

2013 FIM Europe TRIAL RULES



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DEFINITION OF A TRIAL

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

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

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

IMPORTANT RULE CHANGES FOR 2013

Some important changes has been made by the FIM Europe Trial Commission to the FIM Europe Trial Rules for 2013. These are the main changes that we have made to make our sport more accessible, cheaper and more rewarding for the riders:



All events on «Closed Circuit» This means that we will no longer allow organisers to use public roads for parts of the course or for the riders to go to the practice area ([§TL 01.3](#))



You will no longer need a Driver's License to compete.

This is a consequence of not using public road, and with the new directive for driver's licenses in the EU from January 2013, it will not be possible to have a license even for a 125cc trials bike unless you are 18 years old ([§ TL 01.8](#))!



Your trials bike don't have to be registered or have a license plate. Another advantage following the «Closed Circuit» change. Many riders will save money and taxes ([§TL 01.9](#)).



All riders from age 16 can use the bike capacity they prefer. It is no longer traffic legislation, but the sport that decides the age limits for the bike capacity ([§ TL 01.09.1](#)).



Electrical bikes are allowed. As we don't have to worry about the bike capacity for riders from 16, the problem of comparing electrical power and internal combustion engine capacity is no longer an issue. ([§ TL 01.09.1](#))



All participants will take points in every round with the new point score «100 - 1». With the traditional 20 -1 scale, only the best 15 riders in an event would take points for the championship, and for your standings, you might just as well have stayed home if you end up #16. Now you are sure to be better in the standing the more events you attend! ([§TL 01.12](#))



Please note that FIM licenses are no longer valid for FIM Europe competitions ([§ TL 01.8.1](#)) ([§ TL 02.8.1](#)) ([§ TL 03.8.1](#)).



FIM decided to use «No Stop» rules for the 2013 FIM World Championships and Cups. FIM Europe follows.

The FIM Board of Directors decided in November that the 2013 FIM World Championships should be run by the No Stop rules (to stop the bike = 5 point failure) that was abandoned 30 years ago in favor of the modern rules where stopping is allowed. The FIM Europe Management Council have decided that the FIM Europe Trial Championships and Cups will follow the FIM decision. This is now incorporated into these rules ([§ TL 01.10.2](#)) . As a consequence the section time allowance no longer exists ([§ TL 01.5](#)).

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

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TL 01.1 GENERAL

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

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

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

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

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

NB: There is no overall classification for this class.

Each event includes:

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

TL 01.1.1 FIM Europe Standards for Organisers

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

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

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

TL 01.1.2 Meeting with the Organisers

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

TL 01.2 JURISDICTION

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

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

TL 01.3 COURSE

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

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

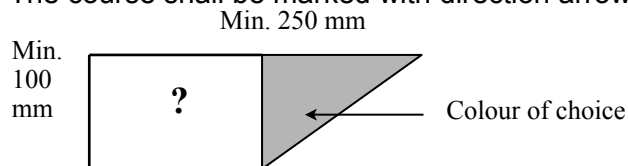
To be classified as a finisher the rider alone shall ride or push his machine for the entire distance of the Course, unless the organisers have authorised other assistance or authorised deviation.

TL 01.3.1 Distance

The length of the course for each lap shall not exceed 20 km.
The Trial shall consist of 2 laps.

TL 01.3.2 Course marking

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



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

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

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

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

TL 01.4 SECTIONS

The number of sections shall be 15 per lap.

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

At least 4 Championship Class sections shall be of a standard so that a minimum of 50% of the entry can pass without failure.

Each section shall be completely independent of other sections.

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

Each section must be clearly numbered in consecutive order and the rider must, under penalty of 20 points, attempt the sections in numerical order. Each section shall have signs clearly identifying the location of both the "Section Begins" and "Section Ends".

NB. The Sections must be numbered at the time of the Rider's inspection.

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

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

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

TL 01.4.1 Section Corridor

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

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

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

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

TL 01.4.2 Section Boundaries

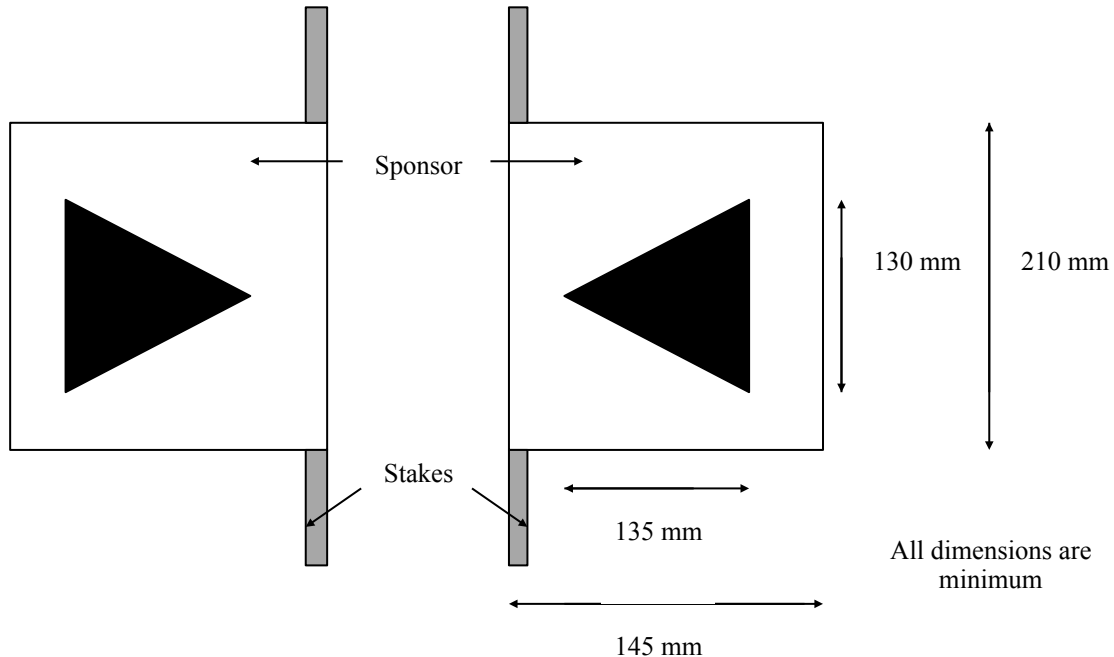
The sections shall be bounded by natural obstacles and strong, easily visible waterproof tape, securely fastened to stakes or trees.

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

When a tape is used as an external limit of a section or as an internal separation within a section, then the following shall apply. Breaking the tape or passing over a tape so that a

wheel touches the ground on the opposite side shall be considered as a failure.

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



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

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

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

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

TL 01.4.3 Observation Enclosure

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

TL 01.5 TIME ALLOWANCE AND CONTROL

TL 01.5.1 Time measurement

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

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

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

TL 01.5.2 Individual Time Allowance

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

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

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

TL 01.5.2.1 Increase in Individual Time Allowance

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

TL 01.5.3 Starting Time and Control

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

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

TL 01.5.4 Lap Time Control

The lap time control, clearly marked and well visible, shall normally be located immediately after the final section. However, at the discretion of the Jury President the lap time control may be at an earlier section **for security reasons**. In either case riders will remain subject to the restrictions on repairs and replacements of parts (see TL 01.9.4) until the machine is released by the organiser at the finish point.

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

Any rider who exceeds the allowance shall be liable to a fine penalty of Euro 50.- + 5 points.

TL 01.6 PRACTICING

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

TL 01.7 RIDERS INSPECTION OF THE SECTIONS

TL 01.7.1 Inspection of the Sections prior to the event.

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

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

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

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

TL 01.7.2 Inspection of the Sections during the event.

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

TL 01.8 ADMINISTRATION

The Administrative Control shall take place the day prior to the event **according to the [timetables](#) included at the end of this document.**

TL 01.8.1 Riders' Licenses

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

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

TL 01.8.2 Submission of entries

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

A rider wishing to enter an event must send to the organiser a completed entry form at least 3 weeks prior to the event. The entry form must bear the approval stamp and/or signature of the rider's Federation. It is a requirement that all riders have Insurance Cover through their own FMN.

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

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

No entries shall be accepted after the closing date for receipt of entries as stated in the

Supplementary Regulations. **In case of a rider entry not being received by the closing date of entries due to administrative problems, the Jury President must satisfy himself that the rider concerned is fully licensed and authorised to compete. In such circumstances, the Jury President decision shall be final.**

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

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

TL 01.8.2.1 Non-participation in an event

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

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

TL 01.8.3 Entry fee

The entry fee for the rider shall be € 45

The entry fee for the rider for two days with another round or championship: € 75

The fee for the Assistant shall be € 40:-

The fee for the Assistant for two days with another round or championship: € 65

TL 01.8.4 Riders' bibs

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

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

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

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

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

TL 01.8.5 Registered Assistant (Minder)

Each rider may register one Assistant of at least 18 years of age to accompany him on the course and carry tools. The Assistant must have in operation a policy of Insurance, issued by his FMN by license or other means, covering at least the minimum requirements for Medical and repatriation costs as laid down for an International License issued by the FIM.

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

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

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

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

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

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

TL 01.8.6 Starting interval

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

TL 01.8.7 Starting order

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

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

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

TL 01.9 TECHNICAL

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

TL 01.9.1 Equipment of the motorcycle

Motorcycles and their equipment must comply with the FIM Technical rules for Trial. **There are no restrictions to the engine capacity of the bikes used in any of the categories.**

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

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

in all categories.

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

TL 01.9.2 Riders equipment

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

TL 01.9.3 Sound level Control

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

TL 01.9.4 Marking of parts

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

Parts	Marking	Number	Where marked
Frame – Main section	paint or non removable sticker	1	Right hand of Steering head
Engine/Crankcase	paint or non removable sticker	1	Right side
Silencer	paint or non removable sticker	1	Does not apply for electrical bikes

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

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

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

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

TL 01.9.5 Responsibility of rider

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

TL 01.9.6 Checking of parts

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

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

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

TL 01.9.7 Refueling

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

An infringement of this rule will entail disqualification of the rider and the removal of a bib from any other bib wearer.

TL 01.10 PENALTIES

TL 01.10.1 Time Penalties with respect to Time Allowance

For each minute or part thereof late arrival at the start:	1 Point
More than 20 minutes late arrival at the start:	Disqualification
For each minute or part thereof late at the first lap time control:	1 Point
More than 20 minutes late at the first lap time control:	Disqualification
For each minute or part thereof late at the last lap time control:	1 Point
More than 20 minutes late at the last lap time control:	Disqualification

TL 01.10.2 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) touches the ground or leans against an obstacle (tree, rock etc).

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

d) – Failure:	5 points
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Definition of Failure.

- **The machine ceases to move in a forward direction relative to the course.**
- **Moving either wheel to the side without forward motion**
- 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**, irrespective of it being used that day.
- The rider or machine breaks a marking tape.
- 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 motorcycle does a complete loop, crossing its own track with both wheels.
- The rider passes through the gate of another category in either direction, irrespective of it being used that day.
- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section
- The rider enters the section by foot **without the authorisation of the Clerk of the Course**.
- The Assistant comes into the section without the invitation of the Observer.
- The rider or his Assistant changes the condition of a section.
- The rider receives outside assistance.
- Not entering a section, providing the rider has reported to the Observer.

Only the greatest penalty, as defined above, shall be counted in the Section. However, the following penalties may be added:

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

If there is any question concerning penalties awarded by the Observer, the rider will always be given the benefit of the doubt.

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

TL 01.10.2.1 Obstruction

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

TL 01.10.3 Financial penalty

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

- The rider or any person interested in the performance of the rider enters into the section for a private visit unless they are specifically invited by an official: Euro 200.-
- Working or refueling on a machine in the Paddock without the use of an Environment Mat as defined in the FIM Environment Code: Euro 40.-
- The Assistant not complying with the following requirements:
 - a) wearing boots, long trousers, arm covering and a helmet whilst riding a motorcycle.
 - b) wearing boots, long trousers, arm covering and a helmet whilst inside the section boundaries.
 - c) having the bib and the helmet number fully visible
 - 1st offense: Euro 40.-
 - 2nd offense: Euro 80.-
 - 3rd offense: Euro 200.-

TL 01.10.4 Yellow Card

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

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

Penalties

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

The Jury may take further action for serious offenses.

TL 01.10.5 Disqualification

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

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

- k) Other more serious instance of disorderly conduct towards an official by a rider or his Assistant.
- l) Refueling outside the paddock (Art. TL 01.9.7)

TL 01.11 RECORDING OF SCORES

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

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

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

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

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

TL 01.12 RESULTS AND CLASSIFICATION'S

TL 01.12.1 Event results and classification

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

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

International classes are not allocated points for an overall classification.

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

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

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

TL 01.12.2 Overall classification

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

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

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

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

TL 01.13 PREMATURE STOPPAGE

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

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

TL 01.14 TIES

TL 01.14.1 Ties at the end of the Event

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

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

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

TL 01.14.2 Ties at the end of the Championship

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

TL 01.15 AWARDS

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

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

TL 01.15.1 Prize Giving Ceremony and Public interview

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

If invited by the Clerk of the Course the first three placed riders shall attend a short Public interview to take place immediately after the Prize Giving Ceremony.

The organiser of the final round shall arrange a ceremony to recognise the first three

placed riders in the overall Championship or Cup.

TL 01.15.2 Penalty for non-attendance

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

TL 01.16 PROTESTS

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



SUPPLEMENTARY REGULATIONS

FIM Europe TRIAL EUROPEAN CHAMPIONSHIP

FIM Europe TRIAL EUROPEAN JUNIOR CUP

FIM Europe TRIAL EUROPEAN OVER-40 CUP

ANNOUNCEMENT

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

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

EMN N° 40/# & 43/# & 44/#

ACCESS

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

ADDRESSES AND CONTACT INFORMATION

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

1 ENTRIES

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

All entries must be received by <closing date here>.

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

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

2 TECHNICAL CONTROL AND REGISTRATION

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

Machines must comply with all Sporting Technical requirements of the FIM Trial Technical Rules. Parts will be marked in accordance with TL 01.9.4. Sound Control testing will be carried out in accordance with TL 01.9.3.

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

3 NUMBERS

The organisers shall issue riding numbers.

4 STARTING ORDER

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

5 COURSE

The length of the course is of ## km.

6 PADDOCK / PRACTICE

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

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

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

7 HEADQUARTERS AND JURY MEETINGS

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

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

8 AWARDS AND PRIZE GIVING CEREMONY

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

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

9 ADDITIONAL INFORMATION

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

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

10 OFFICIALS

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

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

MODEL. The template is available from the FIM Europe website

FIM Europe WOMEN'S TRIAL EUROPEAN CHAMPIONSHIP

TL 02.1	GENERAL	
	TL 02.1.1	FIM Europe Standards for Organisers
	TL 02.1.2	Meeting with the Organisers
TL 02.2	JURISDICTION	
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TL 02.4	SECTIONS	
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	TL 02.8.5	Registered Assistant (Minder)
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	TL 02.9.4	Marking of parts
	TL 02.9.5	Responsibility of rider
	TL 02.9.6	Checking of parts
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TL 02.10	PENALTIES	
	TL 02.10.1	Time penalties overriding overall time allowance
	TL 02.10.2	Penalty Faults in a Section
	TL 02.10.2.1	Obstruction

- TL 02.10.3 Financial penalty
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- TL 02.10.5 Disqualification

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[TL 02.12](#) RESULTS AND CLASSIFICATION

- TL 02.12.1 Event Results and Classification
- TL 02.12.2 Final Classification

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[TL 02.14](#) TIES

- TL 02.14.1 Ties at the end of the event
- TL 02.14.2 Ties at the end of the Championship

[TL 02.15](#) AWARDS

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

[TL 02.16](#) PROTESTS

TL 02.1 GENERAL

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

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

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

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

An event includes:

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

TL 02.1.1 FIM Europe Standards for Organisers

See art. [01.1.1](#)

TL 02.1.2 Meeting with the Organisers

See art [01.1.2](#)

TL 02.2 JURISDICTION

See Art. [01.2](#)

TL 02.3 COURSE

See Art. [01.3](#)

TL 02.3.1 Distance

See Art. [01.3.1](#)

TL 02.3.2 Course marking

See Art. [01.3.2](#)

TL 02.4 SECTIONS

The number of sections shall be 12 per lap.

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

TL 02.4.1 Section Corridor

See Art. [01.4.1](#)

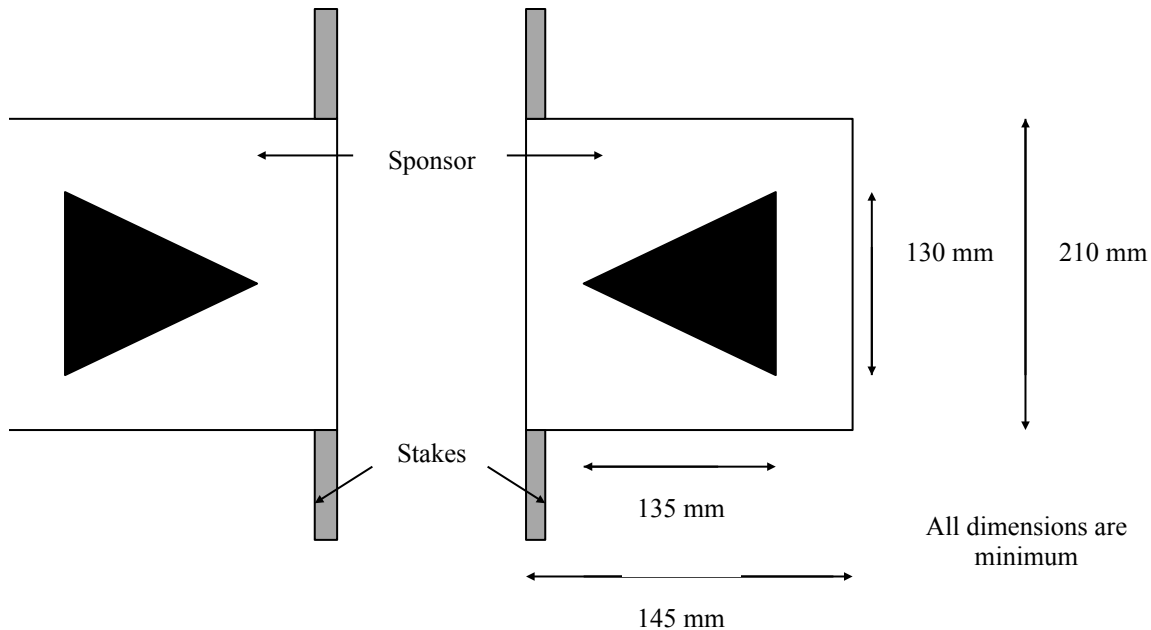
TL 02.4.2 Section Boundaries

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

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

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

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



The Arrows within the gates shall be colored as follows:

Events for Women only.

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

Events which include Youth riders

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

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

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

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

TL 02.4.3 Observation Enclosure

See Art. [01.4.3](#)

TL 02.5 TIME ALLOWANCE AND CONTROL

TL 02.5.1 Time measurement

See Art. [01.5.1](#)

TL 02.5.2 Individual Time Allowance

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

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

TL 02.5.2.1 Increase in Individual Time Allowance

See Art. [01.5.2.1](#)

TL 02.5.3 Starting Time and Control

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

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

TL 02.5.4 Lap Time Control

See Art. [01.5.4](#)

TL 02.6 PRACTICING

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

TL 02.7 INSPECTION OF THE SECTIONS

TL 02.7.1 Inspection of the Sections prior to the event.

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

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

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

TL 02.7.2 Inspection of the Sections during the event.

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

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

TL 02.8 ADMINISTRATION

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

TL 02.8.1 Rider's licenses

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

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

TL 02.8.2 Submission of entries

See Art. [01.8.2](#)

TL 02.8.2.1 Non-participation in an event

See Art. [01.8.2.1](#)

TL 02.8.3 Entry fee

See Art. [01.8.3](#)

TL 02.8.4 Riders' bibs

See Art. [01.8.4](#)

TL 02.8.5 Registered Assistant (Minder)

See Art. [01.8.5](#)

TL 02.8.6 Starting interval

Starting shall be at intervals 1 minute and 30 seconds.

TL 02.8.7 Starting order

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

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

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

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

TL 02.9 TECHNICAL

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

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

TL 02.9.1 Equipment of the motorcycle

Motorcycles and their equipment must comply with the FIM Technical rules for Trial. **For**

riders who have attained 16 years of age at the date of the event, there are no restrictions to the engine capacity of the bikes used. Alternatively these riders are allowed to use electrically powered bikes.

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

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

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

TL 02.9.2 Riders equipment

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

TL 02.9.3 Sound Level Control

See Art. [01.9.3](#)

TL 02.9.4 Marking of parts

See Art. [01.9.4](#)

TL 02.9.5 Responsibility of rider

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

TL 02.9.6 Checking of parts

See Art. [01.9.6](#)

TL 02.9.7 Refueling

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

An infringement of this rule will entail disqualification of the rider and the removal of a bib from any other bib wearer.

TL 02.10 PENALTIES

TL 02.10.1 Time Penalties with respect to Overall Time Allowance

See Art. [01.10.1](#)

TL 02.10.2 Penalty Faults in a Section

See Art. [01.10.2](#)

TL 02.10.2.1 Obstruction

See Art. [01.10.2.1](#)

TL 02.10.3 Financial penalty

See Art. [01.10.3](#)

TL 02.10.4 Yellow Card

See Art. [01.10.4](#)

TL 02.10.5 Disqualification

See Art. [01.10.5](#)

TL 02.11 RECORDING OF SCORES

See Art. [01.11](#)

TL 02.12 RESULTS AND CLASSIFICATION'S

TL 02.12.1 Event Results and Classification

See Art. [01.12.1](#)

TL 02.12.2 Overall Classification

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

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

TL 02.13 PREMATURE STOPPAGE

See Art. [01.13](#)

TL 02.14 TIES

TL 02.14.1 Ties at the end of the Event

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

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

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

TL 02.14.2 Ties at the end of the Championship

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

See Art. [01.14](#)

TL 02.15 AWARDS

See Art. [01.15](#)

TL 02.16 PROTESTS

See Art. [01.16](#)

MODEL. The template is available from the FIM Europe website

SUPPLEMENTARY REGULATIONS



FIM Europe WOMEN'S TRIAL EUROPEAN CHAMPIONSHIP

ANNOUNCEMENT

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

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

EMN N° 41/#

ACCESS

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

ADDRESSES AND CONTACT INFORMATION

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

1 ENTRIES

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

All entries must be received by <closing date here>.

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

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

2 TECHNICAL CONTROL AND REGISTRATION

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

Machines must comply with all Sporting Technical requirements of the FIM Trial Technical Rules. Parts will be marked in accordance with TL 02.9.4. Sound Control testing will be carried out in accordance with TL 02.9.3.

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

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

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

3 NUMBERS

The organisers shall issue riding numbers.

4 STARTING ORDER

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

5 COURSE

The length of the course is of km.

6 PADDOCK / PRACTICE

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

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

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

7 HEADQUARTERS AND JURY MEETINGS

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

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

8 AWARDS AND PRIZE GIVING CEREMONY

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

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

9 ADDITIONAL INFORMATION

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

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

10 OFFICIALS

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

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

MODEL. The template is available from the FIM Europe website

FIM Europe YOUTH TRIAL EUROPEAN CHAMPIONSHIP

TL 03.1	GENERAL	
	TL 03.1.1	FIM Europe Standards for Organisers
	TL 03.1.2	Meeting with the Organisers
TL 03.2	JURISDICTION	
TL 03.3	COURSE	
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TL 03.1 GENERAL

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

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

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

An event counting towards the Youth Championship includes:

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

TL 03.1.1 FIM Europe Standards for Organisers

See Art. [01.1.1](#)

TL 03.1.2 Meeting with the Organisers

See art [01.1.2](#)

TL 03.2 JURISDICTION

See Art. [01.2](#)

TL 03.3 COURSE

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

The Course shall be on a "Closed Circuit" without the requirement for the rider or machine to comply with Road Traffic requirements.

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

TL 03.3.1 Distance

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

The Trial shall consist of 2 laps

TL 03.3.2 Course marking

See Art. [01.3.2](#)

TL 03.4 SECTIONS

The number of sections shall be 12 per lap.

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

TL 03.4.1 Section Corridor

See Art. [01.4.1](#)

TL 03.4.2 Section Boundaries

See Art. [01.4.2](#)

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

Red	FIM Europe Youth Trial European Championship
Blue	International Class

TL 03.4.3 Observation Enclosure

See Art. [01.4.3](#)

TL 03.5 TIME ALLOWANCE AND CONTROL

TL 03.5.1 Time measurement

See Art. [01.5.1](#)

TL 03.5.2 Individual Overall Time Allowance

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

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

TL 03.5.2.1 Increase in Individual Overall Time Allowance

See Art. [01.5.2.1](#)

TL 03.5.3 Starting Time and Control

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

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

TL 03.5.4 Lap Time Control

See Art. [01.5.4](#)

TL 03.6 PRACTICING

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

TL 03.7 INSPECTION OF THE SECTIONS

TL 03.7.1 Inspection of the Sections prior to the event.

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

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

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

TL 03.7.2 Inspection of the Sections during the event.

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

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

TL 03.8 ADMINISTRATION

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

TL 03.8.1 Riders' Licenses

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

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

TL 03.8.2 Submission of entries

See Art. [01.8.2](#)

TL 03.8.2.1 Non participation in an event

See Art. [01.8.2.1](#)

TL 03.8.3 Entry fee

See Art. [01.8.3](#)

TL 03.8.4 Riders' bibs

See Art. [01.8.4](#)

TL 03.8.5 Registered Assistant (Minder)

See Art. [01.8.5](#)

TL 03.8.6 Starting interval

Starting shall be at intervals 1 minute and 30 seconds.

TL 03.8.7 Starting order

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

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

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

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

TL 03.9 TECHNICAL

The Technical Control shall take place during the same time as the Administrative Control.

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

TL 03.9.1 Equipment of the motorcycle

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

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

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

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

TL 03.9.2 Riders equipment

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

TL 03.9.3 Sound Level Control

See Art. [01.9.3](#)

TL 03.9.4 Marking of parts

See Art. [01.9.4](#)

TL 03.9.5 Responsibility of rider

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

TL 03.9.6 Checking of parts

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

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

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

TL 03.9.7 Refueling

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

An infringement of this rule will entail disqualification of the rider and the removal of a bib from any other bib wearer.

TL 03.10 PENALTIES

TL 03.10.1 Time Penalties with respect to Overall Time Allowance

See Art. [01.10.1](#)

TL 03.10.2 Penalty Faults in a Section

See Art. [01.10.2](#)

TL 03.10.2.1 Obstruction

See Art. [01.10.2.1](#)

TL 03.10.3 Financial penalty

See Art. [01.10.3](#)

TL 03.10.4 Yellow Card

See Art. [01.10.4](#)

TL 03.10.5 Disqualification

See Art. [01.10.5](#)

TL 03.11 RECORDING OF SCORES

See Art. [01.11](#)

TL 03.12 RESULTS AND CLASSIFICATION'S

TL 03.12.1 Event Results and Classification

See Art. [01.12.1](#)

TL 03.12.2 Overall Classification

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

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

TL 03.13 PREMATURE STOPPAGE

See Art. [01.13](#)

TL 03.14 TIES

TL 03.14.1 Ties at the end of the Event

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

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

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

TL 03.14.2 Ties at the end of the Youth Championship

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

TL 03.15 AWARDS

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

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

TL 03.15.1 Prize Giving Ceremony and Public interview

See Art. TL [01.15.1](#)

TL 03.15.2 Penalty for non-attendance

See Art. TL [01.15.2](#)

TL 03.16 PROTESTS

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

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

MODEL. The template is available from the FIM Europe website



SUPPLEMENTARY REGULATIONS

FIM Europe YOUTH TRIAL EUROPEAN CHAMPIONSHIP

ANNOUNCEMENT

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

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

EMN N° 42/#

ACCESS

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

ADDRESSES AND CONTACT INFORMATION

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

1 ENTRIES

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

All entries must be received by <closing date here>.

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

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

2 TECHNICAL CONTROL AND REGISTRATION

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

Machines must comply with all Sporting Technical requirements of the FIM Trial Technical Rules. Parts will be marked in accordance with TL 02.9.4. Sound Control testing will be carried out in accordance with TL 03.9.3.

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

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

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

3 NUMBERS

The organisers shall issue riding numbers.

4 STARTING ORDER

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

5 COURSE

The length of the course is of ## km.

6 PADDOCK / PRACTICE

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

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

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

7 HEADQUARTERS AND JURY MEETINGS

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

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

8 AWARDS AND PRIZE GIVING CEREMONY

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

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

9 ADDITIONAL INFORMATION

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

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

10 OFFICIALS

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

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

MODEL. The template is available from the FIM Europe website

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

1. FIRST AID-EMERGENCY FACILITIES

Shall be in accordance with the FIM Medical Code.

2. SANITARY SERVICES

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

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

3. SECTIONS AND COURSE

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

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

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

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

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

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

4. SECTION SCORE BOARD AND BACK UP SCORE SHEET

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

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

5. NOTIFICATION DOCUMENT

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

6. OBSERVER IDENTIFICATION

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

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

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

7. PADDOCK

The riders paddock shall:

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

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

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

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

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

8. NOTICE BOARD

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

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

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

9. PRACTICE AREA

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

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

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

10. STARTING TIME

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

10. STARTING PLACE

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

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

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

11. PARKING FOR PRESS, JURY, OFFICIALS

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

12. JURY ROOM

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

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

13. PRESS ROOM

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

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

14. ADMINISTRATIVE AND TECHNICAL CONTROLS

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

15. ADDITIONAL INFORMATION

The following information shall be enclosed with the Supplementary Regulations.

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

16. AWARDS

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

17. PRIZE GIVING CEREMONY

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

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

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

Press conference: The first three placed riders, together with any additional riders invited by the Clerk of the Course, may be invited to attend a short Press conference to take place

immediately after the prize giving ceremony.

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

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

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

DUTIES OF THE ASSISTANT (MINDER)S

TASKS

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

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

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

RIGHTS

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

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

He may use the section's enclosure.

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

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

RESTRICTIONS

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

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

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

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

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

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

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

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

TIMETABLES

ONE DAY FIM Europe EVENTS

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

TWO DAYS FIM Europe EVENTS

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

TWO DAYS FIM Europe EC WITH FIM WORLD CHAMPIONSHIP

DAY	TIME	EUROPEAN CHAMPIONSHIP (40,43,44) WITH WORLD CHAMPIONSHIP
TWO DAYS BEFORE THE TRIAL	13:00-14:30	Paddock open to trucks
	15:00	Paddock open to riders
	18:00	Voting jury: Meeting with organisers
ONE DAY BEFORE THE TRIAL	09:00	Jury inspection of the sections
	10:00-13:00	Practice area open
	14:00-17:00	Riders visit of the sections
	17:00-19:00	Administrative & Technical control
	19:30	1st Jury Meeting EC
1st DAY OF THE TRIAL	11:00	Start of the last rider EC
	ca. 16:00	Arrival of the last rider EC
	ca. 16:15	Price-giving ceremony EC
	16:30-18:00	Riders visit of the sections WC
	ca. 16:45	Final Jury meeting EC, 1st WC
2nd DAY OF THE TRIAL	11:00	Start of the last rider WC
	16:00	Arrival of the last rider WC
	ca. 16:15	Price-giving ceremony WC
	ca. 16:45	Final Jury meeting WC