PREMATURE STOPPAGE

If the event is prematurely stopped by the Jury before all of the riders still competing have completed half of the sections, the event shall be declared null and void. If the event is stopped by the Jury at a later stage then the results will stand.

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

055.13 TIES

In the case of ties, the team (all riders) 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.

If a tie still persists, the team (all riders) who complete the two laps in the shortest collective time measured in seconds shall be deemed the winner. The time of the team will be the addition of the time of the rider's team who arrived first and of the rider who arrived last.

055.14 AWARDS

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

055.14.1 Prize-Giving Ceremony and public interview

A Prize-Giving Ceremony shall take place within 15 minutes of the arrival at the finish of the last rider. The first three placed teams, together with any additional riders invited by the Clerk of the Course, shall attend a short public interview that may take place immediately after the Prize-Giving Ceremony.

If one of the 3 first teams of each group is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, the National team will be penalised.

055.15 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of EUR **220.-** or the equivalent amount in local currency (convertible), returnable if the protest is justified.

A protest **must** be presented within ½ an hour of the results, **signed by the Clerk of the Course**, being displayed.

STANDARD MODEL FOR THE WRITING OF FIM WOMEN'S TRIAL DES NATIONS SUPPLEMENTARY REGULATIONS

ANNOUNCEMENT

The _____ Club will promote the FIM Women's Trial des Nations, on behalf of the _____ Federation. The event will be held in accordance with the Sporting Code of the FIM together with relevant Appendices, these Supplementary Regulations, and any Final Instructions, approved by the Jury. The event has to respect the FIM Environmental Code.

The event will be held on _____ (date)
in _____ (venue).

IMN N°: _____

ACCESS

Nearest airport: _____ at: _____ km

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser:

Name (Club): _____ Accommodation service: _____

Address: _____ Address: _____

Phone N°: _____ Phone N°: _____

Fax N°: _____ Fax N°: _____

E-mail: _____ E-mail: _____

Secretariat of the event:

Address: _____

Phone N°: _____

Fax N°: _____

E-mail: _____

1. ENTRIES

Team entries must be made on the official entry form by each FMN and sent to the FIM Administration. All entries must be received by _____ (30 days before the event).

All teams must have their entry endorsed by their own FMN.

2. TECHNICAL CONTROL AND REGISTRATION

Does this event use public highways: YES NO

The administrative and technical control will take place on _____ (date)
Between _____ and _____.

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit.

3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: _____

4. STARTING ORDER

The starting order will be decided according to Art. 055.7.7.

Each team member will have the same starting time.

The starting time of the last team will be at 11:00.

The interval between starts of teams will be 5 minutes.

5. COURSE AND TIME

The length of the course is _____ km (maximum **20 km**).

The course will consist of two laps of 14 or 15 sections.

The time allowance for each rider for the Trial will be approved by the Jury.

6. PADDOCK/TEST

The Paddock will be open to trucks from the Wednesday before the event at 13:00.

The Paddock will be open to all riders from the Wednesday before the event at 15:00.

Any rider found **testing** outside the areas set aside by the organisers will not be allowed to start.

The **testing** area must be open to all riders from 14:00 on the Wednesday before the event.

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____
and Jury Meetings will be held at _____.

The first Jury meeting will be held on Thursday before the event at 20:30.

8. AWARDS

Awards will be presented to each member and to the FMN of the three first teams.

9. PRIZE-GIVING CEREMONY

The Prize-Giving ceremony will take place during the presentation of the FIM Trial des Nations teams. A podium can be organised in the start area within 15 minutes of the final classified team arriving at the finish.

10. ADDITIONAL INFORMATION

The teams' presentation will be held on _____ (date)
at _____ (time) at _____ (venue).

- ☐ Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- ☐ Attached is a map showing the main access roads to the event and the precise location of the paddock.

11. OFFICIALS

President of the Jury: _____ FIM Licence No: _____

CTR Member of the Jury: _____ FIM Licence No: _____

FMNR Member of the Jury: _____ FIM Licence No: _____

Clerk of the Course: _____ FIM Superlicence No: _____

Chief Technical Steward: _____ FIM Licence No: _____

Environmental Steward: _____ FIM Licence No: _____

Chief Timekeeper: _____ Licence No: _____

TIMETABLE

FIM TRIAL WORLD CHAMPIONSHIPS, FIM TRIAL OPEN INTERNATIONAL CUP, FIM JUNIOR TRIAL WORLD CUP AND FIM 125CC TRIAL CUP

Day	Time	2 days World Championship	1 day World Champ. & Women's or Continental Championship	1 day World Championship
Thursday	13.00 – 14.30	Opening paddock trucks	Opening paddock trucks	
	15.00	Opening paddock vans and motorhomes	Opening paddock vans and motorhomes	
	18.00	Organisers & Jury President meeting	Organisers & Jury President meeting	
Friday	09.00	Visit Sections: Jury President	Visit Sections: Jury President	
	10.00 – 13.00	Test	Test	
	13.00 – 14.30			Opening paddock trucks
	14.00 – 17.00	Visit sections: riders	Visit sections: riders	
	15.00			Opening paddock vans and motorhomes
	17.00 – 19.00	Adm & Tech inspections	Adm & Tech inspections	
	19.30	Jury & Delegates meeting	Jury & Delegates other championship meeting	Organisers & Jury President meeting
Saturday	09.30 – 11.30			Adm & Tech inspections
	Between 10.00 and 12.00	Last start	Last start other champ.	
	11.00 – 13.00		Test	Test

Day	Time	2 days World Championship	1 day World Champ. & Women's or Continental Championship	1 day World Championship
	13.00 – 17.00			Visit sections: riders
	16.00	Last arrival	Last arrival other champ.	
	16.15 (about)	Prize-Giving Ceremony	Prize-Giving Ceremony other championship	
	16.30 – 18.00		Visit sections: riders	
	16.45	Jury & Delegates meeting	Jury & Delegates meeting	Jury & Delegates meeting
Sunday	Between 10.00 and 12.00	Last start	Last start	Last start
	16.00	Last arrival	Last arrival	Last arrival
	16.15	Prize-Giving Ceremony	Prize-Giving Ceremony	Prize-Giving Ceremony
	16.45	Jury & Delegates meeting	Jury & Delegates meeting	Jury & Delegates meeting

FIM WOMEN'S TRIAL WORLD CHAMPIONSHIP - FIM WOMEN'S TRIAL DES NATIONS – FIM TRIAL DES NATIONS

Day	Time	FIM Women's Trial World Championship with TdN	FIM Women's Trial des Nations	FIM Trial des Nations
Wednesday	13.00 – 14.30	Opening paddock trucks	Opening paddock trucks	Opening paddock trucks
	15.00	Opening paddock vans and motorhomes	Opening paddock vans and motorhomes	Opening paddock vans and motorhomes
	18.00	Organisers & Jury President meeting	Organisers & Jury President meeting	Organisers & Jury President meeting
Thursday	09.00 – 12.00	Visit sections Jury President	Visit sections Jury President	
	10.00 – 13.00	Test	Test	
	13.00 – 16.00	Adm & Tech inspections	Adm & Tech inspections	
	15.00 – 18.00	Visit sections riders	Visit sections riders	Test
	18.15	Jury meeting		
Friday	09.00			Visit sections Jury President
	Between 10.00 and 12.00	Last start		
	15.00 – 18.00			Test
	16.00	Last arrival		
	16.15	Prize-Giving Ceremony		
	16.45	Jury meeting	Jury meeting	
	Tba		Opening Ceremony. Presentation of the teams and final Prize-Giving for the FIM Women's Trial World Championship	

Day	Time	FIM Women's Trial World Championship with TdN	FIM Women's Trial des Nations	FIM Trial des Nations
Saturday	09.00 – 12.30			Adm & Tech inspections
	10.00 – 13.00			Test
	Between 10.00 and 12.00		Last start	
	13.00 – 17.00			Visit sections: riders
	16.00		Last arrival	
	16.15		Prize-Giving Ceremony	
	16.45		Jury meeting	Jury meeting
Sunday	Between 10.00 and 12.00			Last start
	18.00			Last arrival
	18.15			Prize-Giving Ceremony
	18.45			Jury meeting



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME



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