

FIM X-Trial des Nations Appendices



Articles amended as from 1.1.2016 are in bold type

EDITION 2016

DEFINITION OF AN X-TRIAL

An event with man-made sections that are included within a confined area where the skill and regularity of the rider negotiating them is observed and penalties are given. A time limit is usually set for part or the whole of the course. The aim for each rider is to obtain as few penalties as possible.

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GLOSSARY:

Assistant: Is a licenced person that follows the rider on the Course by foot only. His assistance and primary function is to ensure the safety of the rider while respecting of the rules.

The CTR (FIM Trial Commission):

Body responsible for the management of the FIM X-Trial World Championship. It is represented by the CTR Bureau and / or the CTR Director and the Referee in case of need and if they have received a mandate from CTR Bureau.

Event: 1st round followed by a 2nd round.

Fictitious Line: An imaginary line between two Signals indicating "Section start", a "Section end" or of a set of "gates" consisting of the same arrow colour.

Force Majeure: Unforeseeable and insurmountable occurrence having an external cause and rendering impossible the execution of the obligation.

Gate: A space between two signs of the same nature - Start and End of the section - "side to side" or 2 arrows - left and right, opposite each other, which the rider must pass through.

Round (1st or 2nd): In each of the two organised rounds their totals will be use to determinate the nations ranking.

Statement of fact: There is a "Statement of fact" when an infraction to the sporting rules is noticed by an official of the event. The statement of fact comes from an objective observation of an infraction for which the sanction is defined in the rules.

Pass through a gate: The wheel track has crossed the imaginary line of a gate.

Practice:	The possibility offered to the rider before the competition to test a Section or any other test under the conditions of Art. 058.5.1.
Qualification:	A preliminary round must be held to determine the riders who will participate in the Final.
Retrace his marks:	A wheel of the motorcycle crosses its own track or that of the other wheel after doing a complete loop.
Statement of fact:	There is a “Statement of fact” when an infraction to the sporting rules is noticed by an official of the event. The statement of fact comes from an objective observation of an infraction for which the sanction is defined in the rules.
Trace of a wheel:	The visible or non-visible mark of a wheel having touched the ground or not.
Warm-up:	Possibilities given to the rider just before his departure for the competition to be able to warm up and heat the machine in the Warm-up area.

058.1 GENERAL

The FIM has established an FIM X-Trial des Nations for National Teams, according to the rules of the FIM Sporting Code.

058.1.1 Number of Events

The FIM X-Trial des Nations will consist of one event only, but the CTR Bureau can decide differently if necessary.

058.1.2 Format of the event

The event will have 2 rounds

1st round:

A rider from each team, chosen by the Team Manager, will pass a Race. These races will determine the starting order of the teams.

The two riders of each time will then compete on the course made up of 6-7 Sections. The Team Manager will choose which of his riders will pass 3 Sections and the other rider will pass the remaining 3 or 4 Sections. Each Section will be passed in a given time.

2nd round:

The rider from each team who has not previously taken part in a Race pass a Race in the 2nd round. These races will determine the starting order of the teams.

The two riders of each time will then compete on the course made up of 6-7 Sections. The Team Manager will choose which of his riders will pass 3 Sections and the other rider will pass the remaining 3 or 4 Sections. Each Section will be passed in a given time.

The format must be approved by the FIM Administration and referred to in the Supplementary Regulations of the event.

058.1.3 Supplementary Regulations

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

The name of the title sponsor of the championship as well as the sponsors of the event must be mentioned in the SR.

The SR must be published in the two official languages of the FIM. The SR must be approved by the FMNR and electronically submitted to the FIM Administration no later than two months before the date of the meeting for approval by the FIM. The SR will be published on the FIM website (www.fim-live.com).

Once published by the FIM, only the Referee can authorise a change in the Supplementary Regulations.

058.1.4 Title sponsor

The FIM X-Trial des Nations may be linked to a contractual "Title Sponsor".

058.1.5 FIM standards for organisers

All points included in the Work Book for the Organisers must be respected.

1. FLOOR

The Referee will inspect the course, especially the spaces intended to ensure the riders' safety.

The enclosure where the sections are placed must be fully fenced with only one access door.

Between the fences of the enclosure and the spectators' area, a space of a minimum of 1 metre wide must be established.

2. SECTIONS

Number of sections

The 1st round must include 6 – 7 normal sections. The exact number and type of sections must be mentioned in the supplementary regulations.

2.1 The construction of all sections shall be fully completed at least eight hours prior to the start of the event. **The CTRS** and Referee shall inspect the sections considering safety, level of difficulty and their length. The organiser shall ensure that materials and personnel are available to carry out any remedial work identified during this visit.

2.2 The sections must be well fixed and must not move or swing.

2.3 The sections must be clearly demarcated and each section must be clearly numbered in consecutive order and defined at the entrance with a board mentioning the number of the section and with another board defining the end.

The distance between the start line and the closest point of the section must be a minimum of one metre. The distance between the finish line and the closest point of the section must be **if possible enough for the rider to touch the floor before crossing the gate "End of section"**.

A section may be passed both ways.

All sections must have a direct exit towards the ground to allow riders to descend on their motorcycles.

2.4 The minimum width of an obstacle shall be 90 cm when the height of the obstacle is over 200 cm.

2.5 The surface on which the sections are placed must be dry and of a non-slip material. Wherever wood chippings are placed on the floor of an Arena around a section as decoration, then there must be a non-slip material underneath in order to prevent the foot from slipping in the case of a fall.

Section boundaries and gates

The width of a section boundary may be reduced by the placing of "gates".

In all places where the width of the section is less than 150 cm and where it is necessary to have assistants for security reasons, it is compulsory to prepare special platforms for them.

If a "gate marker" is broken or removed, then it must be replaced before the passage of the next rider.

All sections built in the steps of the Sports Hall must have a security enclosure of a minimum of 3 metres to separate the section from the spectators' area.

Double lane section

Sections established with a Double lane must be at least 4 m wide and divided in two lanes by a separation line where there is no space between the two tracks.

The riders must start side by side and travel in the same direction passing all obstacles prepared in this section.

It is compulsory to have a starter or a starting device in front of the riders in order to give the start.

Speed section

Parts of several or all of the normal sections will be used to create the Speed section.

It is compulsory to have a starter or a starting device in front of the riders in order to give the start.

3. ADMINISTRATIVE CONTROLS

Personnel to carry out administrative controls must be available at their place of work at least 8 hours prior to the start of the 1st round.

4. TECHNICAL CONTROLS

Personnel to carry out technical controls must be available at their place of work at the same time as for the administrative controls.

5. SCHEDULE

The time schedule for the event will be proposed by the organiser to be approved by the CTR Bureau and published in the Supplementary Regulations of the event.

6. START AND FINISH PLACES

The start and finish points will be decided by the Referee after consulting the FIM Event Manager and the TV Stage Manager.

7. PADDOCK

The paddock must be situated on a flat surface and in a place approved by the FIM Event Manager. It must be open at least 6 hours before the start of the event.

The access to the paddock is only allowed to the following persons: riders, assistants (1 per rider), mechanics (1 per rider), Team Manager (1 per rider) and officials.

8. WARM UP AREA

A covered practice area must be provided by the organisers for the riders.

9. PRESS ROOM

A room must be provided exclusively for the Press with the following facilities: tables, chairs, photocopier, telephones and internet connexion.

The press room must be open from 12:00 until one hour after the end of the Trial. A person from the organising body, able to use these facilities, must be present.

10. PRESS CONFERENCE ROOM

A sufficient space, well decorated, with a microphone must be installed for the Press Conference at the end of the event.

11. IDENTIFICATION OF SECTION OBSERVER

The Section Observer who decides the penalties must be the same for all sections.

The Section Observer must have followed specific training for Section Observers approved by **his FMN**.

For each section, there must be someone responsible for clearly displaying to the public on a board the riders' penalties.

12. FIRST AID AND EMERGENCY FACILITIES

Must be in conformity with the FIM Medical Code.

13. FACILITIES FOR THE FIM OFFICIALS

For the FIM Officials, a suitable secure working place (chairs, table, electricity and internet connection) must be provided by the organiser.

058.2 JURISDICTION

058.2.1 Officials

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

- Referee
- Clerk of the Course (Superlicence)
- Environmental Steward

Any official nominated for an event, including the Section Observer, shall not be a rider, sponsor or assistant participating in the event.

058.2.1.1 Referee

The event is controlled by a Referee nominated by the FIM. The Referee exercises supreme control of the event but only in respect of the application of the Code, FIM regulations, and of the Supplementary Regulations (SR). Consequently, the Referee is only responsible towards the FIM. He is responsible for the sporting side of the organisation of the event in which he has an executive function. All civil and legal responsibilities lie with the organisers.

The Referee may authorise an alteration to the SR or to the programme provided the regulations, as set out in the Sporting Code, are observed. The Referee is not authorised to make alterations or additions to the FIM rules.

The Referee is entitled either on his own initiative or on request of the organiser or of the Clerk of the Course, to delay the start of an event, to have the ground

and sections improved, to prematurely stop or cancel part of or the entire event because of urgent safety reasons or for any other reasons of *force majeure*.

The Referee is the only tribunal of the event competent to adjudicate upon any protest that may arise during a meeting, subject to the right of further appeal. The Referee must settle any case of disciplinary sanction according to the provisions laid down in the Disciplinary and Arbitration Code and in the FIM X-Trial appendix.

The Referee can take any necessary decision for the good running of the event. The decisions must be published in the official languages of the FIM.

He must also ensure that the results are published as soon as possible.

058.2.1.2 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He must be present at the course during the visit of the sections and during the whole event. His essential duties are:

- To ensure that the 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 the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To postpone the start of an event for an urgent case of safety or for any other case of *force majeure* or to proceed with the improvement of the conditions of the sections; to stop an event prematurely or to cancel part of the course, the sections or the entire event;
- 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 order the removal from the building and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the Referee of all decisions to be taken and of any protest addressed to him;

058.2.1.3 FIM Event Manager

The FIM Event Manager is appointed by the FIM and he is in charge of ensuring that the schedules, the information provided in the Work Book for the Organisers and CTR instructions are respected by all. He shall have access to all areas used for the event and is in charge of ensuring that the riders respect the timing and organisational issues but he does not have any function regarding sporting issues of the event.

058.2.1.4 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.

058.2.1.5 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 is respected;
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Referee on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend the information session;
- Draw up a report on the basis of a check-list prepared by the CTR and send it to the FIM Administration and hand a copy to the Referee.

058.2.1.6 Timekeepers

The appointed FMNR timekeepers are qualified to use the timekeeping system of the event.

058.2.17 Technical Section Adviser

The CTRS is appointed by the FIM.

He will be at the Event venue around 12.00, two days before the event.

While conducting his duties, the CTRS will work in collaboration with the organiser.

He has the authority along with the organiser to take all the decisions relating to his missions.

He will work in permanent consultation with the Referee and will be under his authority from his arrival.

Before the start of the event his duties and decisions, shall be reported to the Referee, including but not limited to:

- **Control, advise and possibly correct sections levels prepared by the organiser**
- **Ensure that the sections are in good condition and correspond to FIM X-Trial rules and regulations, the Supplementary Regulations, the Specifications and safety conditions.**

- **Control sections and areas in the vicinity of Sections representing a risk for the riders, assistants or the public and will make the necessary changes.**
- **Any information relating to security or malfunction of the sections.**
- **Make sure the Section Observer has integrated all the particularities of each of the Sections.**
- **Ensure that the sections are in line with decisions taken by the Referee.**

During the Event

- **Make any decision made by the referee during the event.**

058.2.1.8 Section Observer

The section Observer will be nominated and / or designated by the FIM.

He will be at the Event venue the same morning on the day of the event, at the latest.

He will work in permanent consultation with the Referee and will be under his authority from his arrival.

His main duties include but are not limited to:

- **Check that the Section is free for the rider to be able to ride it.**
- **Control the penalties of the rider when riding the section.**
- **Be sure of the time penalties, feet and leaning before giving the penalties of the Section.**
- **If necessary indicate to the rider where he received the penalties but refuse any further discussion or debate regarding them.**

058.2.2 Schedules for officials

The officials must arrive at the event at the latest:

- **Referee: at 12:00 the day prior to the event or 4 hours prior to the meeting with the organiser.**
- **FIM Event Manager: at 12:00 the day prior to the event or 4 hours prior to the meeting with the organiser.**
- **Clerk of the Course: in time to attend the meeting with the organiser (or at any time requested by the Referee).**
- **Technical Steward: in time for the technical controls**
- **Timekeeper and Environmental Steward: at least 4 hours before the beginning of the event.**

058.2.3 CTR Representative

For each event, the CTR may appoint a CTR Representative, who will have supervision tasks.

058.2.4 Coordination Meeting

A meeting will take place the day before the event between the organiser, the Referee, the FIM Event Manager, the CTR Representative, the local promoter and the Clerk of the Course.

The FIM Press Manager and FIM TV Stage Manager are invited to this meeting.

058.2.4 Meeting with the organiser

A meeting will take place the day before the event between the organiser, the Referee, the FIM Event Manager, the CTR Representative, the local promoter and the Clerk of the Course.

058.2.5 Information session

An information session will take place before the event. This session should be held in a room close to the arena.

The riders, their assistant, Team Manager, the Clerk of the Course, the Referee, the FIM Event Manager, **the CTRS. Section Observer, the FIM Press Manager, FIM TV Manager, CTR Representative** and a representative of the organisation will attend the session. Others may attend after being invited by the Referee. This session will take place directly after the visit of the sections.

The riders must be present at this information session. If a rider is not present or is disruptive during the information session, he will receive a financial penalty.

058.3 ADMINISTRATION

058.3.1 Riders

The riders are under the authority of the Clerk of the Course and the FIM Event Manager until the end of the Prize-Giving Ceremony.

058.3.1.1 Age of riders

For the FIM X-Trial World Championship, the minimum age is 16.

The maximum age of one of the riders selected by each nation will be limited to 25 years.

The minimum age limit starts on the date of the anniversary of the rider and the maximum age finishes at the end of the current year during which the rider reaches the maximum age of the class in question.

058.3.1.2 Riders' licences

Riders must be holders of a valid FIM Trial World Championship, or a FIM World Cup licence.

058.3.2 Entries

To take part in the FIM X-Trial Des Nations, each FMN will have to fill in and return the entry form sent to it by the FIM Administration. This form states in particular that the FMN, the Team Manager the Riders and assistants are jointly and severally liable for the undertaking to participate in this event and to respect its procedures and rules.

The entries must be open at the latest two months before the event. To take part, all Riders must obtain the authorisation of their FMNs.

Composition of the teams: 1 Team Manager and 2 riders selected by the FMN, **including a rider having a maximum of 25 years (see Art. 058.3.1.1)** with the agreement of the CTR Bureau.

The Riders must be present the day before the event. However, the FIM Administration may authorise a late arrival.

The 4-5 Nations will be selected as follows:

- a) The host nation
- b) The 3 first nations of the previous year's X-Trial Des Nations (or Trial Des Nations) if not mentioned above.
- c) One or two nations chosen by the CTR Bureau.

If a nation declines the proposal to participate or can not attend, a replacement Nation will be selected by the CTR.

The criteria may be modified by the CTR Bureau up to three months before the start of the Event.

The riders will be required to be present at a press presentation or any other promotional activity by the organiser and approved by the CTR. It does not include service of the riders with their machine.

058.3.2.1 Double entry

A rider who participates the previous day or the same day in another event is liable to receive a fine of EUR 1100.-.

058.3.2.2 Unavailability

In case of unavailability of a nation, the CTR Bureau will choose a substitute nation.

If a rider is excused prior to an event due to injury, the rider must send to the FIM administration a medical certificate of the specialist who treated him, attesting that the rider is able to return to competition. This certificate must be sent to the FIM administration at least 7 days before the event in which the rider would like to participate.

If a rider withdraws due to an injury during a competition, the rider must submit such a certificate at least 3 days prior to the next event to be eligible for this event.

058.3.3 Rider's clothing

A rider, whose sponsor is in competition with the sponsor of the event and/or the title sponsor of the championship, is assured of being able to display the name/logo of his sponsor.

The places reserved for the FIM (logos and sponsors) on the rider's clothes are defined each year by the CTR and communicated to the riders.

If a rider does not comply with the above conditions, he may be subject to a financial penalty.

057.3.3.1 Rider's and Assistants behaviour

At any time, riders must comply with the FIM Regulations.

To ensure the safety of everyone involved in the event, a rider must be physically and mentally fit to control his motorcycle.

The rider must report to the Referee any medical condition or of any possible hidden injury.

At any time during the event, a rider will be responsible for keeping his motorcycle in conformity with the regulations.

At any time during the event, at the request of the Chief Technical Steward, the riders must present themselves or present their motorcycle(s) and / or device(s) to the technical control.

It may be prohibited to the riders, riding a Trial machine or not participating at the event to specific schedules specified.

A rider must obey the signs that communicate instructions.

The rider commits to read and respect the FIM Ethical Code.

In particular:

A rider may not challenge either verbally or gestural decision of the Section Observer, the Referee or other official under the risk of Penalty.

He can not change the nature of Sections or signaling throughout the event.

A rider may be held responsible for the actions of his assistant and or by his team.

It is the responsibility of the rider to attend all riders' briefings and be aware of all the information given.

During the event, a rider must always make a bona fide attempt. Otherwise he will not be allowed to continue the competition and is liable to a penalty.

Riders must ride in a responsible and disciplined manner on all places of the Event and should not endanger other riders, assistants, members of Teams, the public and or any other person present at the Event. They should not ride at an excessive speed and not exceed the speed of 20 Km/h apart from on the floor and unless otherwise directed by the Referee.

Riders must always go to the Practice and Warm-up area respecting the times and specified places.

A rider present at an event and who does not participate in the competition and / or leaves the event must always inform the reasons for his non-participation and have the permission of the Referee of the subject Article 057.8.4

It is recommended that riders turn off their engines in or outside of the floor when waiting to ride the Sections.

058.3.4 On-board camera

The riders can be asked to have on-board cameras on their motorcycle. The riders will be advised in advance.

The cameras and other equipment will be provided for the riders at least 4 hours before the beginning of the event.

The riders must give access and provide reasonable assistance to the company designated to provide the equipment and the cameras in order to facilitate the assembly.

The riders will not be responsible in case of damage of the camera.

058.3.5 Registered assistants

It is compulsory that the registered assistants stay in the authorised places, without entering the enclosure, except at the time when their riders must ride a section.

The registered assistants must be a minimum age of 18 and have in their possession a valid FIM Trial Assistant's licence, a Trial World Championship licence or an International Trial FIM licence. However, a registered assistant could use, in his country, a valid National Trial licence. An assistant per Nation can be authorized.

It is compulsory for the assistants to use a homologated helmet when they are inside the enclosure to help their rider. They must wear clothing that resembles the clothing of the rider they are assisting and any bib provided by the CTR.

058.4 TECHNICAL

058.4.1 Equipment of motorcycles

The verification of motorcycles must be held at the same place as the event. The riders must present themselves to the technical safety control. The control of the rider's motorcycle and helmet will be done.

The minimum weights of the Trial motorcycles, for X-Trial events are:

- For 125cc cylinder machines: 67 kg**
- For higher than 125cc cylinder machines: 70 kg**

The minimum weight of the verified motorcycle must not be less than the minimum weight required. The minimum weight may be checked before and / or after the event.

A tolerance of 1% of the weight limit is accepted for the effectuated controls during or after the event.

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

A rider whose motorcycle is considered as, or may become, a source of danger, may be disqualified.

FIM X-Trial events are open to motorcycles as described in Appendix 01 -"Trial" Technical Rules. However, front and rear lights, horn and speedometers are not necessary. The motorcycles do not need to be registered.

058.4.2 Cleaning of motorcycles

The cleaning of motorcycles by the use of a power washer or hosepipe is not permitted.

058.4.3 Riders' equipment

It is compulsory for the rider to wear an approved helmet and other clothing requirements as detailed in the Technical Rules, Trial appendix.

058.4.4 Technical assistance

In case of technical incidents, riders must immediately use another motorcycle. No extra time shall be granted for changing motorcycle.

058.5 EVENT

The event must consist of a 1st round and a 2nd round.

058.5.1 Practice and visit of the sections

Practicing on the sections is not allowed unless authorised by the Clerk of the Course after consultation with the Referee. In such cases, all riders must be given equal opportunity to practice with their motorcycle.

During the visit of the sections, **in agreement with the CTRS and Referee**, the Clerk of the Course and the **Organiser and / or** person responsible for the sections will indicate with precision to the riders and mark the spaces where no contact with the motorcycle is allowed (red sticker) and where contact with one or two wheel(s) is obligatory (blue sticker).

Riders are allowed to walk the sections prior to the event (see schedules).

058.5.2 Sections

A machine is considered as being in a section from when the front wheel spindle has passed the sign mentioning the number of the section until when the front wheel spindle has passed the end sign. **(Except for Art 058.7.3-k).**

The sections shall only be passed by one rider at a time, with the exception of the Double lane sections.

058.5.2.1 Section boundaries and gates

The width of a section boundary may be reduced by the placing of "gates". In this case, the riders must pass between these "gates". Under the penalty of failure, the front wheel must precede the back wheel when passing through the "gates".

57.5.2.2 Races

The type of Races (Double Lane Section or Speed Section) must be specified in the Supplementary Regulations.

The criteria of a race will be the speed that a rider will pass the Trial “type” obstacles. Under no circumstances will an Enduro or Motocross type Course or whose speed is the essential element be permitted.

57.5.2.3 Races - Double lane section

The riders must start side by side, travelling in the same direction and passing all obstacles in this section. The first rider to pass the end line will win. To be classified, the rider must pass all obstacles included in the Double lane section.

57.5.2.4 Races - Speed section

The section is passed by one rider at a time. In this section, the fastest rider, whereby only time is used to decide the result will be the winner. To be classified, the rider must pass all obstacles included in the Speed section.

058.5.3 Number of sections

The 1st round needs to include a double lane section or a speed section as well as 6-7 normal sections.

The 2nd round – one Double lane section or one Speed section and 6 – 7 normal sections.

The exact number and type of sections must be mentioned in the supplementary regulations.

In a case of *force majeure*, the Referee can, on his own initiative or following a request of the Clerk of the Course, modify the number of sections.

The sections will be passed through by one rider at a time, with the exception of the sections defined as Double lane sections.

058.5.4 Damaged section

General - If a section is damaged during the passage of a rider, the Referee will decide if the damage warrants the rider having another attempt at that section.

If the damaged section cannot be repaired and any rider has not attempted this section, it will be abandoned for all the riders and no rider will incur any penalty for the section.

If the damage section can be repaired, it will be abandoned whilst it is being repaired and, under the control of the FIM Event Manager, all the riders will attempt the following section in the established order. When the damaged section has been repaired, the riders who did not attempt the section will then do so.

058.5.5 Running of the event

058.5.5.1 1st round and 2nd round

The following points must be respected:

- Participation of all the riders of the 5 nations.
- Race (Double lane or Speed sections) used to define the teams' starting order
- 6 – 7 normal sections for each round
- Only one team at a time **for each round** with one Rider passing 3 Normal Sections and the other Rider the 3-4 remaining Normal Sections.

058.5.5.2 1st round

The starting order for the 1st round will be established as follows:

The selection criteria for the order of the Races will be defined on the bases of the results of the FIM X-Trial Des nations or, where applicable, the Trial Des Nations of the previous year. Article 058.3.2 Entries will also be taken into account to define the order of participation of the teams in the Races: the best ranked team will be team 1 and the rest 2, 3, 4 and 5 respectively.

This information will be provided by the Referee during the briefing.

The Team Manager will designate which of the two riders will represent his nation and take part in the Races.

Races

With a Double Lane Section:

The designated rider of team 5 will take part in Race 1 against the designated rider of team 4. The team of the loser of Race 1 will be first to pass all the normal sections.

The winner of Race 1 will then take part in Race 2 against the selected rider of team 3. The team of the loser of Race 2 will pass all the normal sections second.

The winner of Race 2 will then take part in Race 3 against the selected rider of team 2. The team of the loser of Race 3 will pass all the normal sections third.

The winner of Race 3 will then take part in Race 4 against the selected rider of team 1. The winner of Race 4 will pass all the normal sections last.

With a Speed Section:

The 5 riders selected to represent their teams will pass the Speed Section as N^{os} 5,4, 3, 2 & 1. The ranking will take only speed into account.

The inverse order of the results of the Speed Section, that is to say with the slowest in first place, will determine the starting order of the team represented for the 6-7 normal sections.

The starting order of the teams for the 6 – 7 Normal Sections will be defined by the results of the Races.

058.5.5.3 Qualified Nations and 1st round classification

A single team at a time with one rider who will pass 3 Normal Sections and the other who will pass the 3-4 remaining Normal Sections.

The team's total penalties will be calculated by addition of the penalties of the two riders in the team.

These team penalties will be taken into account to define the classification of the 1st round.

All the nations will be qualified for the 2nd Round

This classification will also provide the starting order for the Races in the 2nd round.

In the case of a tie between the nations, the classification will be established in accordance with Art. 058.11.1.

058.5.5.4 2nd round

All the nations take part and keep their penalties from the 1st round.

Races:

The riders from each team who did not take part in the Speed Race in the 1st round will take part in the Races in the 2nd round. These will determine the order in which the teams will pass the Normal Sections.

Normal Sections:

A single team at a time with one rider who will pass 3 Normal Sections and the other the remaining 3-4 Normal Sections.

If the Sections are identical to those of the 1st round, the same riders should not pass a Section he has already passed in the 1st round.

058.5.5.5 2nd round starting order

The Classification of the 1st round defines the starting order of the teams from the 1st ranked to the 5th ranked as teams 1,2,3,4 and 5.

Races:

With a Double lane:

Same process as in the 1st round

With a Speed section:

Same process as in the 1st round

The starting order of the teams for the 6-7 Normal Sections will be defined by the results of the Races.

Remaining 6 – 7 normal sections:

A single team at a time with one rider who will pass 3 Normal Sections and the other who will pass the 3-4 remaining Normal Sections.

The penalties of the two riders of a team will be added together and added to their team's 1st round penalties.

058.6 TIME ALLOWANCE AND CONTROL

For the 1st round, and 2nd round, a time allowance of 60 seconds will be given to pass each normal section.

The timing will start when the front wheel spindle passes the line where the section begins and will stop when front wheel spindle passes the line where the section ends.

If a rider is not ready to start a section as indicated, his time can be started in his absence.

058.7 DEFINITIONS

058.7.1 Footing

Footing will be considered to have occurred if any part of the body of the rider touches the ground or leans on an obstacle whether the machine is moving or not.

058.7.2 Machine leaning

Machine leaning will be considered to have occurred if any part of the machine (with the exception of the tyres) leans on an obstacle, **whether the machine is moving or not.**

058.7.3 Failure

A failure will be considered to have occurred if:

The rider exceeds the maximum time limit to complete a section (art.058.8.1)

- a) The rider foots whilst moving backwards.
Note: if a rider foots whilst moving forward or is stationary, he will be penalised for footing and not as a failure.
- b) The rider dismounts from his machine.
- c) The machine crosses a boundary with either wheel on the ground; the machine passes the wrong side of a boundary marker before the front wheel spindle has passed the "section ends" gate or rides in a space declared not allowed by the Clerk of the Course during the visit of the sections.
- d) The rider or his machine breaks, removes, knocks down or rides over or above a marker or marker support with one of the wheels before the front wheel passes the "section ends" sign.
- e) The machine or the rider receives outside assistance.
- f) The machine does a complete loop whilst the machine is considered to be in a section.
- g) The front wheel spindle exits the section via the beginning of the section.
- h) The handlebar of the motorcycle touches the ground.
- i) The engine stops with the rider footing.

- j) The engine stops whilst any part of the machine, with the exception of the tyres, touches the ground.
- k) The front wheel does not precede the back wheel when passing through a gate, **except the gate “End Section”**.
- l) The rider or his machine beyond the limits of a section as defined in Article 058.5.1 Training and visit of the sections.

058.8 PENALTIES

Normal section:

In the Normal Sections, time penalties (**art. 058.8.1**), **footing (art.058.7.1)** and **machine leaning (art.058.7.2)** will be added the following way:

0 penalty (footing, leaning, time):	0 points
1 penalty (footing, leaning, time):	1 point
2 penalties (footing, leaning, time):	2 points
3 penalties (footing, leaning, time):	3 points
More than 3 penalties (footing, leaning, time):	5 points
Failure (art. 058.7.3)	5 points
Exceeding maximum time (art. 058.8.1)	5 points

058.8.1 Time penalties

Time penalties will be as follows: 1 point for each 30 seconds or part thereof, in excess of the allowed time. A maximum of 1 minute of excess time can be allowed. In the case of more than 1 minute of excess time, the rider will receive 5 penalty points.

The time for each rider in each section must be recorded by the timekeeper and communicated immediately to the referee.

058.8.2 Penalties for faults in Double lane and Speed section:

No penalty will count in these sections and no penalties will be given to a loser in the 1st round or 2nd round.

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

The greatest penalty incurred as described above is the only one to be taken into account. However, penalties as defined below are additional.

Any penalty awarded by the Section Observer which is subsequently confirmed by the Clerk of the Course to be within the Trial Regulations, shall be deemed a statement of fact.

058.8.3 Disqualification

The following rule infringements will automatically entail disqualification of the rider from the round concerned.

He shall be liable to an additional penalty by the Referee.

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

- a) Riding a motorcycle without a helmet.**
- b) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre**
- c) Use of a non authorised fuel**
- d) Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code;**
- e) Refuelling outside the paddock. Art. 5.4.5**
- f) The construction or condition of his motorcycle is considered to be or may become a source of danger; Art. 2.10**
- g) Failure to comply with the minimum weight allowed as defined by Article 01.19 of the FIM Technical Regulations;**
- h) Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.**
- i) Other cases of inappropriate behavior by a rider towards any official, Section Observers or any other person involved in the organization of the event.**

057.8.4 Financial Penalties for Riders and / or Assistants and / or Team Managers

The following infractions will carry financial penalties up to: EUR 500.-

These penalties shall be applied by the Clerk of the Course, under reserve of ratification by the referee who will indicate on his report.

- Any rider, or his Assistant leaves the paddock without being called by the FIM Event Manager
- An Assistant enters the section without a helmet at the time when his rider must pass the section

- Any rider, Assistant and / or his Team Manager not following the instructions of the FIM Event Manager **or Referee**.
- A rider is not present at the information session
- Disruptive behaviour by a rider, Assistant **and / or his Team Manager** at the Information session or during the event, after the rider has been given a verbal warning:
- **In case of inappropriate behavior by a rider towards an official, Section Observers or any other person involved in the event.**
- **Non respect of the FIM Ethical Code**
- **To assure respect of the FIM Rules, the Clerk of the Course may propose a greater penalty to the FIM Referee**

058.8.5 Financial penalties for non-participation

Any rider failing to take part in an event or a round may incur a financial penalty that will be reported by the Referee to the FIM Administration who will impose the following penalties:

- First offence: fine of EUR 10'000.-
- Second offence: fine of EUR 12'500.-
- Third offence: fine of EUR 15'000.-
- From the fourth offence: fine of EUR 20'000.-

In case of duly justified absolute incapacity (e.g. illness, accident or injury) to participate in a round or an event, the rider must obtain a medical certificate and immediately inform the FIM Administration before the event or round concerned.

058.8.6 Leaving the event

A rider who passed the Administrative control of an event and who does not take part in the event without having informed the FIM Administration or who leaves the event without prior approval of the Clerk of the Course is liable to receive a fine up to EUR 15'000.-.

058.8.7 Attempt to succeed

A rider who at an event makes no attempt to succeed is liable to be penalised by the Referee and to receive a fine up to EUR 15'000.-. He may also, in extreme cases, be asked to leave the competition immediately.

058.9 RESULTS AND CLASSIFICATIONS

The final classification will take into account all the penalties (feet, Leanning, times) incurred in the Normal Sections in the 1st and 2nd round by each team.

The team declared the winner of the FIM X-Trial Des Nations will be the team with the fewest penalties .

In the case of a tie between two or more teams, the classification will be established in accordance with Art. 058.11.2.

058.10 PREMATURE STOPPAGE OF THE EVENT

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

If an event is stopped before all the riders have completed at least half the total number of sections, the event will be declared null and void.

If an event is stopped at a later stage, the Referee shall decide whether the event is null and void or declare such results and awards as considered justified according to the circumstances.

058.11 TIES

Ties will be decided as follows:

058.11.1 1st round

Double lane:

If two teams are tied after the 6 – 7 normal sections, a selected rider from each team must pass a Race. The team of the loser of the race will lose the tie.

If more than 2 teams are tied on the same penalty points the start order of the 1st round will be used to decide each Race start order.

The loser of the first race will lose the tie. The winner will ride again in a new race against the other tied rider, etc...

Speed section:

If two teams are tied after the 6 – 7 normal sections, a rider selected by each team must pass a Speed Section. The team of the slowest rider in the Speed Section will lose the tie.

If more than 2 teams are tied on the same penalty points, the start order for the normal sections of the 1st round will be used to decide the riders' start order.

The team of the slowest rider will be the last of the teams tied, the team of the second slowest the second to the last, etc.

058.11.2 2nd round

Double lane:

This article does not apply if the last two teams

If two teams are tied after the 6 – 7 Normal Sections, a selected rider of each team must pass a Race. The team of the loser will lose the tie.

If more than 2 teams are tied on the same penalty points the start order of the Normal Sections in the 2nd round will be used to decide each Race start order.

The loser of the first race will lose the tie. The winner will ride again in a new race against the other tied rider, etc...

Speed section:

If two teams are tied after the 6 – 7 normal sections, a selected rider of each team must pass a Speed Section. The team of the slowest rider in the Speed Section will lose the tie.

If more than 2 teams are tied on the same penalty points, the start order for the normal sections of the 2nd round will be used to decide the riders start order.

The team of the slowest rider will be the last team tied, that of the second slowest the second to the last, etc.

058.12 AWARDS AND FINANCIAL CONDITIONS

058.12.2 Awards and financial conditions for this event

They will be fixed each year and communicated to the FMNs and organisers.

058.12.3 Prize-Giving Ceremony and Press Conference

A Prize-Giving Ceremony shall take place immediately after the arrival 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 teams will receive a trophy and any other appropriate gift.

If a rider is late or absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, he will be given a fine of EUR 3'000.-.

The first three teams, together with any additional team invited by the Clerk of the Course, shall attend a short Press Conference to take place immediately after the Prize-Giving Ceremony.

The rewards will be presented by the nominated FIM Representative, the nominated CTR Representative or the Referee of the event.

058.12.4 Financial conditions for the teams

The rules of payments of the financial awards will be made by the FIM. Payment shall be in Euro or other currency approved both by the FMN and the FIM. The transfer will be done directly at the FMN.

In the case of an event being prematurely stopped or cancelled (in whole or in part), the Referee shall, in the presence of the organisers, decide the financial awards to be paid to the riders.

058.13 PROTESTS

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and Supplementary Regulations and be accompanied by a fee of EUR 660.- or the equivalent in local (convertible) currency, returnable if the protest is justified.

Timetable for the FIM X-Trial des Nations

Time	
1 st T = Start of the 1st round	
1 day prior the event	<ul style="list-style-type: none"> - Meeting between the Referee, the Clerk of the Course, & the FIM Event Manager - Coordination meeting
1er T - 8 hours or 13:00am	Inspection of the sections (Referee, FIM Event Manager, FIM CTRS, Clerk of the Course, Section Observer, & each team rider with their assistants and team manager)
Immediately after	Information session (Referee, FIM Event Manager, FIM CTRS, Clerk of the Course, Head of TV, Head of media & each team rider with their assistants and team manager)
Immediately after	Administrative and technical control
Immediately after	Media Session (mentioned on Supplementary Regulations)
1 st Round	Start of the 1st round
End of 1 st T plus 10 minutes minimum	Start of 2nd round

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

ANNOUNCEMENT

The Club _____ and the promotion company _____ are organising the _____ FIM X-Trial des Nations on behalf of the _____ (National Federation). The event will be held in accordance with the Sporting Code of the FIM together with relevant Appendices, these Supplementary Regulations, and any 2nd round instructions, approved by the Referee. The event must respect the FIM Environmental Code.

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

IMN N°: _____

ACCESS

Nearest airport: _____
Motorway: _____ Exit: _____
National road: _____
Nearest town: _____ at km: _____

Address of the Sports Hall:

Address of the hotel:

Name:	_____	_____
Address:	_____	_____
Tel N°:	_____	_____
E-mail:	_____	_____

Organiser:

Name (Club): _____
Address: _____
Tel N°: _____
E-mail: _____

Event promoter:

Name (Promoter): _____
Address: _____
Tel N°: _____
E-mail: _____

1. ENTRIES

In accordance with Article 058.3.2 National federations must fill and send their entry forms for FIM X-Trial des Nations to the FIM Administration two months before the event. This registration form must include the names of the two riders, and if possible the team manager and assistant in order to be approved.

The number of admitted riders is 10 (2 riders per 5 nations)

2. SPONSORS

Sponsors for the event: _____

3. VISIT OF THE SECTIONS AND INFORMATION MEETING

The visit of the sections will take place at _____ (indicate the time, 8 hours prior the start of the 1st round or at 13:00) and will be followed by the information meeting.

4. ADMINISTRATIVE AND TECHNICAL CONTROLS

The administrative and technical control will take place on _____ (date), immediately after the visit of the sections and information meeting.

Each machine must comply with all the requirements of Art. 058.4.1 of the FIM X-Trial rules. At the technical control, the rider must submit his valid FIM World Championship rider's licence, together with his helmet.

5. START

The starting time and starting order will be established according to Art. 058.5.5 and to the arrangements below:

The first rider for the 1st round will start at: _____
The first rider for the 2nd round will start at: _____

A minimum of 10 minutes must be planned between the end of the 1st round and the beginning of the 2nd round.

6. SECTIONS

At the **1st round**, there will be (tick the box):

☐ 6 normal sections

☐ 7 normal sections

As well as:

☐ 1 Double lane section - Start and tie ☐ 1 Speed section – Start and tie

At the **2nd round**, there will be (tick the box):

☐ 1 Double lane section - start and tie ☐ 1 Speed section - start and tie

As well as:

☐ 6 normal sections

☐ 7 normal sections

7. TECHNICAL ASSISTANCE

In case of technical incidents, riders must immediately use another motorcycle. No extra time shall be granted for changing motorcycle (Art. 058.4.4).

8. RESULTS

The classification will be established according to Art. 058.9.

9. PRIZES

Trophies will be awarded, on the podium, to the first 3 teams. The payment of financial awards will be made according to Art. 058.12.2.

10. ENTERTAINMENT AND PROMOTION ACTIVITIES

11. OFFICIALS

Referee: _____ Licence FIM No: _____

Clerk of the Course: _____ Licence FIM No: _____

Environmental Steward: _____ Licence FIM No: _____

Technical Steward: _____ Licence No: _____

Section Observer: _____ Licence No: _____

Timekeeper: _____ Licence No: _____

Event Manager: _____