



FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

---

## **Trial Appendices**

### ***Annexes Trial***

---

2008

**Trial Appendices**  
***Annexes Trial***

**2008**

## Contents / Sommaire

Glossary .....			1
<i>Glossaire</i> .....			1
Appendix 051	International Trial .....		2 - 15
<i>Annexe 051</i>	<i>Trial International</i> .....		2 - 15
Appendix 052	Trial World Championship, FIM Junior Trial World Cup & FIM Youth Trial Cup 125cc .....		16 - 61
<i>Annexe 052</i>	<i>Championnat du Monde de Trial, Coupe du Monde FIM de Trial Junior &amp; Coupe FIM de Trial Jeunes 125cc</i> .....		16 - 61
Appendix 053	Trial des Nations. ....		62 - 94
<i>Annexe 053</i>	<i>Trial des Nations</i> .....		62 - 94
Appendix 054	Women's Trial World Championship.....		95 - 127
<i>Annexe 054</i>	<i>Championnat du Monde de Trial Féminin</i> .....		95 - 127
Appendix 055	Women's Trial des Nations .....		128 - 159
<i>Annexe 055</i>	<i>Trial des Nations Féminin</i> .....		128 - 159
FIM Standards for organisers of Trial World Championships, Trial des Nations and Women's Trial World Championship events.....			160 - 169
<i>Normes FIM pour les organisateurs d'épreuves Championnats du Monde de Trial, Trial des Nations et Championnat du Monde de Trial Féminin</i> .....			160 - 169
FIM Standards for riders and manufacturers .....			170 - 172
<i>Normes FIM pour coureurs et constructeurs</i> .....			170 - 172
Assistants duties / <i>Cahier des charges pour assistants</i> .....			173 - 174
Timetables / <i>Horaires</i> .....			175 - 178

**Articles amended as from 01.01.2008 are in bold type**  
**Les articles modifiés dès le 01.01.2008 sont en caractères gras**

# TRIAL RULES

## DEFINITION OF A TRIAL

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

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

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

## **GLOSSARY:**

Assistant:	Appellation for the mechanics and minders.
Force Majeure:	Unforeseeable and insurmountable event having an external cause and rendering impossible the execution of the obligation.
Mechanic:	The mechanic follows the rider on the course for mechanical assistance only. The mechanic is not allowed inside the sections.
Minder:	The minder follows the rider on the course for assistance and to ensure this security in cases mentioned in the regulations. The minder is allowed in the sections.
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.

## APPENDIX 051 - INTERNATIONAL TRIAL

051.1	<b>General</b> .....	4
051.2	<b>Jurisdiction</b> .....	4
051.2.1	Supplementary Regulations.....	4
051.3	<b>Course</b> .....	4
051.3.1	Distance .....	4
051.3.2	Course marking .....	5
051.4	<b>Sections</b> .....	5
051.4.1	Obstruction.....	5
051.5	<b>Time Allowance and Control</b> .....	6
051.5.1	Time measurement.....	6
051.5.2	Individual Time Allowances.....	6
051.5.3	Start Time Control.....	6
051.5.4	Final Time Control .....	6
051.5.5	Section Time Allowance.....	6
051.6	<b>Practising</b> .....	7
051.7	<b>Administration</b> .....	7
051.7.1	Riders.....	7
051.7.1.1	Age of riders .....	7
051.7.1.2	Riders' licences.....	7
051.7.2	Entries.....	7
051.7.2.1	Leaving the event .....	8
051.7.2.2	Attempt to succeed.....	8
051.7.3	Entry fee .....	8
051.7.4	Riders' bibs .....	8
051.7.5	Registered Assistants .....	8
051.7.6	Starting interval.....	9
051.7.7	Starting order .....	9
051.8	<b>Technical</b> .....	9
051.8.1	Equipment of Motorcycles .....	9
051.8.2	Riders Equipment .....	10
051.8.3	Sound level control .....	10
051.8.4	Marking of parts.....	10
051.8.5	Responsibility of rider .....	11
051.8.6	Checking of parts.....	11

051.9	<b>Penalties</b> .....	11
	051.9.1 Time penalties with respect to overall time allowance	11
	051.9.2 Penalty Faults in a section .....	11
	051.9.3 Financial penalty.....	14
	051.9.4 Disqualification.....	14
051.10	<b>Recording of scores</b> .....	14
051.11	<b>Results and Classifications</b> .....	15
051.12	<b>Premature stoppage of the event</b> .....	15
051.13	<b>Ties</b> .....	15
051.14	<b>Awards</b> .....	15
051.15	<b>Protests</b> .....	15

## **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).

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

To be classified as a finisher the rider's machine must have travelled the whole distance of the course under its own power or the exertion of its rider unless the organisers have authorised other assistance or authorised deviation.

### **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.

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

### **051.4 SECTIONS**

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

Each section must be clearly numbered in consecutive order and the rider must, under penalty of 20 points, attempt the sections in numerical order.

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

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

A rider who fails in a section shall leave the section at the time and place indicated by the official; otherwise he will incur an additional 5 points penalty.

Where it is found necessary, to abandon any section owing to "force majeure" before all riders have passed through, then no penalties shall be incurred in this section by any rider.

#### **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, the section shall be observed from the point of obstruction onwards and any marks lost prior to the point of the obstruction on the original attempt will stand.

Regarding the time allowed 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.



## **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.

A timekeeper shall have at his disposal a reserve chronometer which registers to the tolerance allowed.

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

### **051.5.2 Individual Time Allowances**

All time allowances for each rider shall be stated in the Supplementary Regulations. The time allowed for late starting and for being late at the final time control (in accordance with the rider's starting and arrival time) should also be mentioned.

Each rider shall be allowed the same time to complete the course. If a rider starts after his allocated start time, his actual start time shall be used to determine his new finishing time. Time penalties for late starting or exceeding a time allowance are given in Art. 051.9.1.

### **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. However, riders will remain subject to the rules until the machine is released by the organiser at the finish point.

### **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.

Any rider who fails to complete a section within the time allowance will be deemed to have failed that section.

## **051.6 PRACTISING**

Unauthorised practising 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**

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

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.

The entry forms must be printed in the official languages of the FIM and shall mention Art. 60.5 of the Sporting Code.

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).

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

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

#### **051.7.2.1 Leaving the event**

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

#### **051.7.2.2 Attempt to succeed**

A rider, who at a meeting 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.

The rider shall ensure that the numbers are fully visible during the entire Trial.

#### **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 assistant will not be allowed into the boundaries of any section unless specifically invited by an Official for security reasons.

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

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

The assistant must wear a riding bib in agreement with the Technical Rules Trial Appendix and in a different colour to that of the rider's bib and a self-adhesive starting number (7 cm diameter) on the rear side of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with. This bib is not transferable and must be worn only by the registered assistant. In the case of injury a substitute assistant may be registered. The bib should be visible on the chest of the assistant and the number at the rear of his helmet during all the Trial.

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

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

#### **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**

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

The verification of machines must be held on the site of the meeting.

On request of the Technical Steward, the riders must present themselves to the technical verification.

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

The bodies or officials concerned can disqualify a rider at any time during the event if the construction or condition of his motorcycle is considered to be or may become a source of danger.

Motorcycles must comply with the Standing Regulations of the FMNR.

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

Only fuel in conformity with the Trial Technical Rules is authorised.

Failure to comply with these rules will be penalised by disqualification.

#### **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. A riding number must be worn (on the front and back of the rider's shirt/jacket) as assigned to each rider. Changing this number during the event is forbidden under penalty of disqualification.

#### **051.8.3 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" (Art. 01.79). The sound level control must be held in a clear area adjacent to the technical control, at least 5 metres from any possible obstacle that could send back an echo.

Any machine that fails this test may have adjustments made or have parts replaced until the sound level is in accordance with the Regulation. If a new silencer is fitted then it shall be marked. Only after a successful test will the silencer be marked.

#### **051.8.4 Marking of parts**

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

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

### **051.8.5 Responsibility of rider**

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

### **051.8.6 Checking of parts**

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

## **051.9 PENALTIES**

### **051.9.1 Time Penalties with respect to Overall Time Allowance**

For each minute late at the start:	1 point
Exceeding any penalised period for late starting:	disqualification

For each minute late at a time control:	1 point
Exceeding any penalised period for being late at a time control:	disqualification

In the event of disqualification, the rider's bib will be withdrawn from him.

### **051.9.2 Penalty Faults in a Section**

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

#### Definition of Fault

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

d) – Failure:	5 points
---------------	----------

## Definition of Failure

### d i) Solo - Stop

- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- The rider or machine breaks, removes, knocks down or rides over or above a marker or marker support with one of his wheels before the front wheel spindle passes a "section ends" sign.
- 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 does not have both hands on the handlebar when he foots, whilst stationary.
- The rider does not complete a section within the time allowance.
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The assistant comes into the section without the invitation of the official.
- Not entering a section, providing the rider has reported to the section official.
- The engine of the machine stops whilst the rider is leaning or any part of the machine with the exception of the tyres touches the ground, without forward motion.
- The handlebar of the motorcycle touches the ground.
- The motorcycle does a complete loop, crossing its own track with both wheels.

All failures (motorcycle moves backwards, falls, does not respect the time limit, etc.) must be signalled by the Observer by an immediate whistle.

### d ii) Solo - No Stop

Note: If this type of penalty is to be used, the SR shall clearly state NO STOP TRIAL.

- The machine ceases to move in a forward direction relative to the course.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- The rider or machine breaks, removes or knocks over a marker, a support or tape.
- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the machine.
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The assistant comes into the section without the invitation of the official.

- Not entering a section, providing the rider has reported to the section official.
- The handlebar of the motorcycle touches the ground.
- The motorcycle does a complete loop, crossing its own track with both wheels.

All failures (motorcycle moves backwards, falls, does not respect the time limit, etc.) must be signalled by the Observer by an immediate whistle.

d iii) Sidecars

- The machine ceases to move in a forward direction relative to the course.
- The passenger touches the ground.
- The rider or the passenger dismounts from the machine.
- The machine crosses a boundary with either wheel on the ground.
- The machine passes the wrong side of a boundary marker.
- The assistant comes into the section without the invitation of the official.
- The rider, passenger or machine breaks, removes or knocks over a marker, a support or tape.
- The machine, the rider or passenger receives outside assistance.
- The motorcycle does a complete loop, crossing its own track.
- The front spindle exits the section via the "section begins".

e) Missing a section: 20 points

Only the greatest penalty, as defined above, shall be counted in the section. However, the following points may be additional:

- The assistant disputes the section officials decision: + 5 points
- The rider refuses to leave a section after failure and after having exceeded the time limit at the time and place indicated by the official: + 5 points
- Infringing the current rules in the corridor if a corridor is established: + 5 points
- Not attempting the sections in numerical order: + 20 points

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

Any penalty awarded by the section observer which is subsequently agreed by the Clerk of the Course to be within the Trial Appendices, shall be deemed a statement of fact.



### **051.9.3 Financial penalty**

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

- Disorderly conduct towards an official by a rider or his assistant: USD 70.– to 340.–
- The assistant not complying with the following requirements:
  - 1) wearing boots, long trousers, shirt and a helmet whilst riding a motorcycle or in a section 1<sup>st</sup> offence: USD 70.–  
2<sup>nd</sup> offence: USD 140.–  
3<sup>rd</sup> offence: USD 340.–
  - 2) having the bib and the helmet number fully visible
  - 3) following the same route as the rider

### **051.9.4 Disqualification**

A rider will be disqualified for any of the following:

- a) Other serious instances of disorderly conduct towards an official by a rider or his assistant;
- b) Riding a motorcycle without a helmet (Art. 051.8.2);
- c) Missing marking or official substitute marking (Art. 051.8.4);
- d) Changing the motorcycle or rider during the event;
- e) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre (Art. 051.8.1);
- f) Use of a non authorised fuel (Art. 051.8.1);
- g) Use of banned substances (regardless of sanctions specified in the Anti-Doping Code);
- h) Changing riding bib (Art. 051.8.2);
- i) Not regaining the course at the point where the rider left it (Art. 051.3.2);
- j) Practising on a section (Art. 051.6).

### **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.

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

#### **051.11 RESULTS AND CLASSIFICATIONS**

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

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

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

#### **051.13 TIES**

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

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

#### **051.14 AWARDS**

Awards shall be as stated in the Supplementary Regulations.

#### **051.15 PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of USD 40.– or the equivalent amount in local currency (convertible), returnable if the protest is justified.