

2010 TRIAL RULES



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Everything printed in **BOLD** is new or changed for **2010**.

Where is written "he" or "his", it means also "she" or "her".

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.

**UEM TRIAL EUROPEAN CHAMPIONSHIP, UEM TRIAL JUNIOR CUP
& OVER- 40 TRIAL CUP**

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TL 01.1 GENERAL

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

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

NB: All riders of less than 18 years of age at the date of the event will be restricted to machines of a capacity not exceeding 125cc.

The **UEM Junior Trial Cup** is restricted to riders of at least 16 years of age at the date of the event and who are not more than 23 years during the current year, are from a UEM Member FMN and riding machines of not more than 125cc.

The UEM Over- 40 Trial Cup is restricted to riders of over 40 years of age at the date of the event and from a UEM Member FMN. These riders will use the same Sections as the riders in the Junior Cup.

An **International Class** shall be included in each event for riders of at least 18 years of age who will compete on the sections for the Junior Cup and Over 40 Cup.

NB: There is no overall classification for this class.

Each event includes:

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

TL 01.1.1 UEM Standards for Organisers

It is the responsibility of the FMNR to ensure that the starting area, the riders' paddock and the other installations fulfil the demands stated in the UEM compulsory standards for organisers.

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

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

TL 01.1.2 Meeting with the Organisers

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

TL 01.2 JURISDICTION

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

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

TL 01.3 COURSE

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

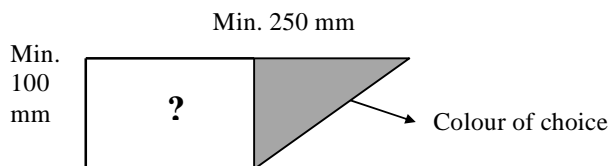
To be classified as a finisher the rider alone shall ride or push his machine for the entire distance of the Course, unless the organisers have authorised other assistance or authorised deviation.

TL 01.3.1 Distance

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

TL 01.3.2 Course marking

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



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

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

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

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

TL 01.4 SECTIONS

The number of sections shall be 15 per lap.

Different Sections, or different passages within the sections, shall be provided as appropriate for riders of the Championship Class and for riders of the Junior Cup & Over- 40 Cup.

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

Each section shall be completely independent of other sections.

For safety reasons, Indoor/Stadium type sections shall not be allowed. An Indoor/Stadium type section shall be defined as a man-made section erected purely for the purpose of the event and not using natural materials.

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

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

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

A rider who fails in a section, once the time limit has run out, 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. If there are riders in the queue for this section, then the queue should be formed in the same order at the next section. The total time for the event shall not be modified in the event of any section being abandoned during the Trial.

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

TL 01.4.1 Section Corridor

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

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

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

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

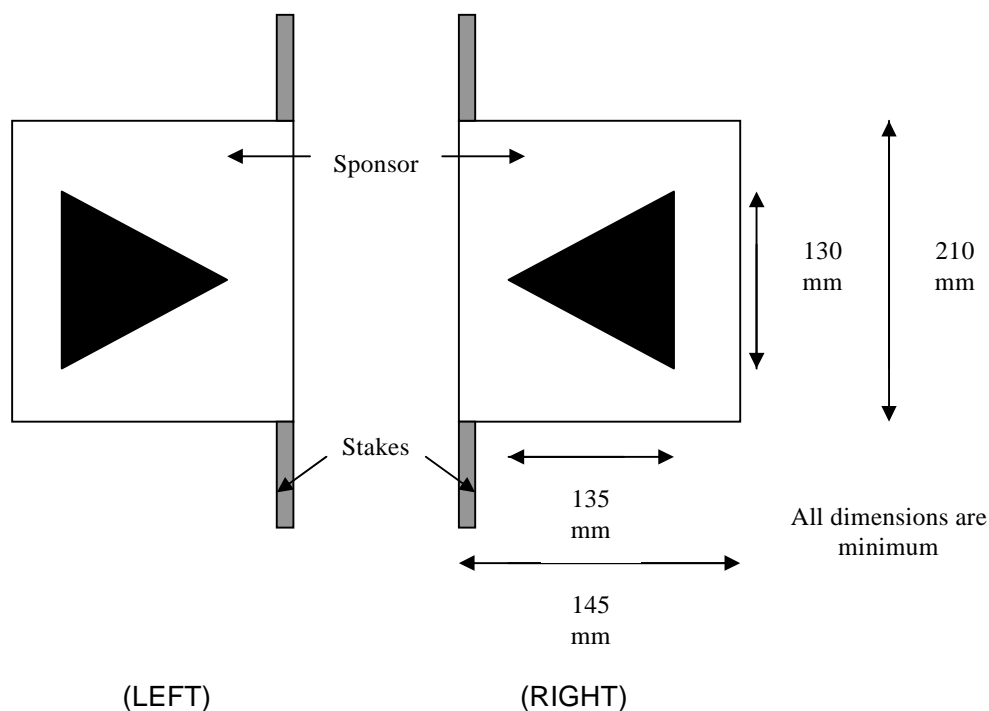
TL 01.4.2 Section Boundaries

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

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

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

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



The Arrows within the gates shall be coloured red for the Championship Class blue for the Junior Cup, **Over- 40 Cup** and International Class. If the event is organised in conjunction with a FIM World Championship event, then the Arrows within the gates will be coloured Blue for the Championship class and Green for the Junior Cup, **Over- 40 Cup** and International Class.

In situations where the rider may gain an advantage by passing the gate and then traversing in the opposite direction then a supplementary tape shall be installed between the gate and the boundary tape.

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

If there are several signs (arrows) on the same stake, and the rider knocks off an arrow for another Class, this will not be considered as a fault.

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

TL 01.4.3 Observation Enclosure

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

TL 01.5 TIME ALLOWANCE AND CONTROL

TL 01.5.1 Time measurement

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

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

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

TL 01.5.2 Individual Time Allowance

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

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

If a rider starts after his allocated start time, his actual start time shall be used to determine his new finishing times. Time penalties for late starting or exceeding the allowed time for the first lap or the overall time are given in TL 01.10.1.

TL 01.5.2.1 Increase in Individual Time Allowance

The Jury may increase the rider's time allowance by up to a total of 60 minutes. In such a case all riders must be informed of this alteration before the start.

TL 01.5.3 Starting Time and Control

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

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

platform.

TL 01.5.4 Final Time Control

The final time control, clearly marked and well visible, shall normally be located immediately after the final section. However, at the discretion of the Jury President the final time control may be at an earlier section when the route 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 TL 01.9.4) until the machine is released by the organiser at the finish point.

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

Any rider who exceeds the allowance shall be liable to a fine penalty of Euro 40.-

TL 01.5.5 Section Time Allowance

A time allowance of one and a half minutes is allowed for each rider to complete each section. Any rider who fails to complete a section within the one and a half minutes time allowance will be deemed to have failed that section.

The time will start when the rider passes the Section Begins line. The time will be measured by an official who will use a whistle to signal the start of the time allowance. If the rider has not completed the section on the completion of the one and a half minutes time allowance, then the official shall give a long blast on the whistle to signal failure. The decision of the official in charge of this time measurement shall be deemed a statement of fact.

TL 01.6 PRACTISING

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

TL 01.7 INSPECTION OF THE SECTIONS

TL 01.7.1 Inspection of the Sections prior to the event.

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

If any rider or any other person interested in the performance of the rider, enters a section outside the stipulated times the rider shall be inflicted with a fine of up to Euro 200.-

TL 01.7.2 Inspection of the Sections during the event.

During events held independent of an FIM World Championship event the riders are allowed to inspect the Sections on foot on the day of the event prior to them riding them however they are always under the direction of the Observer.

During events held in conjunction with an FIM World Championship event the riders are NOT allowed to inspect the Sections on foot on the day of the event unless officially notified that inspection on foot is permitted.

TL 01.8 ADMINISTRATION

The Administrative Control shall take place the day prior to the event;

* between 16.30 and 19.00 (when another Championship is taking place)

* between noon and 3.00pm (when no other event is taking place).

TL 01.8.1 Riders' Licences

Championship Class ,Junior Cup and Over-40 Cup : Riders must be holders of a valid annual UEM Championship licence or UEM " one event licence " or FIM World Championship licence.

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

TL 01.8.2 Submission of entries

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

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

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

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

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

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

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

TL 01.8.2.1 Non-participation in an event

Any rider whose entry for an event has been confirmed to his FMN and who subsequently does not intend to participate must send a valid reason to the organiser by e-mail at least 24 hours prior to the Administrative Control. Any rider who does not participate in the event, or who has not submitted a valid reason, will be reported by the International Jury to the UEM, who may impose a penalty fee of Euro 50.-

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

TL 01.8.3 Entry fee

The entry fee for the rider shall not exceed Euro 40.-

Where the event is organised in conjunction with an FIM World Championship event the entry fee for the rider shall not be charged.

The fee for the Assistant shall not exceed Euro 40.-

TL 01.8.4 Riders' bibs

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

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

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

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

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

TL 01.8.5 Registered Assistant (Minder)

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

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

The Assistant is allowed in the Observation Enclosure but will not be allowed into the boundaries of any section unless specifically invited by an Official for security reasons. In this case it is compulsory to wear a helmet at all times whilst in a section.

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

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

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

The Assistants' machines must conform to the Traffic Code of the country in which the event takes place when Public Roads are to be used. 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.

TL 01.8.6 Starting interval

Starting shall be at two minute intervals.

TL 01.8.7 Starting order

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

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

in the Championship Class.

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

TL 01.9 TECHNICAL

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

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

TL 01.9.1 Equipment of the motorcycle

Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered. The registration number of the machine shall be displayed on a plate firmly fixed to the rear mudguard of the machine (not hand-written on the mudguard direct). The number plate must be made of flexible and non-cutting material and positively fixed to the rear mudguard.

NB The above does not apply if the event is held without the use of Public Roads and this is stated in the Supplementary Regulations.

Motorcycles and their equipment must comply with the FIM Technical rules for Trial together with other rules specified in the Supplementary Regulations.

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

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

TL 01.9.2 Riders equipment

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

TL 01.9.3 Sound level Control

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

TL 01.9.4 Marking of parts

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

Parts	Marking	Number	Where marked
Frame – Main section	paint or non removable sticker	1	Right hand of Steering head
Crankcase	paint or non removable sticker	1	Right side
Silencer	paint or non removable sticker	1	

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

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

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

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

TL 01.9.5 Responsibility of rider

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

TL 01.9.6 Checking of parts

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

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

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

TL 01.10 PENALTIES

TL 01.10.1 Time Penalties with respect to Time Allowance

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

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

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

d) – Failure:	5 points
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Definition of Failure.

- The machine 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 or knocks over a marker or marker support.
- The rider rides on or over a marker with either wheel.
- The rider or machine breaks a marking tape.
- The rider dismounts from the machine and he has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The hand of the rider leaves the handlebar and touches another part of the machine, when the rider foots and is stationary.”

- The rider passes through the gate of another category in either direction.
- 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.

e) Missing a section: 20 points

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

However, the following penalties may be added:

- The Assistant disputes the section official's decision: Yellow Card
- The rider refuses to leave a section, after failure, 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 awarded by the Observer, the rider will always be given the benefit of the doubt.

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

Obstruction

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

TL 01.10.3 Financial penalty

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

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

1st offence: Euro 40.-
 2nd offence: Euro 80.-
 3rd offence: Euro 200.-

TL 01.10.4 Yellow Card

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

Any rider, or Assistant, who refuses to obey the instructions of an Observer or shows disorderly conduct at a Section shall be shown the Yellow Card. The Observer shall then complete a copy of the form "NOTIFICATION" and without delay transmit this information to the Clerk of the Course for further transmission to the Results manager as soon as possible following the incident.

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

Penalties

First offence during the event:	Euro 40.- + 5 extra points
Second offence during the event:	Euro 80.- + 5 extra points
Third offence during the event:	Disqualification

The Jury may take further action for serious offences.

TL 01.10.5 Disqualification

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

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

TL 01.11 RECORDING OF SCORES

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

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

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

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

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

TL 01.12 RESULTS AND CLASSIFICATION'S

TL 01.12.1 EVENT RESULTS AND CLASSIFICATION'S

Separate printed result classifications must be produced for the **four** groups (Championship, Junior, Over- 40 & International) which show the name of each rider, his Federation and the Machine ridden. Each rider's performance in each Section must be shown.

The winner in each class will be the rider with the lowest number of points according to Art. TL 01.10.

European Championship, Junior Cup and **Over- 40 Cup** only: Championship points will be allocated to the highest eligible fifteen placed riders of each event according to the following scale:

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

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

TL 01.12.2 OVERALL CLASSIFICATION'S

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

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

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

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

TL 01.13 PREMATURE STOPPAGE

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

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

TL 01.14 TIES

TL 01.14.1 Ties at the end of the Event

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

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

For the European Championship, **Over- 40 Cup** and Junior Cup: If a tie still persists, both riders will be credited with the same position and the points allocated to that position will be awarded to both riders, e.g. if two riders tie for the 2nd place, after the above, then the points will be awarded as follows: 20, 17, 17, 13, 11 etc.

TL 01.14.2 Ties at the end of the Championship

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

TL 01.15 AWARDS

Awards shall be presented to at least the first three placed riders in each class. For the final event of the Championship the awards for the first three placed riders in the final classification are provided by the UEM.

TL 01.15.1 Prize Giving Ceremony and Public interview

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

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

The organiser of the final round shall arrange a ceremony to recognise the first three placed riders in the overall Championship or Cup.

TL 01.15.2 Penalty for non-attendance

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

TL 01.16 PROTESTS

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

MODEL "SUPPLEMENTARY REGULATIONS" FOR UEM TRIAL EUROPEAN CHAMPIONSHIP JUNIOR CUP & OVER- 40 CUP

ANNOUNCEMENT

The _____ Club will promote the _____ Round of the UEM Trial European Championship, on behalf of the _____ Federation. The event will be held in accordance with the Sporting Code of the UEM. together with relevant Appendices of the FIM and UEM, these Supplementary Regulations, and any Final Instructions, approved by the Jury. The FIM Environment Code shall apply. Each event will include an International class (see art.TL 01.8.1 and TL 01.8.2)

The event will be held on _____ (date)
At _____ (venue).

EMN No. _____ & EMN No. _____

ACCESS

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

Organiser Name (Club):

Address:
Tel. no.:
Fax no.:
e-mail:

Accommodation service:

Address:
Tel. no.:
Fax no.:
e-mail:

Secretariat of the event:

Address:
Tel. no.:
Fax no.:
e-mail:

1. ENTRIES

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

All entries must be received by _____ (closing date).

* Subject to the entry limit of _____ (according to art. TL 01.8.2).

* Method of limitation: _____.

* Delete if not limited.

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

2. TECHNICAL CONTROL AND REGISTRATION

The administrative and technical controls will take place between 16.30 and 19.00 the day prior to the event.

* This event **does** require that riders be legally licensed for the Public Highway and each machine is road legal for the Country in which it is registered. Registration plates of a non-cutting material must be fixed to the rear number mudguard (not hand written directly on the mudguard).

* This event **does not** require that riders or motorcycles be legal for the Public Highway.
**delete as applicable*

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

At administration control, the rider must submit his appropriate Rider's Licence, valid for the event (Art TL 01.8.1), together with his Driving Licence and International Insurance Certificate (where applicable).

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

3. NUMBERS

The organisers shall issue riding numbers.

4. STARTING ORDER

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

5. COURSE

The length of the course is of _____ km.

6. PADDOCK/PRACTICE

The Paddock will be opened to all riders from (date, time).

(Organisers - Please note Clause 7 of the compulsory UEM Standards for organisers of Trial European Championships and Cups together with the timetable shown in the Rule Book.)

The organisers shall provide a Practice Area. Any rider found practising outside the area's

set aside by the organisers may not be allowed to start.

The practice area will be opened to all riders from (date, time).

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

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____ and Jury Meetings will be held at _____.

The first Jury Meeting will be held.

* at 19.30 on the Friday evening (when a World Championship event is taking place)

* at 09.00 on the day prior to the event (when no other event is taking place).

**delete as applicable*

The Jury President will call additional Jury Meetings the times of which will be on the Notice Board.

8. AWARDS

Awards will be presented to the first _____ (minimum 3) placed riders in each class of the event.

9. PRIZE GIVING CEREMONY

The prize giving ceremony will take place in the start area within 15 minutes of the final classified rider arriving at the finish.

10. ADDITIONAL INFORMATION

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

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

11. OFFICIALS

President of the Jury:	FIM Licence No
FMNR Member of the Jury:	FIM Licence No:
FMNR Person responsible for Standards	FIM Licence No:
Clerk of the Course:	FIM Licence No
Chief Technical Steward:	FIM Licence No
Environment Official:	FIM Licence No
Chief Timekeeper:	FMN Licence No

FMN Delegates: In accordance with the UEM Sporting Code.

UEM WOMEN'S TRIAL EUROPEAN CHAMPIONSHIP



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TL 02.15 AWARDS

TL 02.15.1 Prize Giving Ceremony and Public interview

TL 02.15.2 Penalty for non-attendance

TL 02.16 PROTESTS

TL 02.1 GENERAL

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

The UEM Women's Trial European Championship is open to riders of at least 12 years of age from UEM Member FMN's. **Events must be arranged to ensure that the riders do not need a driving licence and the machines do not need to be road registered.** Riders from FIM Federations outside the UEM are permitted to compete but will not be eligible for Championship points.

NB Riders under the age of 18 years are restricted to motorcycles of less than 125cc.

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

An event includes:

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

TL 02.1.1 UEM Standards for Organisers

See art. 01.1.1

TL 02.1.2 Meeting with the Organisers

See art 01.1.2

TL 02.2 JURISDICTION

See Art. 01.2

TL 02.3 COURSE

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

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

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

TL 02.3.1 Distance

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

The Trial shall consist of 2 laps

TL 02.3.2 Course marking

See Art. 01.3.2

TL 02.4 SECTIONS

The number of sections shall be 12 per lap.

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

TL 02.4.1 Section Corridor

See Art. 01.4.1

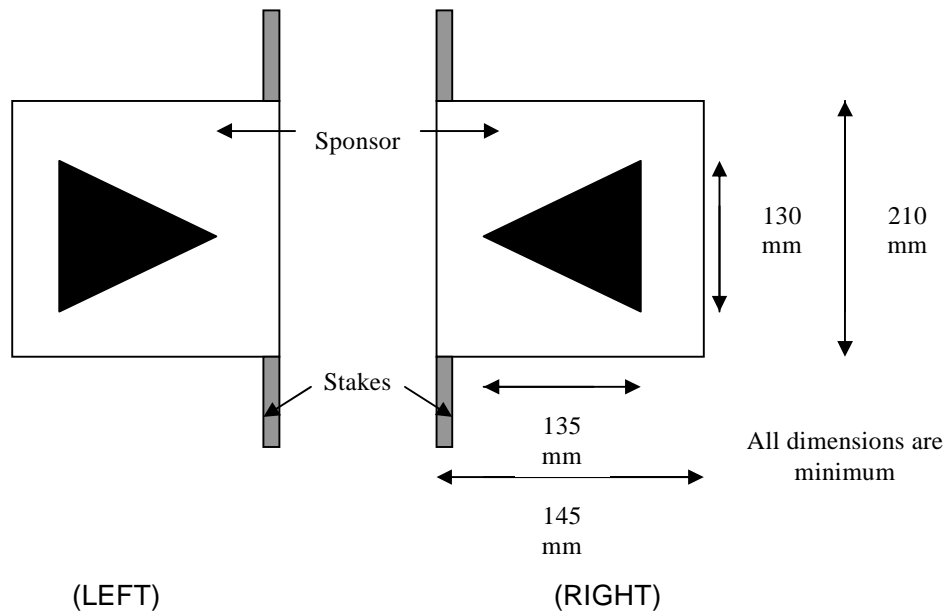
TL 02.4.2 Section Boundaries

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

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

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

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



The Arrows within the gates shall be coloured as follows:

Events for Women only.

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

Events which include Youth riders

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

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

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

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

TL 02.4.3 Observation Enclosure

See Art. 01.4.3

TL 02.5 TIME ALLOWANCE AND CONTROL

TL 02.5.1 Time measurement

See Art. 01.5.1

TL 02.5.2 Individual Time Allowance

The overall time allowed for each rider subject to Art. TL 02.5.2.1 and TL 02.9.1 shall be 5hrs.

Each rider shall be allowed the same time to complete the course. If a rider starts after her allocated start time, her actual start time shall be used to determine her new finishing time. Time penalties for late starting or exceeding the allowed time are given in Art. TL 02.9.1.

TL 02.5.2.1 Increase in Individual Time Allowance

See Art. 01.5.2.1

TL 02.5.3 Starting Time and Control

The Start time will be 9:00am. The Start Time Control shall be at the starting place with the riders starting from a platform.

TL 02.5.4 Final Time Control

See Art. 01.5.4

TL 02.5.5 Section Time Allowance

See Art. 01.5.5

TL 02.6 PRACTISING

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

TL 02.7 INSPECTION OF THE SECTIONS

TL 01.7.1 Inspection of the Sections prior to the event.

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

If any rider or any other person interested in the performance of the rider, enters a section outside the stipulated times the rider shall be inflicted with a fine of up to Euro 200.-

TL 01.7.2 Inspection of the Sections during the event.

The riders are allowed to inspect the Sections on foot on the day of the event prior to them riding them however they are always under the direction of the Observer.

TL 02.8 ADMINISTRATION

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

TL 02.8.1 Rider's licences

Championship Class: Riders must be holders of a valid annual UEM Championship licence or UEM "one event licence" or FIM Women's licence.

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

TL 02.8.2 Submission of entries

See Art. 01.8.2

TL 02.8.2.1 Non-participation in an event

See Art. 01.8.2.1

TL 02.8.3 Entry fee

The entry fee for the rider shall not exceed Euro 40.-

The fee for the Assistant (Minder) shall not exceed Euro 40.-

TL 02.8.4 Riders' bibs

See Art. 01.8.4

TL 02.8.5 Registered Assistant (Minder)

See Art. 01.8.5

TL 02.8.6 Starting interval

Starting shall be one-minute intervals.

TL 02.8.7 Starting order

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

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

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

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

TL 02.9 TECHNICAL

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

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

TL 02.9.1 Equipment of the motorcycle

See Art. 01.9.1

TL 02.9.2 Riders equipment

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

TL 02.9.3 Sound Level Control

See Art. 01.9.3

TL 02.9.4 Marking of parts

See Art. 01.9.4

TL 02.9.5 Responsibility of rider

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

TL 02.9.6 Checking of parts

See Art. 01.9.6

TL 02.10 PENALTIES

TL 02.10.1 Time Penalties with respect to Overall Time Allowance

See Art. 01.10.1

TL 02.10.2 Penalty Faults in a Section

See Art. 01.10.2

TL 02.10.3 Financial penalty

See Art. 01.10.3

TL 02.10.4 Yellow Card

See Art. 01.10.4

TL 02.10.5 Disqualification

See Art. 01.10.5

TL 02.11 RECORDING OF SCORES

See Art. 01.11

TL 02.12 RESULTS AND CLASSIFICATION'S

TL 02.12.1 Event Results and Classification

Two separate printed result classifications must be produced for the two groups (Championship & International) which show the name of each rider, his Federation and the Machine ridden. Each rider's performance in each Section must be shown.

The winner in each class will be the rider with the lowest number of points according to Art. TL 02.10.

European Championship only: Championship points will be allocated to the highest eligible fifteen placed riders of each event according to the following scale:

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

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

TL 02.12.2 Overall Classification

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

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

TL 02.13 PREMATURE STOPPAGE

See Art. 01.13

TL 02.14 TIES

TL 02.14.1 Ties at the end of the Event

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

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

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

TL 02.14.2 Ties at the end of the Championship

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

See Art. 01.14

TL 02.15 AWARDS

See Art. 01.15

TL 02.16 PROTESTS

See Art. 01.16

MODEL "SUPPLEMENTARY REGULATIONS" FOR UEM WOMEN'S TRIAL CHAMPIONSHIP



ANNOUNCEMENT

The _____ Club will promote the _____ Round of the European Women's Trial Championship, on behalf of the _____ Federation. The event will be held in accordance with the Sporting Code of the UEM, together with relevant Appendices of the FIM and UEM, these Supplementary Regulations, and any Final Instructions, approved by the Jury. The FIM Environment Code shall apply. Each event will include an International class (see art.TL 02.8.1 and TL 02.8.2)

The event will be held on _____ (date) starting at **9:00am**

At _____ (venue).

EMN No. _____

ACCESS

Nearest airport:

Motorway: Exit:

National road:

Nearest town: at km:

Organiser Name (Club):

Address:

Tel. no.:

Fax no.:

e-mail:

Accommodation service:

Address:

Tel. no.:

Fax no.:

e-mail:

Secretariat of the event:

Address:

Tel. no.:

Fax no.:

e-mail:

1. ENTRIES

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

All entries must be received by _____ (closing date).

* Subject to the entry limit of _____ (according to art. TL 02.8.2).

* Method of limitation: _____.

* Delete if not limited.

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

2. TECHNICAL CONTROL AND REGISTRATION

The administrative and technical controls will take place on _____ (date)
between _____ and _____ hrs.

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

At administration control, the rider must submit her appropriate Rider's Licence, valid for the event (Art TL 02.8.1), together with her Driving Licence and International Insurance Certificate (where applicable).

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

3. NUMBERS

The organisers shall issue riding numbers.

4. STARTING ORDER

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

5. COURSE

The length of the course is of _____ km.

6. PADDOCK/PRACTICE

The Paddock will be opened to all riders from _____ (date, time).
(Organisers - Please note Clause 7 of the compulsory UEM Standards for organisers of Trial European Championships and Cups together with the timetable shown in the Rule Book.)

The organisers shall provide a Practice Area. Any rider found practising outside the area's set aside by the organisers may not be allowed to start.

The practice area will be opened to all riders from (date, time).

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

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____ and Jury Meetings will be held at _____.

The first Jury Meeting will be held at _____ hrs on _____ (date)
The Jury President will call additional Jury Meetings, the times of which will be on the Notice Board.

8. AWARDS

Awards will be presented to the first ____ (minimum 3) placed riders in each class of the event.

9. PRIZE GIVING CEREMONY

The prize giving ceremony will take place in the start area within 15 minutes of the final classified rider arriving at the finish.

10. ADDITIONAL INFORMATION

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

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

11. OFFICIALS

President of the Jury:	FIM Licence No
FMNR Member of the Jury:	FIM Licence No:
FMNR Person responsible for Standards	FIM Licence No:
Clerk of the Course:	FIM Licence No
Chief Technical Steward:	FIM Licence No
Environment Official:	FIM Licence No
Chief Timekeeper:	FMN Licence No

FMN Delegates: In accordance with the UEM Sporting Code.

UEM YOUTH TRIAL EUROPEAN CHAMPIONSHIP



- TL 03.1 GENERAL**
 - TL 03.1.1 UEM Standards for Organisers
 - TL 03.1.2 Meeting with the Organisers
- TL 03.2 JURISDICTION**
- TL 03.3 COURSE**
 - TL 03.3.1 Distance
 - TL 03.3.2 Course marking
- TL 03.4 SECTIONS**
 - TL 03.4.1 Section corridor
 - TL 03.4.2 Section boundaries
 - TL 03.4.3 Observation Enclosure
- TL 03.5 TIME ALLOWANCE AND CONTROL**
 - TL 03.5.1 Time measurement
 - TL 03.5.2 Individual Time Allowance
 - TL 03.5.2.1 Increase in Individual Time Allowance
 - TL 03.5.3 Starting Time and Control
 - TL 03.5.4 Final Time Control
 - TL 03.5.5 Section Time Allowance
- TL 03.6 PRACTISING**
- TL 03.7 INSPECTION OF THE SECTIONS**
 - TL 03.7.1 Inspection of the Sections prior to the event.**
 - TL 03.7.1 Inspection of the Sections during the event.**
- TL 03.8 ADMINISTRATION**
 - TL 03.8.1 Rider's licences
 - TL 03.8.2 Submission of entries
 - TL 03.8.2.1 Non-participation in an event
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- TL 03.9 TECHNICAL**
 - TL 03.9.1 Equipment of Motorcycles
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- TL 03.10 PENALTIES**
 - TL 03.10.1 Time penalties with respect to overall time allowance
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TL 03.13 PREMATURE STOPPAGE

TL 03.14 TIES

 TL 03.14.1 Ties at the end of the event

 TL 03.14.2 Ties at the end of the Championship

TL 03.15 AWARDS

 TL 03.15.1 Prize Giving Ceremony and Public interview

 TL 03.15.2 Penalty for non-attendance

TL 03.16 PROTESTS

TL 03.1 GENERAL

The UEM Youth Trial European **Championship** is open to riders of the age group 12 to 16 years and from UEM Member FMN's. Riders must have attained 12 years of age at the date of the event and may compete during the full year that they attain 16 years of age. Riders from FIM Federations outside the UEM are permitted to compete but will not be eligible for Championship points.

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

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

An event counting towards the Youth **Championship** includes:

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

TL 03.1.1 UEM Standards for Organisers

See Art. 01.1.1

TL 03.1.2 Meeting with the Organisers

See art 01.1.2

TL 03.2 JURISDICTION

See Art. 01.2

TL 03.3 COURSE

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

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

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

TL 03.3.1 Distance

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

The Trial shall consist of 2 laps

TL 03.3.2 Course marking

See Art. 01.3.2

TL 03.4 SECTIONS

The number of sections shall be 12 per lap.

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

TL 03.4.1 Section Corridor

See Art. 01.4.1

TL 03.4.2 Section Boundaries

See Art. 01.4.2

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

Red	UEM Youth Trial	European Championship
Blue	International Class	

TL 03.4.3 Observation Enclosure

TL 03.5 TIME ALLOWANCE AND CONTROL

TL 03.5.1 Time measurement

See Art. 01.5.1

TL 03.5.2 Individual Overall Time Allowance

The overall time allowed for each rider subject to Art. TL 03.5.2.1 and TL 03.9.1 shall be 5 hours.

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 the allowed time are given in Art. TL 03.9.1.

TL 03.5.2.1 Increase in Individual Overall Time Allowance

See Art. 01.5.2.1

TL 03.5.3 Starting Time and Control

The starting time shall be **9:00am**. The Start Time Control shall be at the starting place with the riders starting from a platform.

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

TL 03.5.4 Final Time Control

See Art. 01.5.4

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TL 03.5.5 Section Time Allowance

See Art. 01.5.5

TL 03.6 PRACTISING

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

TL 03.7 INSPECTION OF THE SECTIONS

TL 03.7.1 Inspection of the Sections prior to the event.

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

If any rider or any other person interested in the performance of the rider, enters a section outside the stipulated times the rider shall be inflicted with a fine of up to Euro 200.-

TL 03.7.2 Inspection of the Sections during the event.

During events held independent of an FIM World Championship event the riders are allowed to inspect the Sections on foot on the day of the event prior to them riding them however they are always under the direction of the Observer.

During events held in conjunction with an FIM World Championship event the riders are NOT allowed to inspect the Sections on foot on the day of the event unless officially notified that inspection on foot is permitted.

TL 03.8 ADMINISTRATION

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

TL 03.8.1 Riders' Licences

Youth Championship Class: Riders must be holders of a valid UEM "One Year licence Promosport" or UEM "One event Promosport" licence.

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

TL 03.8.2 Submission of entries

See Art. 01.8.2

TL 03.8.2.1 Non participation in an event

See Art. 01.8.2.1

TL 03.8.3 Entry fee

The entry fee for the rider shall not exceed Euro 40.-

The fee for the Assistant (Minder) shall not exceed Euro 40.-

TL 03.8.4 Riders' bibs

See Art. 01.8.4

TL 03.8.5 Registered Assistant (Minder)

See Art. 01.8.5

TL 03.8.6 Starting interval

Starting shall be at TWO minute intervals.

TL 03.8.7 Starting order

The starting order for all riders will be decided by ballot according to Class. The organisers must ensure that the riders cannot see the starting order when they make their selection from the ballot box (sealed envelopes, etc.).

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

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

TL 03.9 TECHNICAL

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

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

TL 03.9.1 Equipment of the motorcycle

Motorcycles and their equipment must comply with the FIM Technical rules for Trial together with other rules specified in the Supplementary Regulations.

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

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

TL 03.9.2 Riders equipment

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

TL 03.9.3 Sound Level Control

See Art. 01.9.3

TL 03.9.4 Marking of parts

See Art. 01.9.4

TL 03.9.5 Responsibility of rider

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

TL 03.9.6 Checking of parts

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

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

As each rider completes the trial his /her machine must be placed in a closed control situated adjacent to the finish point. All machines must be held until the end of the Protest period.

TL 03.10 PENALTIES

TL 03.10.1 Time Penalties with respect to Overall Time Allowance

See Art. 01.10.1

TL 03.10.2 Penalty Faults in a Section

See Art. 01.10.2

TL 03.10.3 Financial penalty

See Art. 01.10.3

TL 03.10.4 Yellow Card

See Art. 01.10.4

TL 03.10.5 Disqualification

See Art. 01.10.5

TL 03.11 RECORDING OF SCORES

See Art. 01.11

TL 03.12 RESULTS AND CLASSIFICATION'S

TL 02.12.1 Event Results and Classification

Two separate printed result classifications must be produced for the two groups (Championship & International) which show the name of each rider, his Federation and the Machine ridden. Each rider's performance in each Section must be shown.

The winner in each class will be the rider with the lowest number of points according to Art. TL 03.10.

European Championship only: Championship points will be allocated to the highest eligible fifteen placed riders of each event according to the following scale:

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

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

TL 02.12.2 Overall Classification

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

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

TL 03.13 PREMATURE STOPPAGE

See Art. 01.13

TL 03.14 TIES

TL 03.14.1 Ties at the end of the Event

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

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

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

TL 03.14.2 Ties at the end of the Youth Championship

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

TL 03.15 AWARDS

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

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

TL 03.15.1 Prize Giving Ceremony and Public interview

See Art. TL 01.15.1

TL 03.15.2 Penalty for non-attendance

See Art. TL 01.15.2

TL 03.16 PROTESTS

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

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

MODEL "SUPPLEMENTARY REGULATIONS" FOR UEM YOUTH TRIAL EUROPEAN CHAMPIONSHIP



ANNOUNCEMENT

The _____ Club will promote the _____ Round of the UEM Youth Trial European Championship, on behalf of the _____ Federation. The event will be held in accordance with the Sporting Code of the UEM together with relevant Appendices of the FIM and UEM, these Supplementary Regulations, and any Final Instructions, approved by the Jury. The FIM Environment Code shall apply. Each event will include an International class (see art.TL 03.8.1 and TL 03.8.2)

The event will be held on _____ (date) starting at 9:00am (See Art TL 03.8.7)

At _____ (venue).

EMN No _____

ACCESS

Nearest airport: _____

Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at km: _____

Organiser Name (Club):

Address: _____

Tel. no.: _____

Fax no.: _____

e-mail: _____

Accommodation service:

Address: _____

Tel. no.: _____

Fax no.: _____

e-mail: _____

Secretariat of the event:

Address: _____

Tel. no.: _____

Fax no.: _____

e-mail: _____

1. ENTRIES

Entries must be made on the official entry form and sent to the Secretary of the meeting.

The rider must specify which class (UEM Championship or International)

Priority of Entry to riders in the UEM Championship.

All entries must be received by _____ (closing date).

* Subject to the entry limit of _____ (according to art. TL 03.8.2).

* Method of limitation: _____.

* Delete if entry is not limited.

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

2. TECHNICAL CONTROL AND REGISTRATION

The administrative and technical controls will take place on _____ (date)
between _____ and _____ hrs.

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

At administration control, the rider must submit his appropriate Rider's Licence, valid for the event (Art TL 03.8.1).

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

3. NUMBERS

The organisers shall issue riding numbers.

4. STARTING ORDER

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

5. COURSE

The length of the course is of _____ km.

6. PADDOCK/PRACTICE

The Paddock will be opened to all riders from _____ (date, time).
(Organisers - Please note Clause 7 of the compulsory UEM Standards for organisers of Trial European Championships and Cups together with the timetable shown in the Rule Book.)

The organisers shall provide a Practice Area. Any rider found practising outside the area's set aside by the organisers may not be allowed to start.

The practice area will be opened to all riders from (date, time).

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

7. HEADQUARTERS AND JURY MEETINGS

The Headquarters for the event will be _____ and Jury Meetings will be held at _____.

The first Jury Meeting will be held at _____ hrs on _____ (date)

The Jury President will call additional Jury Meetings, the times of which will be on the Notice Board.

8. AWARDS

Awards will be presented to the first ____ (minimum 3) placed riders in each class of the event.

9. PRIZE GIVING CEREMONY

The prize giving ceremony will take place in the start area within 15 minutes of the final classified rider arriving at the finish.

9. ADDITIONAL INFORMATION

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

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

10. OFFICIALS

President of the Jury:	FIM Licence No
FMNR Member of the Jury:	FIM Licence No:
FMNR Person responsible for Standards	FIM Licence No:
Clerk of the Course:	FIM Licence No
Chief Technical Steward:	FIM Licence No
Environment Official:	FIM Licence No
Chief Timekeeper:	FMN Licence No

FMN Delegates: In accordance with Art. 50.6 of the UEM Sporting Code.

COMPULSORY UEM STANDARDS FOR ORGANISERS OF TRIAL EUROPEAN CHAMPIONSHIPS AND CUPS



1. FIRST AID-EMERGENCY FACILITIES

Shall be in accordance with the FIM Medical Code.

2. SANITARY SERVICES

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

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

3. SECTIONS

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

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

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

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

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

4. SECTION SCORE BOARD

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

For the European Championship an additional score sheet visible to the Public shall be installed at each Section to show the scores of at least all Group A riders.

5. NOTIFICATION DOCUMENT

A Notification document will be supplied to all organisers and this must be completed by the Section Observer for any Correction, or Additional Penalty, that may be awarded. To

be valid this document must be signed by the Observer, endorsed by the Clerk of the Course and handed to the Results Manager within 30 minutes of the incident.

6. OBSERVER IDENTIFICATION

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

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

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

7. PADDOCK

The riders paddock shall:

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

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

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

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

8. NOTICE BOARD

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

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

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

9. PRACTICE AREA

A practice area (sections) of adequate size must be installed. This training zone must allow riders to practise in accordance with the rules. The characteristic must correspond to the sections used in the event. The area has to be marked off clearly and the access must be marked.

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

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

10. STARTING TIME

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

11. STARTING PLACE

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

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

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

12. PARKING FOR PRESS, JURY, OFFICIALS

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

13. JURY ROOM

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

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

14. PRESS ROOM

A room must be provided exclusively for the Press with the following installations: Tables, chairs, typewriters, telephones and telefax should be provided. The opening hours of the Pressroom should be suitable to the working times of the Press. A person from the organisation, able to use these installations, must be present.

15. ADMINISTRATIVE AND TECHNICAL CONTROLS

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

16. ADDITIONAL INFORMATION

The following information shall be enclosed with the Supplementary Regulations.

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

17. AWARDS

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

18. PRIZE GIVING CEREMONY

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

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

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

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

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

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

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

DUTIES OF THE ASSISTANT (MINDER)S

TASKS

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

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

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

The Assistant's machine must conform to the Traffic Code of the country in which the event takes place when Public Roads are to be used.

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 Assistant has to accept these controls.

RIGHTS

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

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

He may use the section's enclosure, but only when the rider is completing the section.

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

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

RESTRICTIONS

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

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

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

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

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

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

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

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

Timetable for European Trial Championship

Day	Time	Events with W-C
Thursday	13:00 -14:30	Opening of Paddock for Factory Trucks
	14:00	Voting Jury Inspects the Sections
	15:00	Opening of Paddock to riders
	18:00	Jury President meeting with Clerk of Course and Organisers
Friday	10:00 - 13:00	Practice
	13:00 - 17:00	Riders visit the Sections
	15:00 - 18:00	Practice
	16:30 - 19:00	Technical & Admin Control.
	19:30	Jury Meeting
Saturday	c. 9:00	E-C first rider starts (Last start before 11:00)
	c.16:15	Prize Presentation
	c.16:45	Jury meeting

Day	Time	Events without W-C
Thursday	15:00	Opening of Paddock
Friday	17:00	Jury President meeting with Clerk of Course and Organisers Practice as directed by Organiser.
Saturday	09:00	Jury Meeting followed by Voting Jury Visit the Sections
	13:30 – 17:00	Riders visit the Sections
	16:30 – 19:00	Technical & Admin Control.
	19:30	Jury Meeting
Sunday	c. 9:00	E-C first rider starts (Last start before 11:00)
	c.16:15	Prize Presentation
	c.16:45	Jury meeting

Timetable for
European Women Trial Championship / Youth Championship

<i>Day</i>	<i>Time</i>	
Thursday	15:00	Opening of Paddock
Friday	17:00	Jury President meeting with Clerk of Course and Organisers Practice as directed by Organiser.
Saturday	09:00	Jury Meeting followed by Voting Jury Visit the Sections
	13:30 - 17:00	Riders visit the Sections
	16:30 - 19:00	Technical & Admin Control.
	19:30	Jury Meeting
Sunday	09:00	First rider starts (Women first in Joint events)
	c.16:45	Prize Presentation
	c.17:00	Jury meeting