

## Part II

# Conditions for the holding of THE EUROPEAN TRIAL CHAMPIONSHIP

Version 1 Mars, 2010. (All elder regulations are not valid). [Only the version published on the www.eurotrial.org website is valid.](http://www.eurotrial.org)

### 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 Eurotrial-Committee that is composed as follows:

- President Tommy Olsen, Norway, free elected.
- 3 permanent members. Italy, Sweden 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 next year.

These are at the moment: Germany, Sweden and Czech republic.

### 2.2. Participants

2.2.1 Drivers of all European nations are authorized to compete. Prerequisites for the participation in most countries is the possession of a valid driver's license for the vehicle driven during the competition, organizing country can decide if it is possible to participate without driver's license.

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 citizens of the corresponding country.

2.2.3. The registrations have to be 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 neither a federation or a common country championship, the registration is submitted directly by the driver of the corresponding country. Every driver has to provide with his registration request a mandatory proof of his qualification by submitting his personal results at Off-Road-Competitions during the last 2 years. The decision for participation at the European championship is made 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  
Hungary ETH  
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

(not listed nations) by each driver

The list will be permanently updated and completed

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

### **2.3 Helmet obligation**

In all stages a head protection is mandatory.

### **2.4 Classes**

Upon registration, the participant chooses a class. Change of vehicles or classes during the competition is not allowed.

### **2.5 Participant number in the classes**

A minimum number of participants is not regulated.

### **2.6 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 brought up. Immediately, an additional notice must be put up. Rules, which are published additionally from the organization of the competition, must be in line with the actual rules.

### **2.7 Violations of the rules**

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

### **2.8 Points and Nations-scoring**

2.8.1 Points in each class, after the last run, a "European champion" is determined.

2.8.2 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.

2.8.3 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.

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

### 2.8.5 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

### 2.8.6 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.

### 2.8.7 Results

The organizer must publish a list of the results thirty minutes ahead of the award ceremony. It should contain the following information:

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

Additional: nations-scoring with points.

## **2.9 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.

## **2.10 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 test drive and if he is in doubt to make the organization drive through the stage.

## **2.11 Starter-list**

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

## **2.12 Key word**

The Eurotrial Committee will judge disputes, which are originated by the wording of the regulation.