

## DEFINITION OF AN X-TRIAL

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

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## **GLOSSARY:**

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

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

### **058.1 GENERAL**

The FIM has established a FIM X-Trial des Nations as a FIM Prize for National Teams, according to the rules of the FIM Sporting Code, taking into account the following:

#### **058.1.1 FIM standards for organisers**

##### **1. SECTIONS**

- 1.1 The construction of all sections shall be fully completed at least six hours prior to the start of the event. The Referee shall inspect the sections considering safety, level of difficulty and their length. The organiser shall ensure that materials and personnel are available to carry out any remedial work identified during this visit.
- 1.2 The sections must be well fixed and must not move or swing.
- 1.3 The sections must be clearly demarcated and each section must be clearly numbered in consecutive order and defined at the entrance with a board mentioning the number of the section and with another board defining the end.

The distance between the start line and the closest point of the section must be a minimum of one metre. The distance between the finish line and the closest point of the section must be at least one metre.

- 1.4 The minimum width of an obstacle shall be 90 cm when the height of the obstacle is over 200 cm.
- 1.5 The surface on which the sections are placed must be dry and of a non slippery material.

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

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

## **2. ADMINISTRATIVE AND TECHNICAL CONTROLS**

Personnel to carry out administrative and technical controls must be available at their place of work immediately following the information meeting for the riders.

## **3. STARTING TIME**

The time schedule for the event will be proposed by the organiser for approval by the FIM Administration and published in the Supplementary Regulations of the event.

## **4. START AND FINISH PLACES**

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

## **5. PADDOCK**

The organiser must provide, close to the paddock, a full supply of drinking water and electrical plugs as well as separate sanitary facilities for men and women, including toilets and showers, rubbish containers and a container for used oils and lubricants.

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

The access to the paddock is only allowed to the following persons: riders, minders, mechanics, team managers and officials.

An annexed paddock may be installed close by in order to park the rider's second machine.

## **6. PRACTICE AREA**

A practice area must be provided by the organisers for the training and warm up of the riders.

## **7. PRESS ROOM**

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

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

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

## **8. ADDITIONAL INFORMATION**

The following information must be included in the Supplementary Regulations and sent to the riders and to the CTR:

- a) A map with the exact location of where the event will take place
- b) The distance between the event and the nearest airport
- c) The name, address and telephone number of the hotel booked for the teams and officials as well as a map with its exact location
- d) The schedule of the event

This event must mention in its advertising and in all documents of the event the official denomination of the event.

## **9. IDENTIFICATION OF SECTION OBSERVER**

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

The Section Observer must have followed specific training for Section Observers approved by the FMNR.

For each section, there must be someone responsible for clearly displaying on a board the riders' penalties. The minimum size of the boards must be 30 cm x 20 cm.

## **10. FIRST AID AND EMERGENCY FACILITIES**

Must be in conformity with the FIM Medical Code.

## **11. FACILITIES FOR THE FIM OFFICIALS**

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

### **058.1.2      Supplementary Regulations**

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

The name of the sponsors of the event must be mentioned in the SR.

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

No amendment may be made to the SR after its approval by the FIM and after the opening date for entries. However, in exceptional circumstances, the Referee may authorise amendments to the SR provided that it is brought to the attention of all persons concerned.

### **058.1.3      Title sponsor**

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

### **058.1.4      Format**

The event includes two laps.

#### 1<sup>st</sup> lap:

One rider of each team, selected by the Team Manager, will pass 6 normal sections within a preset time allowance. Then, in the same order, all riders of the 1<sup>st</sup> lap will complete the speed section

#### 2<sup>nd</sup> lap:

The other rider of each team will compete in the speed section. Then, all riders of the 2<sup>nd</sup> lap will pass 6 normal sections within a preset time allowance.

## **058.2      JURISDICTION**

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

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

The Referee is entitled either on his own initiative or on request of the organiser or of the Clerk of the Course, to delay the start of a meeting, to have the ground and sections improved, to prematurely stop or cancel part of or the entire meeting because of urgent safety reasons or for any other reasons of *force majeure*.

The Referee is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting, subject to the right of further appeal.

The Referee must settle any penalties according to the conditions laid down in the Disciplinary and Arbitration Code and in the FIM X-Trial appendix.

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

#### **058.2.1 Officials who hold a FIM licence**

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

- Referee
- Clerk of the Course
- Environmental Steward
- FIM Stage Manager

#### **058.2.2 CTR Representative**

For this event, a CTR Representative may be appointed, who will have supervision tasks.

#### **058.2.3 Incompatibilities of international officials**

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

#### **058.2.4 Technical Steward**

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

#### **058.2.5 Clerk of the Course**

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

- To ensure that the sections are in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the meeting, e.g. suspension, disqualification or any other ban on riding;
- To postpone the start of a meeting for an urgent case of safety or for any other case of *force majeure* or to proceed with the improvement of the conditions of the sections; to stop a meeting prematurely or to cancel part of the course, the sections or the entire meeting;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the meeting if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the Referee;
- To order the removal from the building and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the Referee of all decisions to be taken or already taken, and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the Referee and to have the provisional results of the meeting approved.

#### **058.2.6 Timekeepers**

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

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

### **058.2.8 FIM Stage Manager**

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

### **058.2.9 Schedules for officials**

The officials must arrive on the site of the event at least:

- Referee: the day before the event.
- Clerk of the Course: 6 hours before the beginning of the event.
- Technical Steward, Timekeeper and Environmental Steward: at least 4 hours before the beginning of the event.
- FIM Stage Manager: at least the day before the event.

### **058.2.10 Meeting with the organiser**

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

### **058.2.11 FIM Security Commission**

The FIM Security Commission shall be composed of the Referee, Clerk of the Course, the person responsible for the sections, the Section Observer and FIM Stage Manager. Following the schedule, the Commission will visit the sections with the riders, their minders and team manager to check the security of the sections and, if needed, to ask the organiser for modifications. Others may attend after being invited by the Referee.

During the visit of the sections, the Clerk of the Course and the person responsible for the sections will indicate to the riders and mark the spaces where no contact with the motorcycle is allowed (red sticker) and where contact with one wheel is possible (blue sticker).

The Commission will decide the places where the minders can be placed and will ask for platforms for them.

## **058.3 COURSE**

The course must be marked out inside a protected enclosure and consist of sections linked by neutral zones.

The Trial must consist of 2 laps.

During the event, only the rider or riders whose performance is currently being observed and recorded shall be permitted inside the enclosure of the sections. All other riders are restricted to locations designated by the FIM Stage Manager.

## **058.4 SECTIONS**

Each section must be clearly numbered in consecutive order and defined at the entrance with a board mentioning the number of the section and with another board defining the end.

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

A machine is considered as being in a section from when the front wheel spindle has passed the sign mentioning the number of the section until when the front wheel spindle has passed the end sign.

A section may be passed both ways.

The sections shall only be passed by one rider at a time.

### **058.4.1 Section boundaries and markers**

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

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

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

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

### **058.4.2 Speed section**

Parts of several or all normal sections will be used to create the speed section. Riding individually, the fastest rider passing this section will win. To be classified, the rider must pass all obstacles included in the speed section. A non-classified rider will receive 5 penalty points.

### **058.4.3 Number of sections**

The 1<sup>st</sup> lap must include 6 normal sections and a speed section  
The 2<sup>nd</sup> lap must include 6 normal sections and a speed section.

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

The sections will be passed through by one rider at a time.

#### **058.4.4 Damaged section**

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

If the damage caused prevents a rider from completing the section, then he will proceed to the next section and continue, returning to the damaged section when all remaining sections have been attempted.

If the damaged section cannot be repaired and any rider has not attempted this section, it will be abandoned for all the riders and no rider will incur any penalty for the section. In such circumstances, all following riders will have 1 minute deducted from the time allowance.

#### **058.5 TIME ALLOWANCE AND CONTROL**

A maximum time must be allocated to ride the whole course, a group of sections or a section. Time will be measured with an electronic system and should be visible to the rider during the whole course.

All riders in the waiting area are under the control of the FIM Stage Manager and each must be prepared to go to a section at the time indicated.

- a) If there is a time allocated to the whole course or to a group of sections, the timing will begin when the rider passes the start line and will stop when he passes the finish line.
- b) If a time is allocated to a particular section, the timing will start when the rider passes the line where the section begins and will stop when he passes the line where the section ends.

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

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

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

## **058.7 INFORMATION SESSION**

An information session will take place before the event. This meeting should be held in a room close to the arena. The riders, the minders, the team managers, the Clerk of the Course, the Referee, the FIM Stage Manager and a representative of the organisation will attend the session. Others may attend after being invited by the Referee. This session will take place directly after the visit of the sections. If a rider is not present at the information session, he will receive a financial penalty.

## **058.8 ADMINISTRATION**

### **058.8.1 Riders**

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

#### **058.8.1.1 Age of riders**

For the FIM X-Trial des Nations, the minimum age is 16.

#### **058.8.1.2 Riders' licences**

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

### **058.8.2 Entries**

Entries must be open at least two months prior to the meeting. To participate, all riders must obtain the authorisation from their FMN.

Composition of the teams: 1 team manager and 2 riders selected by their National Federation with the approval of the FIM Trial Commission.

The riders must be present the day before the event. However, the FIM Administration can authorise a later arrival.

#### **058.8.2.1 Leaving the event**

A rider who is entered in a meeting and who does not take part in the event without having informed the FIM Administration or who leaves the meeting without prior approval of the Clerk of the Course is liable to receive a fine of EUR 370.-.

#### **058.8.2.2 Double entry**

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

### **058.8.2.3 Attempt to succeed**

A rider who at a meeting makes no attempt to succeed is liable to be penalised by the Referee and to receive a fine of EUR 370.-. He may also, in extreme cases, be asked to leave the competition immediately.

### **058.8.2.4 Unavailability**

In case of unavailability of a rider, his National Federation may propose the FIM Administration a substitute rider.

### **058.8.3 Starting order**

#### **058.8.3.1 1<sup>st</sup> lap**

The starting order will be based on the previous year's FIM Trial des Nations classification.

#### **058.8.3.2 2<sup>nd</sup> lap**

The starting order will be reverse order of the 1<sup>st</sup> lap.

### **058.8.4 Rider's bib**

All riders must wear the bibs provided by the CTR.

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

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

### **058.8.5 Registered minders**

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

The registered minders (one for each rider) must be a minimum age of 18 and have in their possession a valid FIM Trial Assistant's licence, a Trial World Championship licence or an International Trial FIM licence. However, a registered minder could use, in his country, a valid National Trial licence.

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

## **058.8.6 On-board camera**

The promoter of the event can ask riders to have on-board cameras on their motorcycle. The riders will be advised in advance.

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

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

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

## **058.9 TECHNICAL**

### **058.9.1 Equipment of motorcycles**

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

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

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

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

### **058.9.2 Cleaning of motorcycles**

The cleaning of motorcycles by the use of a power washer or hosepipe is not allowed at indoor events.

### **058.9.3 Riders' equipment**

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

### **058.9.4 Technical assistance**

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

## **058.10 PENALTIES**

### **058.10.1 Time penalties**

Time penalties will be as follows: 1 point for each 30 seconds or part thereof, in excess of the allowed time.

### **058.10.2 Penalties for faults**

#### Normal section:

- Clean: 0 points
- Footing or leaning once: 1 point
- Footing or leaning twice: 2 points
- Footing or leaning three times: 3 points
- Footing or leaning more than three times: 5 points
- Failure: 5 points

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

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

#### Speed section:

- Fastest rider: 0 points
- 2<sup>nd</sup> fastest rider: 1 point
- 3<sup>rd</sup> fastest rider: 2 points
- 4<sup>th</sup> fastest rider: 3 points
- 5<sup>th</sup> fastest rider: 4 points
- Non-classified rider: 5 points

No additional penalties will be added for the speed section.

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

### **058.10.3 Disciplinary penalties**

The following penalties must be applied by the Clerk of the Course, subject to ratification by the Referee who will mention them in his report:

- Disorderly conduct towards an official: Disqualification
- Any rider or minder leaves the waiting area without being called by the FIM Stage Manager: EUR 70.- (per offence)

- A minder enters the section without a helmet at the time when his rider must pass the section: EUR 70.- (per offence)
- Any rider or minder not following the instructions of the FIM Stage Manager: EUR 70.- (per offence)
- A rider is not present at the information session: EUR 150.-

#### **058.10.4 Financial penalties for non-participation**

Any rider who enters the event must inform the FIM Administration, 48 hours before the event, if subsequently he cannot participate in it. A rider who has submitted an entry form and fails to participate, without having informed the FIM Administration, will be reported by the Referee to the FIM who will impose the following penalty:

Fine of EUR 1100.-

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

### **058.11 DEFINITIONS**

#### **058.11.1 Footing**

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

#### **058.11.2 Machine leaning**

Machine leaning will be considered to have occurred if any part of the machine (with the exception of the tyres) leans on an obstacle.

Note: machine leaning means that the motorcycle has completely stopped.

#### **058.11.3 Failure**

A failure will be considered to have occurred if:

- a) The rider foots whilst moving backwards.  
Note: if a rider foots whilst moving forward or is stationary, he will be penalised for footing and not as a failure.
- b) The rider dismounts from his machine.

- c) The machine crosses a boundary with either wheel on the ground; the machine passes the wrong side of a boundary marker before the front wheel spindle has passed the “section ends” sign or rides in a space declared not allowed by the Clerk of the Course during the visit of the sections.
- d) The rider or his machine breaks, removes, knocks down or rides over or above a marker or marker support with one of the wheels before the front wheel passes the “section ends” sign.
- e) The machine or the rider receives outside assistance.
- f) The machine does a complete loop whilst the machine is considered to be in a section.
- g) The front spindle exits the section via the beginning of the section.
- h) The handlebar of the motorcycle touches the ground.
- i) The engine stops with the rider footing.
- j) The engine stops whilst any part of the machine, with the exception of the tyres, touches the ground.
- k) The front wheel does not precede the back wheel when passing through a gate.
- l) The engine protection plate leans on an obstacle while the motorcycle is stopped.

## **058.12 RESULTS AND CLASSIFICATIONS**

At the end of the 2<sup>nd</sup> lap, the results of both riders will be added to establish the final team classification.

The team with the lower points will be the winner.

## **058.13 PREMATURE STOPPAGE OF THE EVENT**

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

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

## **058.14 TIES**

The teams concerning will have to pass a section that will be decided during the information meeting. Each team will decide which rider will complete this section. The tie will be decided in favour of the rider with the least marks lost and if equal, it will be the fastest time.

## **058.15 AWARDS AND FINANCIAL CONDITIONS**

### **058.15.1 Overall FIM X-Trial des Nations awards**

The awards for the FIM X-Trial des Nations are:

- First: 1 FIM Diploma for the team and also one gilt medal for each rider of the team.
- Second: 1 silver medal for each rider of the team.
- Third: 1 bronze medal for each rider of the team.

### **058.15.2 Awards and financial conditions**

The awards and financial conditions to be paid to the National Teams are the following:

Basic award + classification award + accommodation.

#### Basic award:

Each team will receive 2'500.- euros.

#### Classification award:

Winning team:	7'500.- euros
Second placed team:	5'000.- euros
Third placed team:	2'500.- euros

#### Accommodation:

The organiser will provide free of charge the accommodation for the riders and minders (2 twin rooms per National Team) including the breakfast.

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

### **058.15.2.1 Prize-Giving Ceremony and Press Conference**

A Prize-Giving Ceremony shall take place immediately after the arrival of the last rider. For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed teams will receive a trophy and any other appropriate gift. The members of the first three placed teams will receive medals in accordance with Art. 058.15.1.

If a rider is late or absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, he will be given a fine of EUR 370.-.

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

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

### **058.16 PROTESTS**

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and Supplementary Regulations and be accompanied by a fee of EUR 30.- or the equivalent in local (convertible) currency, returnable if the protest is justified.

#### **Timetable for the FIM X-Trial des Nations**

Time	
The day before the event at 18:00	Meeting with the organiser
Trial - 4 hours	Inspection of the sections (Referee, Clerk of the Course, FIM Stage Manager, Riders, Minders and Team Managers) and information meeting (Referee, Clerk of the Course, FIM Stage Manager, Riders, Minders and Team Managers)
Immediately after	Administrative and technical control
Start of the Trial	
Trial + 90 minutes	End of the Trial and Prize-Giving Ceremony

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

## ANNOUNCEMENT

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

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

IMN N°: \_\_\_\_\_

## ACCESS

Nearest airport: \_\_\_\_\_  
Motorway: \_\_\_\_\_ Exit: \_\_\_\_\_  
National road: \_\_\_\_\_  
Nearest town: \_\_\_\_\_ at km: \_\_\_\_\_

## Address of the Sports Hall:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Tel N°: \_\_\_\_\_  
Fax N°: \_\_\_\_\_  
E-mail: \_\_\_\_\_

## Address of the hotel:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Organiser:

Name (Club): \_\_\_\_\_  
Address: \_\_\_\_\_  
Tel N°: \_\_\_\_\_  
Fax N°: \_\_\_\_\_  
E-mail: \_\_\_\_\_

## Event promoter:

Name (Promoter): \_\_\_\_\_  
Address: \_\_\_\_\_  
Tel N°: \_\_\_\_\_  
Fax N°: \_\_\_\_\_  
E-mail: \_\_\_\_\_

## **1. ENTRIES**

Entries for the event must be made on the official entry form and sent to the FIM Administration at the FIM headquarters. All entries must be received by \_\_\_\_\_(30 days before the event).

All riders must have their entry endorsed by their federation.

## **2. TECHNICAL CONTROL AND REGISTRATION**

The administrative and technical control will take immediately after the information meeting.

Each machine must comply with all the requirements of Art. 058.9.1 of the FIM Trial rules.

At the technical control, the rider must submit his valid FIM World Championship rider's licence, together with his helmet.

## **3. SPONSORS**

Title sponsor of the event:

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

## **4. STARTING ORDER**

The starting time and starting order will be established according to Art. 058.8.3. and to the arrangements below:

Starting order for the qualification in accordance with Art. 058.8.3.1.

Starting order for the Trial in accordance with Art. 058.8.3.2.

## **5. COURSE**

At the 1<sup>st</sup> lap, there will be 6 normal sections and 1 speed section.

At the 2<sup>nd</sup> lap, there will be 6 normal sections and 1 speed section.

## **6. TIME ALLOWANCE**

Trial: the time allowance for each rider will be decided by the Referee.

The time penalty will be 1 point for each 30 seconds, or part thereof, in excess of the allowed time.

## **7. TECHNICAL ASSISTANCE**

In case of technical incidents, riders must immediately use their second motorcycle. No extra time shall be granted for changing motorcycle (Art. 058.9.4).

## **8. DECISION BETWEEN THE TIES**

Trial: the decision between the ties will be made according to Art. 058.14.

## **10. RESULTS**

The classification will be established according to Art. 058.12.

## **11. PRIZES**

Trophies will be awarded, on the podium, to the first 3 teams. The payment of financial awards will be made according to Art. 058.15.2.

## **12. VISIT OF THE SECTIONS AND INFORMATION MEETING**

The visit of the sections will take place 4 hours before the beginning of the event and will be followed by the information meeting.

## **13. OFFICIALS**

Referee:	_____	Licence FIM No: _____
Clerk of the Course:	_____	Licence FIM No: _____
FIM Stage Manager:	_____	Licence FIM No: _____
Environmental Steward:	_____	Licence FIM No: _____
Technical Steward:	_____	Licence No: _____
Section Observer:	_____	Licence No: _____
Timekeeper:	_____	Licence No: _____