

Part II

CONDITIONS FOR THE HOLDING OF THE EUROPEAN TRIAL CHAMPIONSHIP

Version 26.02.2008. (All older regulations are not valid). By discrepancies the German version 26.02.2008 is valid.

2.1. Basis of the competition

The European Trial Championship is held according to the accurate EURO-rules.

The Euro-rules will be decided by the annual eurotrial meeting. Also there is an Eurotrail-comitee that is composed as follows:

- | | |
|---------------------|--|
| 1. President | Jürgen Wagner, Germany, free elected |
| 3 permanent members | Italy, Norway and Germany |
| 3 changing members | composed as the following: the organizer of the last year, the organizer of the current year, the organizer of the <u>next</u> year. |

These are at the moment: San Marino, Norway, Germany.

2.2. Participants

2.2.1 Drivers of all European nations are authorized to compete. **Prerequisites for the participation and are in the possession of a valid driver's license** for the vehicle driven during the competition.

2.2.2. For each country, a maximum of four drivers per class in addition to the actual European champion and in addition of a free announced driver that must be of the same nationality (wildcard) can be registered. At least 75% of all the registered drivers must be citizen of the corresponding country.

2.2.3. The registration are submitted by the national off-road federations (where existing), otherwise by the organization who is in charge for a common country championship.

2.2.4. In countries without either a federation nor a common country championship, then the registration is submitted directly by the driver of the corresponding country. Every driver has to provide a mandatory prove of his capacities by submitting his personal results at Off-Road-Competitions during the last 2 years as well as enclosing the registrations. The decision for participation at the European championship is taken by the organization.

The registrations will be taken through by the following federations for the listed nations:

Austria	4x4 TCV
Belgium	by each driver
Denmark	by each driver
Czech Republic	AOT
Germany	VDGV
Finland	AKK
Great-Britain	AWDC
Italy	FIF
Ireland	by each driver
Liechtenstein	by each driver
Malta	by each driver
Netherlands	by each driver
Norway	NBF
Russia	RAF
San Marino	SMFC
Spain	by each driver
Sweden	SBF/TFF
Swiss	FSG
Hungary	ETH
(not listed nations)	by each driver

The list will be permanently updated and completed

A change of the registration-right can be only done with the written agreement of the federation, that had the registration-right before.

Its not permitted to the organizer to give drivers a license to start, if they are registered by a federation without registration-right.

2.3 Co-driver

During the driving of the stages, only one co-driver is permitted. The co-driver must be at least 12 years old. From stage to stage, the driver can decide if the co-driver shall be in the vehicle.

2.4 Helmet obligation

In all stages a head protection is mandatory.

2.5 Classes

Upon registration, the participant chooses a class. Changes of vehicles or classes during the competition are not possible.

2.6 Participant number in the classes

A minimum number of participants is not regulated.

2.7 Drivers rules

During the competition, the participant has to conform to the indications and rules of the organization of the competition, the scorer/judges and the authorized persons. During drivers discussion, additional rules may be adapted. An additional notice must be immediately displayed in this case.

. Rules, which are published additionally from the organization of the competition, must conform to the actual rules.

2.8 Non conforming to the rules

If the protest against a participant is judged as justified, it results in an immediate disqualification.

2.9 Points and Nations-scoring

2.9.1 Points In each class, after the last run, a "European champion" is determined.

2.9.2 The results of all participants in a class are determined by the number of penalty points. Through the scoring during the stages, the participant receives penalty points. The penalty points of all stages are cumulated. In case of points-equality, the direct comparison of all stages is deciding. If points-equality persists, the final elimination takes place by driving of additional stages.

2.9.3 The penalty points are the basis for the calculation of the winner in a class and the second placed. The winner of a class is the participant with the least number of penalty points. The intermediate results and the final results are to be put up by the organization.

2.9.4 The so determined order marks the standard for the giving out of team scoring.

2.9.5 Point-scoring in the single classes

1. Rank	30 Points
2. Rank	27 Points
3. Rank	25 Points
4. Rank	24 Points
5. Rank	23 Points
6. Rank	22 Points
7. Rank	21 Points
8. Rank	20 Points
9. Rank	19 Points
10. Rank	18 Points
11. Rank	17 Points
12. Rank	16 Points
.....	
27. Rank	1Point

2.9.6 Nations-scoring

Per nation, the best nine drivers are awarded. In case of points-equality, the following placed driver on either side are added to the scoring.

The group "PM" counts to the nations-scoring since 2006.

2.9.7 Results

The organizer must publish a list of the results 0,5 h before price giving . It should contain the following information:

class, rank, start number, name, pre-name, penalty-points.

Additional: nations-scoring with points.

2.10 Publicity

By registering, the participant is obliged during the time of the event to put the start-number and sponsoring-publicity on the bonnet and on the side areas of the vehicle. The case given, a free space on the vehicle is to be foreseen, respectively to be freed. Publicity, which is in direct competition to the sponsoring companies of the event, has to be removed or to be covered.

2.11 Stages

The stages of the classes Original, Standard, Modified and Pro-Modified must have been tried out before the start. The sports marshal must witness this drive and if he is in doubt to make the organization drive through the stage.

2.12 Starter-list

The organizer must publish a list of participants. It should contain the following information: class, start number, nation, name, pre-name, vehicle

2.13 Key word

The jury of the European Trial-Championship will judge disputes, which are originated by the wording of the regulation.

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-Eurotrial President-