



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

FIM TRIAL APPENDICES

2015

*ANNEXES TRIAL FIM*

TRIAL

FIM WORLD CHAMPIONSHIP

WOMEN'S  
TRIAL

FIM WORLD CHAMPIONSHIP

# FIM Trial Appendices



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Articles amended as from 1.1.2015 are in bold type.  
This appendices may be regularly updated  
(see electronic version on [www.fim-live.com](http://www.fim-live.com))

## TRIAL RULES

### DEFINITION OF A TRIAL

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

Sections are included within the course, where the skill of the rider negotiating them is observed and penalties given. In addition, a time limit is set for part of, or for the whole course. The aim for each rider is to obtain as few penalties as possible.

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

### GLOSSARY:

**Event:** All the contests of a meeting with one or two days of “Competition”.

**Competition:** Contests taking place on a single day (first day of Competition, second day of Competition)

**Assistant:** Name given to mechanics and minders.

**Category:** Categories are the different levels of FIM World Championship and Prize events.

**Closed Circuit:** A venue where it is possible for the riders to complete the course (from the paddock to all sections and back) or reach the test area without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).

**Visit of Sections:** An opportunity given to identified persons and according to certain conditions permitted to go on to the Course and into the Sections the day before the first day of Competition.

**Statement of fact:** There is “Statement of fact” when an infraction to the sporting rule is noticed by an official of the event. The statement of fact comes from an objective observation of an infraction which the sanction is define in the rules.



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Force Majeure:	Unforeseeable and insurmountable event having an external cause and rendering impossible the execution of the obligation.
Mechanic:	The mechanic <b>is an assistant that</b> follows the rider on the course for mechanical assistance only. The mechanic is not allowed inside the sections or the observation enclosure.
Minder:	The minder, who is a security assistant, follows the rider on the course for assistance and to ensure his security in cases mentioned in the regulations.



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INTERNATIONAL TRIAL

## **051.1 GENERAL**

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

An event includes:

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

## **051.2 JURISDICTION**

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

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

### **051.2.1 Supplementary Regulations**

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

## **051.3 COURSE**

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

### **051.3.1 Distance**

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

### **051.3.2 Course marking**

The course shall be marked with direction arrows and flags.

## **051.4 SECTIONS**

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

Each section must be clearly numbered in consecutive order.

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

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

#### **051.4.1 Obstruction**

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

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

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

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

### **051.5 TIME ALLOWANCE AND CONTROL**

#### **051.5.1 Time measurement**

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

#### **051.5.2 Individual time allowances**

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

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

#### **051.5.3 Start time control**

The start time control shall be at the starting place.

#### **051.5.4 Final time control**

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

#### **051.5.5 Section time allowance**

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

#### **051.6 PRACTICE**

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

#### **051.7 ADMINISTRATION**

##### **051.7.1 Riders**

##### **051.7.1.1 Age of riders**

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

##### **051.7.1.2 Riders' licences**

Riders must be holders of a valid licence.

##### **051.7.2 Entries**

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

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

### **051.7.2.1 Leaving the event**

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

### **051.7.2.2 Attempt to succeed**

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

### **051.7.3 Entry fee**

The entry fee shall be stated in the Supplementary Regulations.

### **051.7.4 Riders' bibs**

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

### **051.7.5 Registered Assistants**

The Supplementary Regulations shall state if assistants are permitted.

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

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

### **051.7.6 Starting interval**

The starting intervals shall be stated in the Supplementary Regulations.

### **051.7.7 Starting order**

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

## **051.8 TECHNICAL CONTROL**

### **051.8.1 Equipment of the motorcycle**

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

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

## **051.8.2 Riders equipment**

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

## **051.8.3 Sound level control**

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

## **051.8.4 Marking of parts**

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

## **051.8.5 Responsibility of the rider**

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

## **051.9 PENALTIES**

### **051.9.1 Time penalties with respect to overall time allowance**

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

### **051.9.2 Penalties for faults in a section**

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

### **051.9.3 Financial penalties**

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

## **051.10 RECORDING OF SCORES**

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

## **051.11 RESULTS AND CLASSIFICATIONS**

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

## **051.12 PREMATURE STOPPAGE OF THE EVENT**

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

## **051.13 TIES**

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

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

## **051.14 AWARDS**

Awards shall be as stated in the Supplementary Regulations.

## **051.15 PROTESTS**

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

## APPENDIX 052 - FIM TRIAL WORLD CHAMPIONSHIP

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## 052.1 GENERAL

The FIM has established the FIM Trial World Championship according to the FIM Sporting Code, the other FIM Codes and these regulations. The FIM Trial World Championship for riders contains the general provisions of the following 4 categories, organised by rounds under the appellation “FIM Trial World Championship”:

- 1) World Pro - FIM Trial World Championship (FIM World Championship)
- 2) FIM Trial World Cup (FIM Prize)
- 3) FIM 125cc Trial Cup (FIM Prize)
- 4) FIM Trial Manufacturers World Championship (FIM World Championship)

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

On the occasion of a FIM Trial World Championship, Cup or Prize event, the CTR agrees on the conditions set out below to the participation of riders in an “International Class” category. This category will not count towards a FIM Championship.

In order to participate in the “International Class” category the riders must:

- Make a request to the FIM Administration through the intermediary of their FMNs.
- Have an international licence and an authorisation validated by their FMN.
- Accept the permanent powers of veto of the CTR and the Race Direction to validate or not all or some requests by riders to participate at any time as set out in Art. 052.7. Entries.
- Acknowledge that the interests of the smooth running of the FIM World Championship, Cup and FIM Prizes takes priority in all circumstances.
- Participate in the category whose sections are marked by green arrows.

A minimum number of three riders will give rise to a classification for the event and may on occasion include a Prize-giving ceremony separate from those counting towards the FIM World Championships, Cup and Prizes may be organised with the agreement of the organiser.

An event counting towards the FIM Trial World Championship includes:

- Practice and visit of the sections
- Technical and Administrative controls
- One or two independent days with championship points being awarded for each day
- The Prize-Giving Ceremony

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

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

### 052.1.1 FIM homologation

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

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

- An A4 format map of the area indicating the access roads to the venue
- An A4 format map indicating the groups of sections, the course for the participants and the spectators, the rescue posts and the facilities for the spectators

- An A4 format map of the starting area indicating the buildings used (secretariat, administration, **Race Direction**, International Jury, Press,...), the Paddock and the reserved parking
- Location of the Paddock and parking

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

The homologation report must determine whether the venue can be used as a closed circuit or not.

### **052.1.2 FIM standards for organisers**

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

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

### **052.1.3 Coordination meeting with the organisers**

A meeting will be held between the organisers, the FIM Jury President **and/or the FIM Race Director**. This meeting shall **also** include the following persons: the Clerk of the Course, the CTRS, the Secretary of the meeting and the person responsible for the Sections. The following persons may attend: the FMNR Jury Member, the Technical Steward, the Medical Officer and the Press Officer.

### **052.1.4 FIM passes**

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

### **052.1.5 Supplementary Regulations**

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

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

Once the Supplementary Regulations have been published by the FIM, any requested amendment can only be authorised by the **Race Direction**.

## 052.2 JURISDICTION

The event will be controlled by a **Race Direction**.

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

All officials and their assistants are subject to the authority of the Clerk of the Course. Except the other members of the **Race Direction (FIM Race Director and CTRS)** as well as the International Jury members and other persons appointed by the FIM.

### 052.2.1 Officials who hold a FIM licence

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

**The Race Direction members :**

- **FIM Race Director**
- **FMNR Clerk of the Course (Superlicence)**
- **Technical Section Adviser (CTRS)**

**International Jury members:**

- **FIM Jury President**
- **FMNR Jury member**

**Officials:**

- **FMNR Technical Steward**
- **CTR FIM technical delegate**
- **FMN delegates (Sporting Steward)**
- **FIM Environmental Steward**
- **FIM Medical delegate and Environmental delegates (only if appointed by the FIM)**
- **Other appointed officials**

### 052.2.2 CTR Representative

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

### 052.2.3 Appointments and Incompatibilities for the officials

The FIM Jury President, the FIM Race Director, the CTRS, and the FIM delegate(s) will be appointed by the FIM.

The FMNR Jury member, the Clerk of the Course, the FMNR Steward(s) and other officials will be appointed by the FMNR.

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

### 052.2.4 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. His main tasks are to:

- Ensure that the course and the sections are in good condition, that all the officials are present and ready to perform their roles, and that the security, media and control services are ready to act;
- Make sure nothing prevents a rider from participating in the event, for example following a suspension, disqualification or any other ban;
- **Report to the Race Direction** any protest which has been addressed to him;
- Sign (with the date and time) the copies of the results sheets as soon as possible and ensure that they are displayed for the riders and teams.
- Collect the reports of the timing and operational officials and any other information necessary to enable him to present his report to the **Race Direction** and allow the provisional results of the event to be approved;

The FIM Race Director must work in constant consultation with the Race Direction. The Race Direction will have supreme authority for the following cases and the FIM Race Director can give the relevant order only with the Race Direction's formal consent:

- Refuse to allow a rider or a motorcycle to take the start or give the order for a rider or a motorcycle to withdraw from the race if he considers this measure necessary for safety ;
- Withdraw the bibs from the rider and his assistant if the rider is disqualified and withdraw those of the assistants or the Manufacturer in case of abuse.
- Order the evacuation from the course, sections and surroundings any person refusing to obey the orders of an official in charge.

## **052.2.5 Race Direction**

### **052.2.5.1 Composition**

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

The Race Direction shall organise open meetings during the International Jury meetings but can also organise meetings in camera.

Its three members have the right to vote.

The decisions of the Race Direction are taken by a simple majority.

In case of a tie (absence of another member), the FIM Race Director will have the casting vote.

The Race Direction will meet whenever necessary during the event.

The Race Direction may convene at any time one or more officials of the event.

In all cases, the International Jury members may attend meetings as observers even those held in camera.

### **052.2.5.2 FIM Race Director**

The FIM Race Director is appointed by the FIM.

The FIM Race Director will chair the Race Direction meetings.

He will fix the times of meetings of the Race Direction meetings and will organise, where appropriate, extraordinary meetings.

He must decide jointly with the FIM Jury President on the timetable of the open meetings and inform the FIM Jury President of any extraordinary meeting or meetings in camera.

The FIM Race Director may invite officials and other persons to the Race Direction meetings where he considers it to be appropriate.

His duties include the following:

- Working closely with the organiser, the Clerk of the Course and all the officials
- Ensuring communication among all members of the Race Direction.
- Organising meetings or actions that might be necessary for the smooth running of the event.
- Checking that the communication with teams, riders, organisers and all officials and other persons in charge of performing duties is effective and that they perform their roles in the best way possible throughout the event.
- He may propose and organise a riders' briefing.

In order to avoid all conflicts of interest, he must observe a duty of confidentiality vis-à-vis all stakeholders (riders, organisers, teams, manufacturers, etc.). He must ensure that he does not wear any mark or find himself in any situation that could be construed as indicating an allegiance to a particular group or stakeholder or a conflict of interest with the above persons. He must defend the interests of the FIM and the CTR at all times. He shall ensure that all decisions taken are communicated quickly and clearly to the persons concerned.

### 052.2.8.3 Duties of the FIM Race Director

He must ensure that the interests of the FIM are safeguarded and the FIM Sporting Code, its Appendices, the Trial event organiser's Work Book and other commitments entered into by the organiser are respected. He should work closely with the CTR Director and Coordinator.

He must ensure that the decisions of the **Race Direction** are in conformity with the rules of the Sporting Code, the regulations published by the FIM and the event Supplementary Regulations.

**To that end**, he shall call a meeting of the **Race Direction** before the start of the event and during this meeting, the **Race Direction** shall approve or verify the following matters:

- Amendments, if any, to the SR verifying that all the riders and participants engaged are informed thereof.
- The official permission from the local authorities to run the event and of the third party insurance policy.
- The Report from the Clerk of the Course showing all steps to ensure the orderly running of the event.
- **The Report from the Clerk of the Course stating that all the riders and participants entered are in possession of their FMN authorisations and licences.**
- The safety standards of the event.
- Any modifications about extra safety measures as requested by the riders.
- Documents produced by the Results Manager.

**Moreover**, the FIM Race Director may propose to the Race Direction any necessary decision concerning the quality of the Sections or any other part of the Event at any time, in accordance with the articles of these Appendices, with the aim of improving the Event.

He may propose to the Race Direction any decision or sanction concerning any physical or moral person who does not respect the FIM Regulations and/or who disrupts the smooth running of the event.

At the end of each day of the event, the FIM Race Director will call a meeting of the **Race Direction** to hear the reports of Clerk of the Course and any other appropriate officials. The FIM Race Director must **sign, with the Clerk of the Course**, the official classifications of the event; he must also sign all minutes of the meetings.

**He must present a report at the International Jury meeting.**

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

#### 052.2.5.4 The Technical Adviser for the Sections (CTRS)

The CTRS:

- must execute any decision taken by the Race Direction.
- is granted the authority by the organiser and the Clerk of the Course to take all decisions relating to his missions.
- will work with the CTRS for the Women's Course in case of joint events.
- ensures that the course and sections are in good condition and comply with the Supplementary Regulations and the Specifications.
- ensures that the Course and the Sections comply with the decisions taken by the Race Direction.
- monitors, advises on, and, if necessary, corrects sections prepared by the organiser;
- checks the Course, the times and the positioning of the time controls;
- monitors the areas surroundings the Sections or on the course that present a risk for the riders, assistants or the public and will have the necessary modifications made.
- notifies the Race Direction of any information regarding safety or operational problems on the Course or in the Sections.
- ensures that all the Section Observers are present and ready to perform their roles on the day of the Competition.

#### 052.2.5.5 Tasks of the Race Direction

The **Race Direction** exercises supreme control of the events but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the **Race Direction** are responsible only towards the FIM.

All civil and legal liabilities lie with the organisers. The **Race Direction** may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 052.1.5 are observed.

The **Race Direction** is not authorised to make alterations or additions to the FIM rules but it is competent to take decisions in the cases set out below.

The **Race Direction** is the only disciplinary body competent to decide on any protest that may arise during an event, subject to the right of appeal to the **International Jury** in accordance with Art. 052.2.9 and 052.15.

The **Race direction** may apply any sanction provided for in the Trial Appendices except for those reserved in accordance with Art. 052.2.9 **International Jury**.

The **Race Direction** may propose to the **Jury** a sanction greater than those it is itself entitled to impose.

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

#### **052.2.5.6 Procedure at the meeting of the Race Direction**

Generally, the meetings of the **Race Direction** take place during the **International Jury** meetings.

The following persons are entitled to attend the open meetings of the **Race Direction** but without voting rights:

- The **FIM Jury President**
- The **FMNR Jury member**
- The **Members of the FIM Board of Directors**, the **Directors of the FIM Commissions**, the **FIM Chief Executive Officer** and the administrative staff of the sporting Commission concerned.
- The **Environment Commission**
- The **FIM Environmental Delegate**
- The **FIM Technical Delegate**
- The **FIM Medical Delegate**

- The FIM CFM Delegate
- One FMN Delegate (in accordance with Art. 052.2.10).
- A single member of the motorcycle manufacturers' industry, with an FIM manufacturer's licence and having at least one machine participating in the event will be allowed to attend the meetings of the International Jury that are open to the delegates.

#### **052.2.5.7 Publication of the decisions of the Race Direction**

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

#### **052.2.5.8 Minutes of the Race Direction meetings**

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

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

#### **052.2.6 Timekeepers**

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

#### **052.2.7 Environmental Steward**

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

- Ensure that the FIM Environmental Code and all items in the Work Book for the Organisers related to the environment are respected.

- Have access to all information concerning the event and be able, prior, during and after the event, to give recommendations **Race Direction** on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the **Race Direction** and / or **International Jury** without voting rights.
- Draw up a report on the basis of a check-list prepared by the FIM International Environment Commission, send it to the FIM Administration and hand a copy to the **FIM Race Director**.

#### **052.2.8 FMNR Technical Steward & FIM technical delegate**

The Technical Steward, appointed by the FMNR, has the responsibility for the application of the FIM technical rules and must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

A FIM Technical Delegate may be appointed by the FIM; he must be a member of the CTI.

In that case, the FIM Technical Delegate is not responsible for the technical scrutineering but will ensure that it is performed in accordance with the applicable FIM Technical regulations.

The FIM Technical Delegate will work with the Race Direction.

His responsibilities include but are not limited to:

- a) Examining the riders' motorcycles with the Chief Technical Steward (FMNR) and presenting a written report to the Race Direction.
- b) Reporting all concerns or omissions relating to the technical scrutineering to the Race Direction and putting forward proposals to resolve the problems.
- c) Acting as final arbiter in relation to technical problems during the event.
- d) Attending all the meetings of the Race Direction but without voting rights.

## 052.2.9 The International Jury

The International Jury will be composed by two persons.

- The President of the Jury appointed by the FIM
- A second member appointed by the FMNR.

The Jury member appointed by the FMNR cannot have any other official function during the event.

The meetings of the International Jury are chaired by the FIM Jury President.

The President shall convene a meeting of the International Jury (open or in camera) whenever it proves necessary during the event and in collaboration with the FIM Race Director.

The quorum for a meeting of the International Jury is two persons.

Each member has one vote. The decisions are taken by a simple majority. In case of a tie between the two members concerning an appeal against a decision of the Race Direction, the decision shall be upheld.

In case of a tie between the two members regarding a proposal by the Race Direction or any other decision, the FIM Jury President shall have the casting vote.

In case of absence of the FIM Jury President, he will be replaced by the FIM Race Director appointed by the FIM. If the Jury Member appointed by the FMNR is prevented from arriving at the event in time, the FIM Jury President may name the FIM Race Director. In case of voting, the FIM Jury President (or FIM Race Director, as substitute) will have the casting vote.

In a case of force majeure, it is possible to designate a replacement, with first priority given to an official who is not from the FMNR.

Whenever an open meeting of the International Jury is held, the persons who may attend meetings of the Race Direction (Art. 052.2.5.6) will be admitted.

The International Jury must:

- Ensure that the event takes place in an efficient and orderly manner;
- Make recommendations to the Race Direction concerning any matter that is in contradiction with the Regulations;

- Inform the Race Direction of any infringement of the Regulations;
- Hear all appeals against decisions taken by the Race Direction.

The International Jury is competent to decide on appeals against decisions of the Race Direction on protests arising during the event.

The International Jury can settle disciplinary cases in accordance with the provisions of the FIM Disciplinary and Arbitration Code, the FIM Environmental Code and the Trial Appendix. It may impose the sanctions provided for by the FIM Disciplinary and Arbitration Code without prejudice to the provisions Art. 2.2 and 2.3 of that Code:

- a warning
- a fine up to a maximum of Euro 3000.-
- a points penalty
- a drop of position(s)
- a disqualification
- a suspension for a period not exceeding 30 days from the date of the offence.
- The loss of rights to participate in the Championship, which may be applied to one or more events.

In accordance with Article 3.1.3 of the FIM Disciplinary and Arbitration Code, the International Jury may also refer a case to the International Disciplinary Court in order to impose a penalty higher than those are empowered to apply.

#### **052.2.10 FMN Delegate**

Each FMN which has a rider participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence. He will receive a FMN Delegate bib (yellow) and will need to respect the "Responsibilities of BIB wearers"

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

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

He is entitled to:

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

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

### **052.3 COURSE**

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

When the event is held on a closed circuit, it must be possible for the riders to complete the course (from the paddock to all sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).

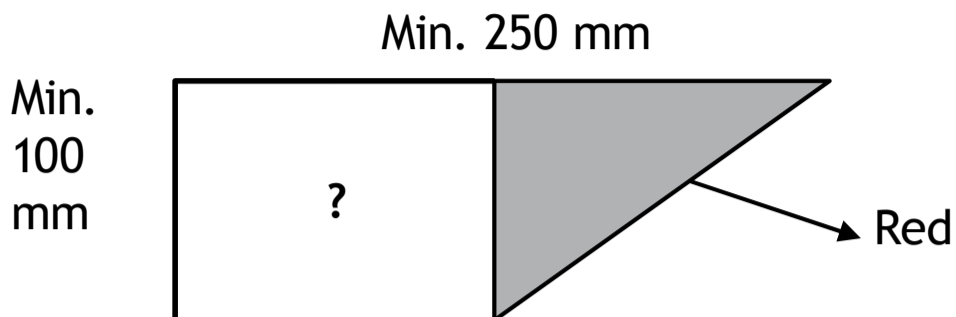
To be classified as a finisher the rider alone must ride or push his machine for the entire distance of the course.

#### **052.3.1 Distance**

The course will consist of 2 or 3 laps, each of a length not exceeding 20 km. In the case of a two-day event, the same course shall be used for both days.

### 052.3.2 Course marking

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



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

All arrows must be made of waterproof material.

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

## 052.4 SECTIONS

### 052.4.1 Number of sections

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

### 052.4.2 Modification or cancellation of sections

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

If any section proves during the first lap to be impossible for all riders (all 5 points) in a given category, the Race Direction and/or the CTRS may decide to abandon it or to have it modified for the next lap on the same day.

**A maximum of 3 Sections may be modified during the same Competition.**

This information will have to be clearly written at the entry to the Section. In case of a modification, each rider in the category will be automatically awarded an extra 5 minutes for each modified Section to be added to the total time allowance of each rider (Art. 052.5.2).

### 052.4.3 Design and section boundaries

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

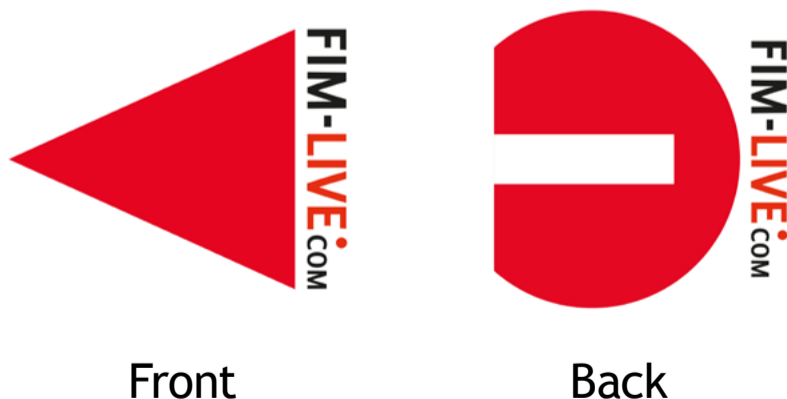
Sections constructed predominantly with industrially processed elements or materials should be avoided and can eventually be abandoned by the Race Direction.

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

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

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

#### Example World Pro:



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

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

#### 052.4.4 Security and level of the sections

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

#### 052.4.5 Observation in a Section

**Enter the section:** 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. The front wheel must precede the rear wheel through both the “section begins” sign and the “section ends” sign.

**Leaving the section:** A rider who fails in a section shall leave the section as indicated by the official.

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

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

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

### **052.4.6 Section corridor**

A corridor shall be provided at the entrance to each section and it shall be controlled by a **Section Observer**.

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

### **052.4.7 Observation enclosure**

An observation enclosure must be provided outside the perimeter of the Section and may be observed by an official and/ or Section Observer. The outer limit of this enclosure will constitute the barrier from the public.

Only the riders, the members of the Race Direction and the press are admitted within the perimeter of this enclosure.

The assistants (green bib) may be admitted into the enclosure subject to the agreement of the Section Observer.

The other officials and wearers of yellow bibs must remain in an enclosure specially provided for them.

Wearers of red bibs may enter the Course but not the enclosures.

## **052.5 TIME ALLOWANCE AND CONTROL**

### **052.5.1 Time measurement**

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

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

### **052.5.2 Individual time allowances**

In the case of an event with two laps:

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

In the case of an event with three laps:

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

**The Race Direction may decide on a total time allowance for each rider of 5h30 to go from the start to the time check of the last lap.**

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

**052.5.2.1 Increase in individual time allowance**

In cases where the conditions for the day of the event are considered particularly special, the **Race Direction** may increase the rider's time allowance by up to **30** minutes. In such a case all riders must be informed of this alteration before the start. This applies separately to each individual day.

After approval by the **Race Direction**, the CTRS may modify the sections, **before the start of the Competition**, without modifying the time allowance, and without prejudice of the Art. 052.4.2

**052.5.2.2 Additional Time**

When the lap time check (normally situated immediately after the last section; see Art. 52.5.4) and the finish (normally situated at the start/finish podium) are not in the same place, an additional time allowance referred to as “additional time” may be granted to each rider for safety reasons. This “additional time” will be determined by the **Race Direction** before the start of the **Competition**.

This “additional time” will be added to the “individual time allowances” of the rider whose total will be granted to go from the start to the finish of the last lap.

This time will not modify the time check of the last round where the “individual time allowance” will be taken into account and noted.

The time penalties are mentioned in Art. 052.9.1.

### 052.5.3 Start time control

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

### 052.5.4 Lap time control

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

## 052.6 PRACTICE AND VISIT OF THE SECTIONS

### 052.6.1 Practice area

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

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

These practices are considered as voluntary for the riders. **However, the start and end times of access to this area for each category must be respected.**

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

## 052.6.2 Visit of the Sections

The organiser must organise a visit of the sections for the riders and bib wearers according to a pre-set time schedule and/or as decided with the Race Direction. This timetable shall be displayed on the notice board.

The precise rules below must be observed:

The riders are allowed to enter the Sections. Persons wearing green and yellow bibs are allowed to enter the Enclosure. Wearers of red bibs will have access to the Course.

Any person interested in the performance of a rider who enters a Section will incur a penalty for the rider.

## 052.7 ADMINISTRATION

### 052.7.1 Riders

#### 052.7.1.1 Age of riders

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

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

#### d) International Class

- Riders from 16 years old and **accepting the conditions of Art. 052.1 GENERAL and 052.7.2 Entries**. Unless the event is held on a closed circuit (no public highway), the rider must be the holder of a valid driver's licence in accordance with the capacity of the motorcycle.

#### 052.7.1.2 Riders' Licences

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

**For the International Class, an international licence validated by the rider's FMN as being consistent with this event is required.**

#### 052.7.2 Entries

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

**A rider who enters after the deadline will have his entry fee and that of his assistant(s) increased by 100 %**

**For the "International Class" category, the powers of veto of the CTR, the FIM Race Director or the FIM Jury President to validate or refuse one or more entries will remain in force until 72 hours after the deadline for entries. The appearance of the rider's name on the "Calendar, Pre-entry list" on the Internet site [www.trialonline.org](http://www.trialonline.org) on that date will serve as confirmation of the entry.**

**Any rider entered after that deadline will have to accept a permanent veto.**

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

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

No change to the entry can be made unless requested in writing to the Clerk of the Course, giving the reason, and permission is subsequently obtained.

Riders must sign an individual entry form during administration control.

#### **052.7.2.1 Non-participation in an event**

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

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

#### **052.7.2.2 Leaving the event**

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

#### **052.7.3 Entry fee**

##### Rider

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

##### Assistants

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

#### **052.7.4 Riders' bibs**

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

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

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

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

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

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

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

The numbers must be red on a white background for the World Pro category, blue on a white background for the World Cup category and green on a white background for the 125cc category.

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

#### **052.7.5 Registered Assistants**

Each rider may register two assistants, one minder present for security reasons (green bib) and one mechanic (red bib).

Each assistant must respect the criteria defined in the Responsibilities of Bib Wearers.

Before the start of each event, the rider and the assistants must complete and sign a document stipulating also that the rider is responsible for all actions of his assistants, his assistants being also responsible for their own acts in accordance with the regulations. This document will be given by hand to the Results Manager before the end of the administrative control. By signing this document the rider and his assistants undertake to respect and accept the duties, rights and restrictions detailed in the Responsibilities of Bib Wearers.

The penalties for an abuse of these bibs are defined in Art. 052.9.2, 052.9.3 and 052.9.4.

The assistants' machines must comply with the national legal requirements for road traffic of the country in which the vehicle is registered unless the event is held on a closed circuit. However, if the organiser wishes to check the documentation of the machine, it must be done before the event, and if he wishes to make a preliminary technical control, it must be stated in the SR.

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

#### **052.7.6 Starting interval**

Starting shall be at one minute or one minute and a half intervals.

**This decision will be taken by the Race Direction the day before the Competition.**

#### **052.7.7 Starting order**

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

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

For the 1<sup>st</sup> day

##### **a) First Competition:**

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

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

##### **b) Following Competitions:**

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

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

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

For the 2<sup>nd</sup> day (where applicable)

The riders will start in the reverse order of the classification of the first day of **Competition**.

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

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

#### **052.7.8 Manufacturer / Team manager bibs**

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

Each team having a "FIM Trial Team" licence and two riders registered under its name will receive a Team manager bib (yellow bib). The Team manager bib cannot be used unless at least one rider participates in the event.

A rider can only be registered in one team (manufacturer or national or private) at a time.

Each bib wearer must respect the criteria defined in the Responsibilities of Bib Wearers.

The wearers of this bib will complete and sign a document to be given by hand to the Results Manager before the end of the administrative control. By signing this document the wearer of this bib undertakes to respect and accept the duties, rights, restrictions and penalties detailed in the Responsibilities of Bib Wearers.

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

## 052.8 TECHNICAL CONTROL

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

### 052.8.1 Equipment of the motorcycle

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

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

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

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

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

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

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

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

## Information:

**Recommended in 2015, mandatory in 2016 (Check Art. 41.03 Technical Rules):**

“Brake discs with sharp edges are forbidden. Recommended maximum width for openings (slots) in brake discs: 3 mm; min. 3 mm radius; Maximum radius: 5 mm. (as from 2016, the maximum allowed Will Be dimensions: diameter of the holes: 6 mm; slots: width 6mm, length 10 mm).”

### 052.8.2 Riders equipment

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

### 052.8.3 Sound level control

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

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

### 052.8.4 Marking of parts

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

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

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

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

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

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

### **052.8.5 Responsibility of rider**

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

### **052.8.6 Checking of parts**

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

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

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

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

### **052.8.7 Alternative Energies**

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

### **052.8.8 Refuelling**

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

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

## 052.9 POINT(S) PENALTIES

### 052.9.1 Point(s) penalties with respect to time allowances

For each minute or part thereof late arrival at the start: 1 point

More than 20 minutes late arrival at the start: disqualification

For each minute or part thereof late at the first lap time control: 1 point

More than 20 minutes late at the first lap time control: disqualification

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

More than 20 minutes late at the second lap time control (in the case of an event with two laps): disqualification

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

More than 20 minutes late at the third lap time control (in the case of an event with three laps): disqualification

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

Any rider who exceeds the "additional time" shall be liable to a penalty as follows:

For each minute or part thereof late at the arrival point time control: 1 point

More than 20 minutes late at the arrival point time control: disqualification

If the rider is late by a total exceeding 20 minutes overall: disqualification

## 052.9.2 Penalty point(s) for faults

### 052.9.2.1 Penalty point(s) for faults within the area of a section

The area of a section includes the corridor and the enclosures.

In the case of a failure penalty before the start of the rider in the section, this penalty will be attributed to the section concerned and recorded in his punch card. The Observer may authorise the rider to pass the section.

Failure: 5 points

- Not entering a section, providing the rider has reported to the Observer
- Leaving his machine in the corridor
- The assistant entering the corridor
- Receiving any outside assistance on his machine in the corridor

### 052.9.2.2 Penalty point(s) for faults in a section during the Trial

IN CASE OF DOUBT CONCERNING THE PENALTY, THE OBSERVER WILL ALWAYS GIVE THE RIDER THE BENEFIT OF THE DOUBT.

All **Penalty point(s)** below are assigned to the riders and recorded in the punch card.

In the case of a failure penalty before the start of the rider in the section, this penalty will be attributed to the section concerned; the Observer may authorise the rider to pass the section.

- |                        |          |
|------------------------|----------|
| a) 0 faults:           | 0 points |
| b) 1 fault:            | 1 point  |
| c) 2 faults:           | 2 points |
| d) More than 2 faults: | 3 points |
| e) Failure:            | 5 points |

#### Definition of fault

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

## Definition of failure

### The rider:

- The rider changes the condition of a section.

### The rider and/or his machine:

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
- The machine ceases to move in a forward direction relative to the course.
- The rider or the machine comes into direct contact with a marker and as a result it breaks, is removed or is knocked down, causing the Observer to reposition it.
- One of the wheels rides over, rides above or on the wrong side of a marker or marker support.
- The machine passes through the gates of another category whatever the direction.
- The rider or machine breaks a tape defining a section boundary or internal separation.
- A wheel passes over a tape so that it touches the ground on the opposite side.
- **A wheel of the motorcycle crosses its own track or that of the other wheel after doing a complete loop.**
- 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 rider or the machine receives outside physical assistance.

### The assistant:

- The assistant comes into the section without the invitation of the Observer.
- The assistant changes the condition of a section.
- The assistant give physical assistance to the rider or his machine.

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

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

- f) Not recorded on the punch card:
- Missing a section: 20 points
  - Not following the sections in a numerical order: 20 points
  - A rider, his assistant or any other person interested in the performance of the rider come into the section during the visit of the sections: 20 points

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

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

### 052.9.3 Financial penalties

#### 052.9.3.1 Financial penalties for riders

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

- The assistant not complying with the following requirements:
  - 1) Wearing boots, long trousers, shirt with long sleeves and a helmet whilst riding a motorcycle or in a section.
  - 2) Having the bib and/or the helmet number fully visible.
  - 3) Following the same course as the rider.
  - 4) An assistant's bib is used by another non-subscribed person without informing the Clerk of the Course or the Results Service.
- Any person invited into the section to ensure the security of the rider not wearing a helmet:
 

1 <sup>st</sup> offence:	EUR 100.-
2 <sup>nd</sup> offence:	EUR 200.-
3 <sup>rd</sup> offence:	EUR 500.-
- Refuelling the motorcycle in the paddock without the use of an Environmental mat:
 

1 <sup>st</sup> offence:	EUR 100.-
2 <sup>nd</sup> offence:	EUR 200.-
3 <sup>rd</sup> offence:	EUR 500.-
- The rider or any person interested in the performance of the rider come into the section outside the authorised times of the “visit of the sections”
 

	EUR 250.-
--	-----------

Non participation to an event without informing the FIM Administration:

- First offence: EUR 100.-
- Second offence: EUR 200.-
- Third offence: EUR 300.-
- From the fourth offence: EUR 400.-

Leaving the event:

- First offence: EUR 100.-
- Second offence in the same season: EUR 200.-
- From the third offence in the same season: EUR 500.-

If a rider is late or absent from the Prize-Giving Ceremony, official picture of the championship or Public interview, without the prior approval of the Clerk of the Course, he will be penalised with a fine up to EUR 500.- maximum.

#### 052.9.3.2 Penalties for bib Wearers

Failure to respect the duties, rights and restrictions of the Responsibilities of Bib Wearers will lead to the following penalties, **without prejudice to the provisions of Art. 054.9.3.1:**

- 1<sup>st</sup> offence: EUR 100. -
- 2<sup>nd</sup> offence: EUR 200. -
- 3<sup>rd</sup> offence: EUR 500. -

In the case of an important breach of the regulations, the manufacturer, team and/or bib wearer risks losing the right to use this bib for all or part of the sports season.

#### 052.9.4 Yellow cards

Each Chief Section Observer shall be issued with a “Yellow Card”. The “card” shall be A6 in size (to fit into a pocket) and made of a rigid material (cardboard or plastic).

The Chief Observer judges the penalties and communicates them to the rider. The Chief Observer can give instructions to the rider and/or to one of his assistants depending on a situation or a person’s behaviour. If, after being formally warned, one of these persons refuses to follow the Chief Observer’s instructions, disputes a decision or behaves in a disorderly manner, the rider will receive a yellow card.

The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Disciplinary and Arbitration Code. The Observer shall then complete a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and, **at all events, before the Clerk of the Course has signed the provisional results.**

#### Penalties

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

#### 052.9.5 Disqualification

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

- a) Riding a motorcycle without a helmet (Art. 052.8.2);
- b) Missing marking (Art. 052.8.4);
- c) Changing the motorcycle or rider during the event;
- d) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. 052.8.1);
- e) Use of a non authorised fuel (Art. 052.8.1);
- f) Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code;
- g) Changing riding bib (Art. 052.7.4);
- h) Not regaining the course at the point where the rider left it (Art. 052.3.2);
- i) Testing in sections defined for the Trial (Art. 052.6);

- j) Other serious instances of disorderly conduct towards an official by a rider or his assistant (Art. 052.9.4);
- k) Three yellow cards during the same event (Art. 052.9.4);
- l) Refuelling outside the paddock (Art. 052.8.8);
- m) The construction or condition of his motorcycle is considered to be or may become a source of danger;
- n) Failure to comply with the minimum weight allowed as defined by Article 01.19 of the FIM Technical Regulations;
- o) Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.

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

- Three yellow cards during an event.

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

A rider who at an event makes no attempt to succeed and/or works as an assistant for another rider will be disqualified from the Competition, his bib will be withdrawn and is liable to be further penalised by the **Race Direction**.

## 052.10 RECORDING OF SCORES

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

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

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

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

## 052.11 RESULTS AND CLASSIFICATIONS

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

The riders' final classification for the World Cup and 125cc categories will be based on the best results in each day of Competition which has been held, less two.

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

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

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

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

The results must contain at least the following information:

- FIM, and Championship logos
- Title, venue, date, FMNR, IMN N°, **Organiser/Moto Club**, Class or Category of the event
- Position, number, surname, first name, nationality, FMN, motorcycle manufacturer of the rider as well as the name of the team when applicable

- Performance realised
- Name and signature of the **FIM Race Director** and Clerk of the Course, and publication time of the results

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

## **052.12            PREMATURE STOPPAGE OF THE EVENT**

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

If the race cannot be restarted and the riders in any given category have not covered at least half the total number of sections, the Competition will be declared null and void for that category. If the International Jury stops a Competition after that point, the results remain valid.

**Procedure for temporary or permanent stoppage of the event:**

A decision is taken to stop the Competition. All the observers are informed and must note the times, bib numbers and situation of all the riders present in the sections, enclosures, corridors or courses. They must communicate to the riders the instructions given by the Clerk of the Course. They must communicate the situation to the Clerk of the Course.

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

## **052.13 TIES**

### **052.13.1 Ties at the end of the Competition**

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

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

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

### **052.13.2 Ties at the end of the Championship**

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

## **052.14 AWARDS**

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

### **052.14.1 Prize-Giving Ceremony and Public interview**

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

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

## 052.15 PROTESTS AND APPEALS

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

A protest must be presented within half an hour (30 minutes) of the results, signed by the Clerk of the Course and the FIM Race Director, being displayed.

Generally, protests against the eligibility of a rider, team or a motorcycle entered must be made before the first rider starts the event.

An appeal against the decision of the Race Direction may be made to the FIM International Jury. This appeal must be presented (220 Euros & written appeal) 30 minutes at the latest after notification of this decision.

An appeal against the decision of the FIM International Jury may be made to the CDI. This appeal must be submitted no later than 5 days after notification of the decision of the FIM Stewards (security deposit for appeal: € 1'320.-).

## APPENDIX 054 - FIM WOMEN'S TRIAL WORLD CHAMPIONSHIP

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## 054.1 GENERAL

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

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

On the occasion of a FIM Trial World Championship, Cup or Prize event, an organiser may request the CTR's authorisation to organise a "Women's International Class" with a special women's course. The CTR reserves the right to accept or refuse such a request.

The following conditions must, however, always be respected:

- This category will not count for any International or National Championship.
- Only women can take part in this category.

In order to participate in the "Women's International Class" category, women riders must:

- Make a request to the FIM Administration through the intermediary of their FMNs.
- Have an international licence validated by their FMN.
- Accept the powers of veto of the CTR and the Race Direction to validate or not all or some requests by riders to participate at any time as set out in Art. 052.7. Entries.
- Acknowledge that the interests of the smooth running of the FIM World Championship and Cup takes priority in all circumstances.
- Participate in the category whose sections are marked by pink arrows.

A minimum number of three riders will give rise to a classification for the event and may on occasion include a Prize-giving ceremony separate from those counting towards the FIM World Championships and Prizes may be organised with the agreement of the organiser.

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

- Practice and visit of the sections
- Technical and Administrative controls
- The Trial
- The Prize-Giving Ceremony

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

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

#### 054.1.1 FIM homologation

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

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

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

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

The homologation report must determine whether the venue can be used as a closed circuit or not.

#### **054.1.2 FIM standards for organisers**

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

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

#### **054.1.3 Coordination meeting with the organisers**

A meeting will be held between the organisers, the FIM Jury President **and/or the FIM Race Director**. This meeting shall also include the following persons: the Clerk of the Course, the CTRS, the Secretary of the meeting and the person responsible for the Sections. The following persons may attend: the FMNR Jury Member, the Technical Steward, the Medical Officer and the Press Officer.

#### **054.1.4 FIM passes**

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

#### **054.1.5 Supplementary Regulations**

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

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

Once the Supplementary Regulations have been published by the FIM, any requested amendment can only be authorised by the **Race Direction**.

## 054.2 JURISDICTION

The event will be controlled by a **Race Direction**.

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

All officials and their assistants are subject to the authority of the Clerk of the Course. Except the other members of the **Race Direction (FIM Race Director and CTRS)** as well as the International Jury members and other persons appointed by the FIM.

### 054.2.1 Officials who hold a FIM licence

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

**The Race Direction members:**

- FIM Race Director
- FMNR Clerk of the Course (Superlicence)
- Technical Section Adviser (CTRS)

**International Jury members:**

- FIM Jury President
- FMNR Jury member

**Officials:**

- FMNR Technical Steward
- CTR FIM technical delegate
- FMN delegates (Sporting Steward)
- FIM Environmental Steward
- FIM Medical delegate and Environmental delegates (only if appointed by the FIM)
- Other appointed officials

### 054.2.2 CTR Representative

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

### 054.2.3 Appointments and Incompatibilities for the officials

The FIM Jury President, the FIM Race Director, the CTRS, and the FIM delegate(s) will be appointed by the FIM.

The FMNR Jury member, the Clerk of the Course, the FMNR Steward(s) and other officials will be appointed by the FMNR.

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

#### 054.2.4 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. His main tasks are to:

- Ensure that the course and the sections are in good condition, that all the officials are present and ready to perform their roles, and that the security, media and control services are ready to act;
- Make sure nothing prevents a rider from participating in the event, for example following a suspension, disqualification or any other ban;
- **Report to the Race Direction** any protest which has been addressed to him;
- Sign (with the date and time) the copies of the results sheets as soon as possible and ensure that they are displayed for the riders and teams.
- Collect the reports of the timing and operational officials and any other information necessary to enable him to present his report to the **Race Direction** and allow the provisional results of the event to be approved;

**The FIM Race Director must work in constant consultation with the Race Direction. The Race Direction will have supreme authority for the following cases and the FIM Race Director can give the relevant order only with the Race Direction's formal consent:**

- Refuse to allow a rider or a motorcycle to take the start or give the order for a rider or a motorcycle to withdraw from the race if he considers this measure necessary for safety ;
- Withdraw the bibs from the rider and his assistant if the rider is disqualified and withdraw those of the assistants or the Manufacturer in case of abuse.
- Order the evacuation from the course, sections and surroundings any person refusing to obey the orders of an official in charge.

## **054.2.5 Race Direction**

### **054.2.5.1 Composition**

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

The Race Direction shall organise open meetings during the International Jury meetings but can also organise meetings in camera.

Its three members have the right to vote.

The decisions of the Race Direction are taken by a simple majority. In case of a tie (absence of another member), the FIM Race Director will have the casting vote.

The Race Direction will meet whenever necessary during the event.

The Race Direction may convene at any time one or more officials of the event.

In all cases, the International Jury members may attend meetings as observers even those held in camera.

### **054.2.5.2 FIM Race Director**

The FIM Race Director is appointed by the FIM.

The FIM Race Director will chair the Race Direction meetings.

He will fix the times of meetings of the Race Direction meetings and will organise, where appropriate, extraordinary meetings.

He must decide jointly with the FIM Jury President on the timetable of the open meetings and inform the FIM Jury President of any extraordinary meeting or meetings in camera.

The FIM Race Director may invite officials and other persons to the Race Direction meetings where he considers it to be appropriate.

His duties include the following:

- Working closely with the organiser, the Clerk of the Course and all the officials

- Ensuring communication among all members of the Race Direction.
- Organising meetings or actions that might be necessary for the smooth running of the event.
- Checking that the communication with teams, riders, organisers and all officials and other persons in charge of performing duties is effective and that they perform their roles in the best way possible throughout the event.
- He may propose and organise a riders' briefing.

In order to avoid all conflicts of interest, he must observe a duty of confidentiality vis-à-vis all stakeholders (riders, organisers, teams, manufacturers, etc.). He must ensure that he does not wear any mark or find himself in any situation that could be construed as indicating an allegiance to a particular group or stakeholder or a conflict of interest with the above persons. He must defend the interests of the FIM and the CTR at all times. He shall ensure that all decisions taken are communicated quickly and clearly to the persons concerned.

#### 054.2.8.3 Duties of the FIM Race Director

He must ensure that the interests of the FIM are safeguarded and the FIM Sporting Code, its Appendices, the Trial event organiser's Work Book and other commitments entered into by the organiser are respected. He should work closely with the CTR Director and Coordinator.

He must ensure that the decisions of the Race Direction are in conformity with the rules of the Sporting Code, the regulations published by the FIM and the event Supplementary Regulations.

To that end, he shall call a meeting of the Race Direction before the start of the event and during this meeting, the Race Direction shall approve or verify the following matters:

- Amendments, if any, to the SR verifying that all the riders and participants engaged are informed thereof.
- The official permission from the local authorities to run the event and of the third party insurance policy.

- The Report from the Clerk of the Course showing all steps to ensure the orderly running of the event.
- **The Report from the Clerk of the Course stating that all the riders and participants entered are in possession of their FMN authorisations and licences.**
- The safety standards of the event.
- Any modifications about extra safety measures as requested by the riders.
- Documents produced by the Results Manager.

Moreover, the FIM Race Director may propose to the Race Direction any necessary decision concerning the quality of the Sections or any other part of the Event at any time, in accordance with the articles of these Appendices, with the aim of improving the Event.

He may propose to the Race Direction any decision or sanction concerning any physical or moral person who does not respect the FIM Regulations and/or who disrupts the smooth running of the event.

At the end of each day of the event, the FIM Race Director will call a meeting of the Race Direction to hear the reports of Clerk of the Course and any other appropriate officials. The FIM Race Director must sign, with the Clerk of the Course, the official classifications of the event; he must also sign all minutes of the meetings.

**He must present a report at the International Jury meeting.**

He shall send the Race Direction documents to the FIM Administration within 72 hours of the finish of the event.

#### **054.2.5.4 The Technical Adviser for the Sections (CTRS)**

**The CTRS:**

- must execute any decision taken by the Race Direction.
- is granted the authority by the organiser and the Clerk of the Course to take all decisions relating to his missions.

- will work with the CTRS for the Women's Course in case of joint events.
- ensures that the course and sections are in good condition and comply with the Supplementary Regulations and the Specifications.
- ensures that the Course and the Sections comply with the decisions taken by the Race Direction.
- monitors, advises on, and, if necessary, corrects sections prepared by the organiser;
- checks the course, the times and the positioning of the time controls ;
- monitors the areas surroundings the Sections or on the course that present a risk for the riders, assistants or the public and will have the necessary modifications made.
- notifies the Race Direction of any information regarding safety or operational problems on the Course or in the Sections.
- ensures that all the Section Observers are present and ready to perform their roles on the day of the Competition.

#### The FIM Women's CTRS:

- must operate any decision taken by the Race Direction and could replace the CTRS with regard to the specific issues of the course and Women's Sections.
- will work with the CTRS in case of joint events.
- ensures that the course and sections are in good condition and comply with the Supplementary Regulations and the Specifications.
- ensures that the Course and the Sections comply with the decisions taken by the Race Direction.
- monitors, advises on, and, if necessary, corrects sections prepared by the organiser;
- checks the course, the times and the positioning of the time controls ;
- notifies the FIM Race Director of any information regarding safety or operational problems on the Course or in the Sections.

### **054.2.5.5 Tasks of the Race Direction**

The **Race Direction** exercises supreme control of the events but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the **Race Direction** are responsible only towards the FIM.

All civil and legal liabilities lie with the organisers. The **Race Direction** may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 054.1.5 are observed. The **Race Direction** is not authorised to make alterations or additions to the FIM rules but it is competent to take decisions in the cases set out below.

The **Race Direction** is the only disciplinary body competent to decide on any protest that may arise during an event, subject to the right of appeal to the International Jury in accordance with Art. 054.2.9 and 054.15.

The **Race direction** may apply any sanction provided for in the Trial Appendices except for those reserved for the International Jury in accordance with Art. 054.2.9.

The **Race Direction** may propose to the International Jury a sanction greater than those it is itself entitled to impose.

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

### **054.2.5.6 Procedure at the meeting of the Race Direction**

Generally, the meetings of the **Race Direction** take place during the International Jury meetings.

The following persons are entitled to attend the open meetings of the **Race Direction** but without voting rights:

- The FIM Jury President
- The FMNR Jury member

- The Members of the FIM Board of Directors, the Directors of the FIM Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned.
- The Environment Commission
- The FIM Environmental Delegate
- The FIM Technical Delegate
- The FIM Medical Delegate
- The FIM CFM Delegate
- One FMN Delegate (in accordance with Art. 054.2.10).
- A single member of the motorcycle manufacturers' industry, with an FIM manufacturer's licence and having at least one machine participating in the event will be allowed to attend the meetings of the International Jury that are open to the delegates.

#### **054.2.5.7 Publication of the decisions of the Race Direction**

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

#### **054.2.5.8 Minutes of the Race Direction meetings**

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

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

#### **054.2.6 Timekeepers**

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

### 054.2.7 Environmental Steward

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

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

### 054.2.8 FMNR Technical Steward & FIM technical delegate

The Technical Steward, appointed by the FMNR, has the responsibility for the application of the **FIM technical rules** and must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

A **FIM Technical Delegate** may be appointed by the FIM; he must be a member of the CTI.

In that case, the **FIM Technical Delegate** is not responsible for the technical scrutineering but will ensure that it is performed in accordance with the applicable **FIM Technical regulations**.

The **FIM Technical Delegate** will work with the **Race Direction**.

His responsibilities include but are not limited to:

- a) Examining the riders' motorcycles with the **Chief Technical Steward (FMNR)** and presenting a written report to the **Race Direction**.

- b) **Reporting all concerns or omissions relating to the technical scrutineering to the Race Direction and putting forward proposals to resolve the problems.**
- c) **Acting as final arbiter in relation to technical problems during the event.**
- d) **Attending all the meetings of the Race Direction but without voting rights.**

#### **054.2.9 International Jury**

The International Jury will be composed by two persons.

- The President of the Jury appointed by the FIM
- A second member appointed by the FMNR.

The Jury member appointed by the FMNR cannot have any other official function during the event.

The meetings of the International Jury are chaired by the FIM Jury President.

The President shall convene a meeting of the International Jury (open or in camera) whenever it proves necessary during the event and in collaboration with the FIM Race Director.

The quorum for a meeting of the International Jury is two persons.

Each member has one vote. The decisions are taken by a simple majority. In case of a tie between the two members concerning an appeal against a decision of the Race Direction, the decision shall be upheld.

In case of a tie between the two members regarding a proposal by the Race Direction or any other decision, the FIM Jury President shall have the casting vote.

In case of absence of the FIM Jury President, he will be replaced by the FIM Race Director appointed by the FIM. If the Jury Member appointed by the FMNR is prevented from arriving at the event in time, the FIM Jury President may name the FIM Race Director. In case of voting, the FIM Jury President (or FIM Race Director, as substitute) will have the casting vote.

In a case of force majeure, it is possible to designate a replacement, with first priority given to an official who is not from the FMNR.

Whenever an open meeting of the International Jury is held, the persons who may attend meetings of the Race Direction (Art. 054.2.5.6) will be admitted.

The International Jury must:

- Ensure that the event takes place in an efficient and orderly manner;
- Make recommendations to the Race Direction concerning any matter that is in contradiction with the Regulations;
- Inform the Race Direction of any infringement of the Regulations;
- Hear all appeals against decisions taken by the Race Direction.

The International Jury is competent to decide on appeals against decisions of the Race Direction on protests arising during the event.

The International Jury can settle disciplinary cases in accordance with the provisions of the FIM Disciplinary and Arbitration Code, the FIM Environmental Code and the Trial Appendix. It may impose the sanctions provided for by the FIM Disciplinary and Arbitration Code without prejudice to the provisions Art. 2.2 and 2.3 of that Code:

- a warning
- a fine up to a maximum of Euro 3000.-;
- a points penalty
- a drop of position(s)
- a disqualification
- a suspension for a period not exceeding 30 days from the date of the offence.
- The loss of rights to participate in the Championship, which may be applied to one or more events.

In accordance with Article 3.1.3 of the FIM Disciplinary and Arbitration Code, the International Jury may also refer a case to the International Disciplinary Court in order to impose a penalty higher than those are empowered to apply.

#### **054.2.10 FMN Delegate**

Each FMN which has a rider participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence. He will receive a FMN Delegate bib (yellow) and will need to respect the "Responsibilities of BIB wearers"

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

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

He is entitled to:

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

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

#### **054.3 COURSE**

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

When the event is held on a closed circuit, it must be possible for the riders to complete the course (from the paddock to all sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).

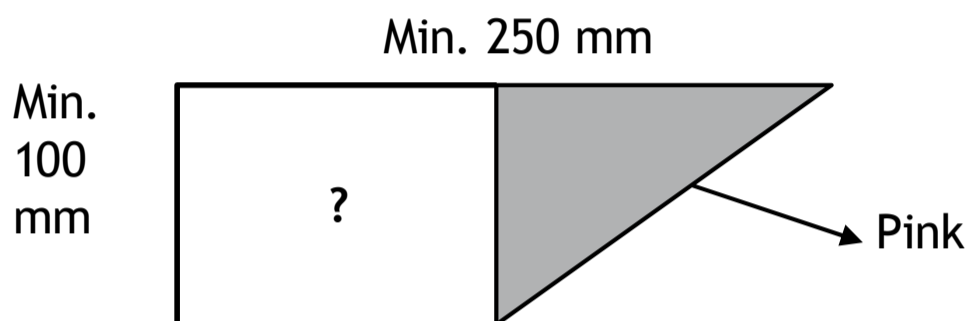
To be classified as a finisher the rider alone must ride or push his machine for the entire distance of the course.

### 054.3.1 Distance

The course will consist of 2 or 3 laps, each of a length not exceeding 20 km. In the case of a two-day event, the same course shall be used for both days.

### 054.3.2 Course marking

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



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

All arrows must be made of waterproof material.

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

## 054.4 SECTIONS

### 054.4.1 Number of sections

The number of sections shall be between 15 and 18 sections for each lap (in the case of a two laps event) or between 10 and 12 sections for each lap (in the case of a three laps event) for each day.

### 054.4.2 Modification or cancellation of sections

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

If any section proves during the first lap to be impossible for all riders (all 5 points) in a given category, the Race Direction and/or the CTRS may decide to abandon it or to have it modified for the next lap on the same day.

**A maximum of 3 Sections may be modified during the same day of Competition.**

This information will have to be clearly written at the entry to the Section. In case of a modification, each rider in the category will be automatically awarded an extra 5 minutes for each modified Section to be added to the total time allowance of each rider (Art. 052.5.2).

#### **054.4.3 Design and section boundaries**

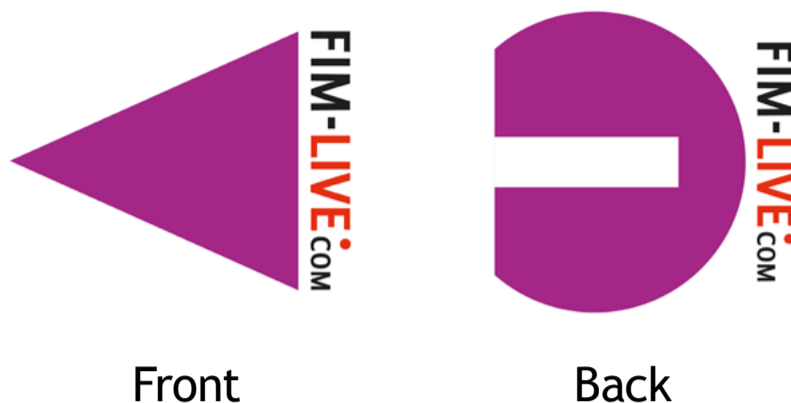
Each section shall be completely independent of other sections and easily modifiable according to the weather conditions.

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

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

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

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



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

#### 054.4.4 Security and level of the sections

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

#### 054.4.5 Observation in a section

**Enter the section:** 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. The front wheel must precede the rear wheel through both the “section begins” sign and the “section ends” sign.

**Leaving the section:** A rider who fails in a section shall leave the section as indicated by the official.

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

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

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

#### **054.4.6 Section corridor**

A corridor shall be provided at the entrance to each section and it shall be controlled by a **Section Observer**.

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

#### **054.4.7 Observation enclosure**

An observation enclosure must be provided outside the perimeter of the Section and may be observed by an official and/or Section Observer. The outer limit of this enclosure will constitute the barrier from the public.

Only the riders, the members of the Race Direction and the press are admitted within the perimeter of this enclosure.

The assistants (green bib) may be admitted into the enclosure subject to the agreement of the Section Observer.

The other officials and wearers of yellow bibs must remain in an enclosure specially provided for them.

Wearers of red bibs may enter the Course but not the enclosures.

### **054.5 TIME ALLOWANCE AND CONTROL**

#### **054.5.1 Time measurement**

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

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

## 054.5.2 Individual time allowances

### In the case of an event with two laps:

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

### In the case of an event with three laps:

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

**The Race Direction may decide on a total time allowance for each rider of 5h30 to go from the start to the time check of the last lap.**

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

### 054.5.2.1 Increase in individual time allowance

In cases where the conditions for the day of the event are considered particularly special, the **Race Direction** may increase the rider's time allowance by up to **30** minutes. In such a case all riders must be informed of this alteration before the start. This applies separately to each individual day.

After approval by the **Race Direction**, the CTRS may modify the sections, **before the start of the Competition**, without modifying the time allowance, and without prejudice of the Art. 054.4.2

### 054.5.2.2 Additional Time

When the lap time check (normally situated immediately after the last section; see Art. 54.5.4) and the finish (normally situated at the start/finish podium) are not in the same place, an additional time allowance referred to as "additional time" may be granted to each rider for safety reasons. This "additional time" will be determined by the **Race Direction** before the start of the Competition.

This “additional time” will be added to the “individual time allowances” of the rider whose total will be granted to go from the start to the finish of the last lap.

This time will not modify the time check of the last round where the “individual time allowance” will be taken into account and noted.

The time penalties are mentioned in Art. 054.9.1.

### **054.5.3 Start time control**

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

### **054.5.4 Lap time control**

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

## **054.6 PRACTICE AND VISIT OF THE SECTIONS**

### **054.6.1 Practice area**

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

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

These practices are considered as voluntary for the riders. **However, the start and end times of access to this area for each category must be respected.**

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

#### **054.6.2 Visit of the sections**

**The organiser must organise a visit of the sections for the riders and bib wearers according to a pre-set time schedule and/or as decided with the Race Direction. This timetable shall be displayed on the notice board.**

**The precise rules below must be observed:**

**The riders are allowed to enter the Sections. Persons wearing green and yellow bibs are allowed to enter the Enclosure. Wearers of red bibs will have access to the Course.**

**Any person interested in the performance of a rider who enters a Section will incur a penalty for the rider.**

#### **054.7 ADMINISTRATION**

##### **054.7.1 Riders**

##### **054.7.1.1 Age of riders**

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

**Women's International Class (subject to Art. 054.1 GENERAL):**

**Riders who are at least 12 years old and accept the conditions of Art. 054.1 GENERAL and Entries**

- **Unless the event is held on a closed circuit (no public highway), the rider must hold a valid driving licence in accordance with the cubic capacity of the bike.**

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

### 054.7.1.2 Riders' licences

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

### 054.7.2 Entries

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

**A rider who enters after the deadline will have his entry fee and that of his assistant(s) increased by 100 %**

For the "Women International Class" category, the powers of veto of the CTR, the FIM Race Director or the FIM Jury President to validate or refuse one or more entries will remain in force until 72 hours after the deadline for entries. The appearance of the rider's name on the "Calendar , Pre-entry list" on the Internet site [www.trialonline.org](http://www.trialonline.org) on that date will serve as confirmation of the entry.

**Any rider entered after that deadline will have to accept a permanent veto.**

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

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

No change to the entry can be made unless requested in writing to the Clerk of the Course, giving the reason and permission is subsequently obtained.

Riders will sign an individual entry form during administration control.

### 054.7.2.1 Non-participation in an event

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

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

### 054.7.2.2 Leaving the event

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

### 054.7.3 Entry fee

#### Rider

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

#### Assistants

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

### 054.7.4 Riders' bibs

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

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

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

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

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

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

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

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

#### **054.7.5 Registered Assistants**

Each rider may register one assistant present for security reasons (minder, green bib).

The assistant must respect the criteria defined in the Responsibilities of Bib Wearers.

Before the start of each event, the rider and his assistant must complete and sign a document stipulating also that the rider is responsible for all actions of his assistant, his assistant being also responsible for his own acts in accordance with the regulations. This document will be given by hand to the Results Manager before the end of the administrative control. By signing this document the rider and his assistant undertake to respect and accept the duties, rights and restrictions detailed in the Responsibilities of Bib Wearers.

The penalties for an abuse of these bibs are defined in Art. 054.9.2, 054.9.3 and 054.9.4.

The assistants' machines must comply with the national legal requirements for road traffic of the country in which the vehicle is registered unless the event is held on a closed circuit. However, if the organiser wishes to check the documentation of the machine, it must be done before the event, and if he wishes to make a preliminary technical control, it must be stated in the SR.

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

#### **054.7.6 Starting interval**

Starting shall be at one minute or one minute and a half intervals.

**This decision will be taken by the Race Direction the day before the Competition.**

#### **054.7.7 Starting order**

The starting order will be established as follows:

For the 1<sup>st</sup> day

##### **a) First event:**

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

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

##### **b) Following events:**

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

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

**Riders in the International Class** will start first in the order determined by a ballot, conducted by the CTR Results Service.

For the 2<sup>nd</sup> day (where applicable)

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

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

**Riders in the International Class** will start first in the order determined by a ballot, conducted by the CTR Results Service.

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

#### **054.7.8 Manufacturer / Team manager bibs**

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

Each team having a "FIM Trial Team" licence and two riders registered under its name will receive a Team manager bib (yellow bib). The Team manager bib cannot be used unless at least one rider participates in the event.

A rider can only be registered in one team (manufacturer or national or private) at a time.

Each bib wearer must respect the criteria defined in the Responsibilities of Bib Wearers.

The wearers of this bib will complete and sign a document to be given by hand to the Results Manager before the end of the administrative control. By signing this document the wearer of this bib undertakes to respect and accept the duties, rights, restrictions and penalties detailed in the Responsibilities of Bib Wearers.

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

#### **054.8 TECHNICAL CONTROL**

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

##### **054.8.1 Equipment of the motorcycle**

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

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

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

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

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

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

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

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

#### **Information:**

**Recommended in 2015, mandatory in 2016 (Check Art. 41.03 Technical Rules):**

**“Brake discs with sharp edges are forbidden. Recommended maximum width for openings (slots) in brake discs: 3 mm; min. 3 mm radius; Maximum radius: 5 mm. (as from 2016, the maximum allowed Will Be dimensions: diameter of the holes: 6 mm; slots: width 6 mm, length 10 mm).”**

## **054.8.2 Riders equipment**

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

## **054.8.3 Sound level control**

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

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

#### 054.8.4 Marking of parts

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

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

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

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

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

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

#### **054.8.5 Responsibility of rider**

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

#### **054.8.6 Checking of parts**

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

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

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

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

#### **054.8.7 Alternative Energies**

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

## 054.8.8 Refuelling

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

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

## 054.9 PENALTY POINT(S)

### 054.9.1 Penalty point(s) with respect to time allowances

For each minute or part thereof late arrival at the start: 1 point

More than 20 minutes late arrival at the start: disqualification

For each minute or part thereof late at the first lap time control: 1 point

More than 20 minutes late at the first lap time control: disqualification

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

More than 20 minutes late at the second lap time control (in the case of an event with two laps): disqualification

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

More than 20 minutes late at the third lap time control (in the case of an event with three laps): disqualification

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

Any rider who exceeds the “additional time” shall be liable to a penalty as follows:

For each minute or part thereof late at the arrival point time control: 1 point

More than 20 minutes late at the arrival point time control: disqualification

If the rider is late by a total exceeding 20 minutes overall: disqualification

## 054.9.2 Penalty point(s) for faults

### 054.9.2.1 Penalty point(s) for faults within the area of a section

The area of a section includes the corridor and the enclosures.

In the case of a failure penalty before the start of the rider in the section, this penalty will be attributed to the section concerned and recorded in his punch card. The Observer may authorise the rider to pass the section.

Failure: 5 points

- Not entering a section, providing the rider has reported to the Observer
- Leaving his machine in the corridor
- The assistant entering the corridor
- Receiving any outside assistance on his machine in the corridor

### 054.9.2.2 Penalty point(s) for faults in a section during the Trial

IN CASE OF DOUBT CONCERNING THE PENALTY, THE OBSERVER WILL ALWAYS GIVE THE RIDER THE BENEFIT OF THE DOUBT.

All **Penalty point(s)** below are affected to the riders and recorded in the punch card.

In the case of a failure penalty before the start of the rider in the section, this penalty will be attributed to the section concerned; the Observer may authorise the rider to pass the section.

- a) 0 faults: 0 points
- b) 1 fault: 1 point
- c) 2 faults: 2 points
- d) More than 2 faults: 3 points
- e) Failure: 5 points

### Definition of fault

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

### Definition of failure

The rider:

- The rider changes the condition of a section.

The rider and/or his machine:

- The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
- The machine ceases to move in a forward direction relative to the course.
- **The rider or the machine comes into direct contact with a marker and as a result it breaks, is removed or is knocked down causing the Observer to reposition it.**
- One of the wheels rides over, rides above or on the wrong side of a marker or marker support.
- The machine passes through the gates of another category whatever the direction.
- The rider or machine breaks a tape defining a section boundary or internal separation.
- A wheel passes over a tape so that it touches the ground on the opposite side.
- **A wheel of the motorcycle crosses its own track or that of the other wheel after doing a complete loop.**
- 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 rider or the machine receives outside physical assistance.

### The assistant:

- The assistant comes into the section without the invitation of the Observer.
- The assistant changes the condition of a section.
- The assistant give physical assistance to the rider or his machine.

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

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

### f) Not recorded on the punch card:

- Missing a section: 20 points
- Not following the sections in a numerical order: 20 points
- A rider, his assistant or any other person interested in the performance of the rider come into the section during the visit of the sections: 20 points

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

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

### 054.9.3 Financial penalties

#### 054.9.3.1 Financial penalties for riders

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

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>- The assistant not complying with the following requirements:           <ol style="list-style-type: none"> <li>1) Wearing boots, long trousers, shirt with long sleeves and a helmet whilst riding a motorcycle or in a section.</li> <li>2) Having the bib and/or the helmet number fully visible.</li> <li>3) Following the same course as the rider.</li> <li>4) An assistant's bib is used by another non-subscribed person without informing the Clerk of the Course or the Results Service.</li> </ol> </li> <li>- Anybody invited into the section to ensure the security of the rider not wearing a helmet at all times in the section.</li> <li>- Work on or refuelling the motorcycle without the use of an Environmental mat:</li> </ul> |  | <p>1<sup>st</sup> offence: EUR 100.-<br/>           2<sup>nd</sup> offence: EUR 200.-<br/>           3<sup>rd</sup> offence: EUR 500.-</p> |
| <ul style="list-style-type: none"> <li>- The rider or any person interested in the performance of the rider come into the section outside the authorised times of the “visit of the sections”:</li> </ul>   |  | <p>EUR 250.-</p>   |

Non participation to an event without informing the FIM Administration:

- First offence: EUR 100.-
- Second offence: EUR 200.-
- Third offence: EUR 300.-
- From the fourth offence: EUR 400.-

Leaving the event:

- First offence: EUR 100.-
- Second offence in the same season: EUR 200.-
- From the third offence in the same season: EUR 500.-

If a rider is late or absent from the Prize-Giving Ceremony, official picture of the championship or public interview, without the prior approval of the Clerk of the Course, she will be penalised with a fine up to EUR 500.- maximum.

#### 054.9.3.2 Penalties for bib Wearers

Failure to respect the duties, rights and restrictions of the Responsibilities of Bib Wearers will lead to the following penalties, **without prejudice to the provisions of Art. 054.9.3.1:**

- 1<sup>st</sup> offence: EUR 100. -
- 2<sup>nd</sup> offence: EUR 200. -
- 3<sup>rd</sup> offence: EUR 500. -

In the case of an important breach of the regulations, the team and/or bib wearer risks losing the right to use this bib for all or part of the sports season.

#### 054.9.4 Yellow cards

Each Chief Section Observer shall be issued with a “Yellow Card”. The “card” shall be A6 in size (to fit into a pocket) and made of a rigid material (cardboard or plastic).

The Chief Observer judges the penalties and communicates them to the rider. The Chief Observer can give instructions to the rider and/or to one of his assistants depending on a situation or a person’s behaviour. If, after being formally warned, one of these persons refuses to follow the Chief Observer’s instructions, disputes a decision or behaves in a disorderly manner, the rider will receive a yellow card.

The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with Art. 4.1 of the FIM Disciplinary and Arbitration Code. The Observer shall then complete a copy of the notification form and submit this information to the Clerk of the Course to transmit, on pain of nullity, to the Results Manager as soon as possible after the incident and at the latest 1 hour after the incident and **at all events before the Clerk of the Course has signed the provisional results.**

#### Penalties

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

### 054.9.5 Disqualification

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

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

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

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

- Three yellow cards during an event.

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

A rider who at an event makes no attempt to succeed and/or works as an assistant for another rider will be disqualified from the Competition, his bib will be withdrawn and is liable to be further penalised by the **Race Direction**.

## 054.10 RECORDING OF SCORES

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

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

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

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

## 054.11 RESULTS AND CLASSIFICATIONS

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

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

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

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

The results must contain at least the following information:

- FIM, and Championship logos
- Title, venue, date, FMNR, IMN N°, Organiser/Moto Club, Class or Category of the event
- Position, number, surname, first name, nationality, FMN, motorcycle manufacturer of the rider as well as the name of the team when applicable
- Performance realised
- Name and signature of the **FIM Race Director** and Clerk of the Course, and publication time of the results.

## **054.12            PREMATURE STOPPAGE OF THE EVENT**

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

If the race cannot be restarted and the riders in any given category have not covered at least half the total number of sections, the Competition will be declared null and void for that category. If the International Jury stops a Competition after that point, the results remain valid.

**Procedure for temporary or permanent stoppage of the event:**

A decision is taken to stop the Competition. All the observers are informed and must note the times, bib numbers and situation of all the riders present in the sections, enclosures, corridors or courses. They must communicate to the riders the instructions given by the Clerk of the Course. They must communicate the situation to the Clerk of the Course.

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

## **054.13            TIES**

### **054.13.1        Ties at the end of the Competition**

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

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

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

#### **054.13.2 Ties at the end of the Championship**

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

#### **054.14 AWARDS**

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

##### **054.14.1 Prize-Giving Ceremony and public interview**

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

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

#### **054.15 PROTESTS AND APPEALS**

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

A protest must be presented within half an hour (**30 minutes**) of the results, signed by the Clerk of the Course **and the FIM Race Director**, being displayed.

**Generally, protests against the eligibility of a rider, team or a motorcycle entered must be made before the first rider starts the event.**

**An appeal against the decision of the Race Direction may be made to the FIM International Jury. This appeal must be presented (220 Euros & written appeal) 30 minutes at the latest after notification of this decision.**

**An appeal against the decision of the FIM International Jury may be made to the CDI. This appeal must be submitted no later than 5 days after notification of the decision of the FIM Stewards (security deposit for appeal: € 1'320.-).**



## FIM TRIAL WORLD CHAMPIONSHIP SUPPLEMENTARY REGULATIONS

### FORMAT 2 DAYS

#### ANNOUNCEMENT

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

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

#### ACCESS

IMN No: \_\_\_\_\_

Nearest airport: \_\_\_\_\_

Motorway: \_\_\_\_\_

Exit: \_\_\_\_\_

National road: \_\_\_\_\_

Nearest town: \_\_\_\_\_

at km : \_\_\_\_\_

#### Organiser:

Name (Club): \_\_\_\_\_

Accommodation: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

Phone N°: \_\_\_\_\_

Phone N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

E-mail: \_\_\_\_\_

E-mail: \_\_\_\_\_

#### Secretariat of the event:

Address: \_\_\_\_\_

Phone N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

E-mail: \_\_\_\_\_

## 1. ENTRIES

Entries must be made on the official entry form signed by the rider, approved and sent by the FMN and sent to the FIM Administration. All entries must be received 15 days before the event, so by \_\_\_\_\_.

## 2. ADMINISTRATIVE AND TECHNICAL CONTROLS

Does this event use public highways :  YES  NO

The administrative and technical controls will take place on Friday \_\_\_\_\_ (date) between 16h00 and 18h30 (specific times per category).

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

At the administrative control, all riders must submit the administrative documents of their motorcycles unless the event is held on a closed circuit. They will have to sign a document undertaking to respect Art. 052.7 Administration of Trial Appendices.

## 3. BIBS

Names of the sponsors displayed on the official bibs are:

Sponsors for the event: \_\_\_\_\_

## 4. STARTING ORDER

### 1<sup>st</sup> DAY

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

Last starter will depart at 11:00 on \_\_\_\_\_ (date 1<sup>st</sup> day).

### 2<sup>nd</sup> DAY

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

Last starter will depart at 11:00 on \_\_\_\_\_ date 2<sup>nd</sup> day).

## 5. COURSE AND TIME

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

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

- TWO laps of **18** sections each day.
- THREE laps of **12** sections each day.

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

## 6. PADDOCK/PRACTICE

The Paddock will be open according to the standard time table and/or the timetable proposed by the organiser, i.e.:

For trucks : \_\_\_\_\_

For vans and motorhomes: \_\_\_\_\_

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

The practice area must be open to all riders one day before the event at the standard times, i.e. from 12h00 to 16h00 ( Specific times for each category).

## 7. HEADQUARTERS AND INTERNATIONAL JURY MEETINGS

The Headquarters for the event will be \_\_\_\_\_

The International Jury meeting will be held at \_\_\_\_\_

The Race Direction meeting will be held at \_\_\_\_\_

The first International Jury meeting will be held on the Friday at 19h00 or 19:30.

## 8. AWARDS

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



## 9. PRIZE-GIVING CEREMONY

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

## 10. ADDITIONAL INFORMATION

- List with Trial Promotions/Activities, independent from the Event.
- Enclosed with these Supplementary Regulations is a hotel list which includes the locations and the costs.
- Attached is a map showing the main access roads to the event and the precise location of the paddock.

## 11. OFFICIALS

FIM Jury President:	_____	FIM Licence No:	_____
FIM Race Director:	_____	FIM Licence No:	_____
FMNR Jury Member:	_____	FIM Licence No:	_____
FIM Section Adviser:	_____	FIM Licence No:	_____
FMNR Clerk of the Course:	_____	FIM Superlicence:	_____
FIM Technical Delegate:	_____	FIM Licence No:	_____
Chief Technical Steward:	_____	FIM Licence No:	_____
Environmental Steward:	_____	FIM Licence No:	_____
Chief Timekeeper:	_____	Licence No:	_____

## RESPONSIBILITIES OF BIB WEARERS

A “bib wearer” is defined as any person registered as an assistant, manufacturer or team manager in accordance with the Art. 052/054.7.5 and 052.7.8 (bib colour: green, yellow or red).

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

### DUTIES

1. Be minimum 18 years old and be in possession of a valid FIM Trial Assistant, FIM Trial World Championship or International FIM Trial licence. In his own country, a valid National Trial licence is sufficient.
2. Accept all regulations/codes of the FIM and of the event organised and consequently, discharge the FIM and the organiser from any responsibility.
3. Respect ethics, sportsmanship and other behaviour consistent with an exemplary role during the event as well as at related events.
4. Accept all officials' orders.
5. Ensure that the rider and his machine are riding legally and in accordance with the regulations.
6. Follow the same course as the rider unless a deviation is foreseen or authorised by the organiser.
7. Wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules appendix “Trial” whilst riding a motorcycle during the event as well as at related events.
8. Refuel the motorcycle in the paddock using the environmental mat.
9. Ensure that the bib and the numbers and/or other references (back and front) are fully visible during the entire Trial.

### RIGHTS

1. Use these bibs during all round of the FIM Trial World Championship subject to the signing of a declaration for each event.

2. Following the course as long as the organiser's sign-posting/orders are respected.
3. Carry out work on the rider's motorcycle respecting the regulations (red and green bibs).
4. Enter an enclosure provided in the vicinity of the sections (yellow and green bibs).
5. Gain access to the inside of the section with the approval of the Observer (green bib). Wearing a helmet is compulsory.

## **RESTRICTIONS**

1. Giving the bib to another person.
2. Dangerous behaviour (riding on the course in the wrong direction, riding fast, not respecting the highway code, etc.)
3. Performing a function other than those authorised by the colour of their bib.
4. Assisting another rider than the one having the same riding number (green and red bibs) except for the FIM Trial des Nations.
5. Communicating directly with a rider while he is inside the section (yellow and red bibs).
6. Intervening in the layout of a section or any other material composing it.
7. Entering the sections beyond the delimitation (red and yellow bibs).
8. Discussing the application of penalties with the officials.
9. Using riders' motorcycles on the course while they are competing.
10. Pushing or holding riders' motorcycles in front of or in the section corridors.
11. Replacing riders at the Prize-Giving Ceremony.
12. Using this bib outside the events counting for the FIM Trial World Championship.

## **PENALTIES**

The penalties for the abuse of the Assistant / Manufacturer / Team manager bibs are defined in Art. 052/054.9.2, 052/054.9.3 and 052/054.9.4.

## TIMETABLE

### FIM TRIAL WORLD CHAMPIONSHIP, FIM TRIAL WORLD CUP, FIM 125CC TRIAL CUP & FIM WOMEN'S TRIAL WORLD CHAMPIONSHIP

All the schedules concerning the same day can be moved forward or back by one hour maximum.

Days	Times	1 or 2 days FIM Trial World Championship
1 <sup>st</sup> Day - 2	17.00 - 19.00	Opening paddock big trucks for parking
	18.00 - 20.00	Opening paddock vans & motor homes for parking
	18.00	Coordination meeting with the organiser
1 <sup>st</sup> Day -1	09.00	Visit Sections: Race Direction
	08.00 - 12.00	Trucks, van and motor homes installation
	12.00 - 14.00 13.00 - 15.00 14.00 - 16.00	Practice Women & 125cc World Cup World Pro
	14.00 - 16.00 15.00 - 17.00 16.00 - 18.00	Visit sections* : rider and bib wearers Women & 125cc World Cup World Pro  * 30 minutes before the visit of the section of each category - distribution of the bibs for riders & minders
	16.00 - 17.00 17.00 - 18.00 18.00 - 18.30	Adm & Tech inspections Women & 125cc World Cup World Pro
	19.00 or 19.30	International Jury & Delegates meeting
1 <sup>st</sup> Day	11.00	Last start
	16.00	Last arrival
	16.15 (about)	Prize-Giving Ceremony
	16.45	International Jury & Delegates meeting
If 2 <sup>nd</sup> Day same as 1 <sup>st</sup> Day		

The schedules of the SR prevail over those represented in the present document.



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

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