

Agreed
by EE BMA Trial commissions decision
29.11.2015, protocol No.2015-3
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BALTIC CHAMPIONSHIP TRIAL RULES

DEFINITION OF A TRIAL

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

Sections are included within the course, where the skill of the rider negotiating them is observed and penalties given. In addition, for each section and for the whole course is set a time limit. The course may consist of cross-country terrain, country lanes, and woodland tracks etc.



The Championship will be organized according to the EE BMA approved racing calendar.

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TL 01.1 GENERAL

The BMA has established the Baltic Championships according to the rules of the FIM Europe Sporting Code and the other Codes as well as this appendix. However, exceptions to the use of the FIM Europe Codes are written in this appendix.

Main differences in rules is that the Baltic championship is allowed STOP.

The Baltic Championship is open to riders from a FIM Member FMN.

Baltic individual championship take place in one two days stage, according to the EE BMA approved racing calendar.

TL 01.1.1 BMA Standards for Organizers

It is the responsibility of the FMNR to ensure that the starting area, the riders paddock, **the sections and the course** and the other installations fulfill the demands stated in the „**COMPULSORY EE BMA STANDARDS FOR ORGANISERS OF Baltic TRIAL CHAMPIONSHIPS AND CUPS**”.

The Jury President will inform the EE BMA trial commission of any violation of the BMA compulsory standards for organisers, the BMA trial commission then impose a sanction on the organiser

TL 01.1.2 Meeting with the Organizers

A meeting will be held between the organizers and the Jury President at 20:00, one day 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 responsible for the Sections. Other persons who the Jury President or the Organizer feels appropriate may attend.

TL 01.2 JURISDICTION AND SAFETY

A Baltic International Jury composed of a Jury President (with FIM Clerk of the course, Sporting Stewart or National Clerk of the Course License) appointed by the EE BMA and Jury Member (National Clerk of the course license) appointed by the FMNR. A Jury Member may not be registered as an Assistant.

Each FMN who has a rider competing in the event may send a Delegate (Licensed Sporting Stewart) 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.

The national medical codes can be used, but the minimum medical requirements are stipulated in : “BMA Standards for organizers”.

Jury president commits to perform summary of the race and send report to EEBMA trial commission **three days after the race.**

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. It must be possible for the riders to complete the course (from the paddock to all sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).

TL 01.3.1 Distance

The length of the course for each lap shall not exceed 15 km.

The Trial shall consist minimum of 27 sections, regardless of the number of laps in Championship group, groups Inter 1, Inter 2.

18 section for groups Youth, Hobby, and 10 for Green.

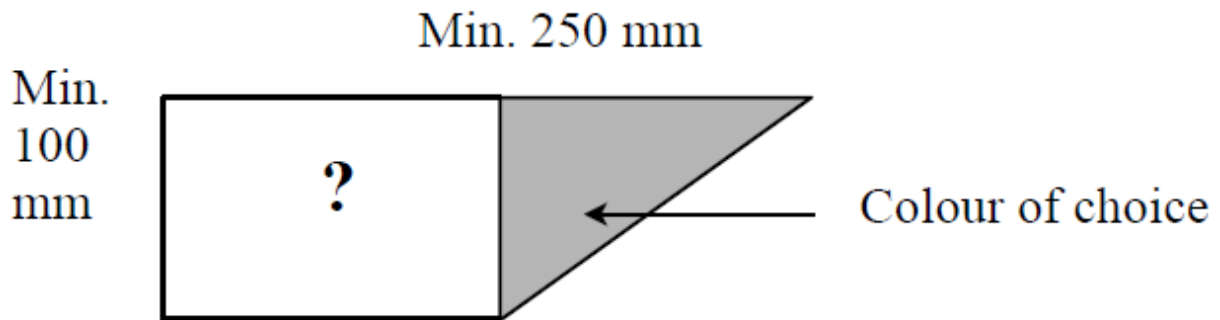
TL 01.3.2 Course marking

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.

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).



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

TL 01.4 SECTIONS

For each class the sections must be designed so that at least 1/3 are of an easy, medium and difficult level. Each section shall be completely independent of other sections.

Sections constructed predominantly with industrially processed elements or materials should be avoided and can eventually be abandoned by the jury.

Each section must be clearly numbered in consecutive order and the rider must, under penalty of **10** points, attempt the sections in numerical order.

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

The color codes for the various classes is as follows:

Championship class (Baltic countries level B) - red, Inter 1 - yellow, Inter 2 - green, Youth white or without arrows, Hobby – white, Green – without arrows or separate sections. (organizer arrow color may be specified in Supplementary regulation).

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 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

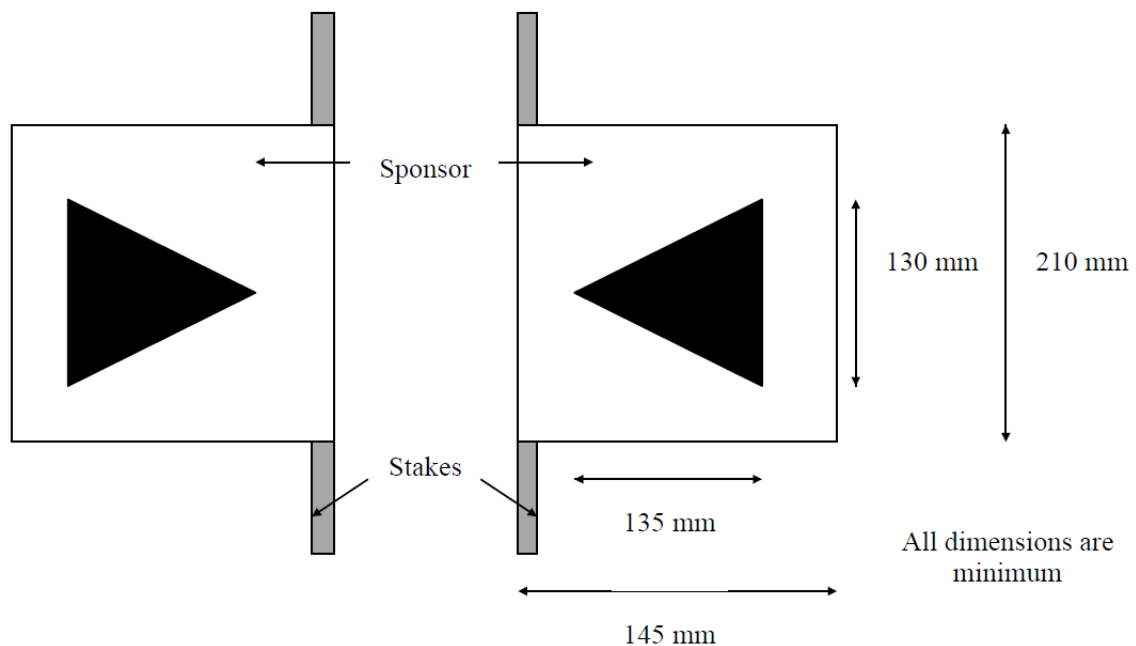
below a maximum height 30 cm. The actual width of the section defined between the tapes shall be at least 200 cm.

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.

Riders in the all Clases must travel only between the "gates" for their Class. A rider who passes between the "gates" of another Class – in whatever direction irrespective of if used that day – will be classed as a failure i.e. 5 points.

If any tape or any marker or stake is broken or moved 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 01.5 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 overall time allowance for each rider to travel from the start to the lap time control on the final lap subject to TL 01.5.2.1 shall not be more than 5:00h. Control time - are specified in each race depending on the length of the track and conditions.

Irrespective of the actual time a rider starts, the scheduled time for all finishing times will be retained. Time penalties for late starting or late arrival at any other time controls 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 30 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 Start Time Control shall be at the starting place with the riders starting from a platform.

TL 01.5.4 Lap Time Control

The lap time control, clearly marked and well visible, shall be located immediately after the final section or finish.

TL 01.5.5 Time allowance in sections

The time for riding a section is limited to 1 minute and 30 seconds. Time measurement starts when the front wheel spindle crosses the starting line of the sections and stops when the front wheel spindle crosses the stopping line of the section.

TL 01.6 PRACTICING

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

TL 01.7 RIDERS INSPECTION OF THE SECTIONS

TL 01.7.1 Inspection of the Sections prior to the event.

Inspection of the sections are allowed prior to the start of the event.

TL 01.7.2 Inspection of the Sections during the event.

The riders are allowed to inspect the sections on foot during the event only in the first Lap. Minders are NOT allowed inside the sections unless given permission by the observers.

TL 01.8 ADMINISTRATION

The Administrative Control shall take place according to the timetable included at the end of this document.

TL 01.8.1 Riders' Licenses

Riders must be in possession of a National License from the own FMN or valid FIM, FIME trial licenses. Participants who do not have a license, have to buy the single license (one-time using license). In case it is necessary to produce an insurance policy.

One time licenses and price will be in accordance with the laws and rules of organizer country. Terms and prices should be announced in Competition Supplementary regulation.

TL 01.8.2 Submission of entries

The Supplementary Regulations must be sent by the organizer to the Baltic FMN's at least 1 month (30 days) prior to the event.

A rider wishing to enter an event must send to the organizer a completed entry form at **least 7 days** prior to the event. **The organizer will be able to accept entries arriving after the closure of entries, but the entry fee for rider will then be doubled. The dates for closure of entries will be stated in the Supplementary Regulations (SR).**

Riders must state on the Entry Form whether they wish to ride the Championship Class, Inter 1, Inter 2, Class Hobby, Class Youth or the Class green.

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 organizer by e-mail at least 48 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 his/hers FMN, who may impose a penalty fee which equals to participation fee.

TL 01.8.2.2 Participants and categories

TL 01.8.2.2.1 Participants

All categories are open to riders meeting the criteria of these rules and holding a valid trial license issued by their FNM.

TL 01.8.2.2.2 Groups

The competition takes place in the following assessment groups :

Championship group (LaMSF and EMF championships group B difficulties level) - restricted to riders of at least 12 years of age in current year;

International 1 and International 2 (difficulties level C and D)- is restricted to riders who are, or attain, least 10 years of age in current year (**cup contest**);

Group **Hobby** – is restricted to riders without age limit (**cup contest**);

Group **Youth**– is restricted to riders who are under, or attain, 10 years of age during the current year – without arrows (also possible in a separate track), (one of the following is required: parent's written consent or parent's presence in the competition), (**cup contest**); with motorbikes up to 50cc.

Group **Green** – for participants who are not older than 5 years on January 1st of the current season with electric trial bikes (without arrows or in a separate sections) (**cup contest**), (parent's presence required);

Group **Women** – participants without age limit after absolute rating if participate at least four riders. (**cup contest**).

Electric bikes is allowed in all groups.

Participants under 12 years of age may start with motorcycles up to 125cc.

TL 01.8.3 Entry fee

The entry fee for the rider shall be maximum € 50 for both days in the Championship, Inter 1, Inter 2 and Hobby groups;

Maximum 40 EUR in the Hobby and Youth groups.

The entry fee for the rider shall be maximum € 20 for both days in the Green groups.

TL 01.8.4 Riders' bibs

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

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.

The first ten participants start numbers are assigned by the previous year the BMA rankings results.

TL 01.8.5 Riders Assistant (Minder)

Each rider may be Assistant to accompany him on the course and carry tools.

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

The Assistant is not be allowed into the boundaries of any section unless specifically allowed by the Section Observer for security reasons.

The Assistant must at all time wear closed shoes, 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 rider may receive assistance by any person to repair his machine, or change any unmarked parts, except within the boundary of a section.

Only the rider is allowed to ride or push his machine on the course.

TL 01.8.6 Starting interval

Starting shall be at intervals of 1 minute.

TL 01.8.7 Starting order

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

Riders in the Green, Youth class will start first followed by the riders of the Hobby Class, who will be followed by the riders of the Inter 2 Class and so riders of Inter 1 class who will be followed by the riders of the Baltic Championship Class.

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.

Two or more riders can participate with the one motorcycle, but it is prohibit to use more than one motorcycle on race time. Motorcycles can be marked.

TL 01.9.1 Equipment of the motorcycle

Motorcycles and their equipment must comply with the FIM Technical rules for Trial.

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.

Electrically powered bike are allowed in all categories.

A cut-off switch with a lanyard fixed on the rider must be installed and operational once the rider is on the machine.

Refuelling is permitted only in the pit area on the homologated oil-resistant mat.

TL 01.9.2 Riders equipment

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

For all participants under 16 years of age (inclusive) recommended use the back guard.

TL 01.9.3 Sound level Control

Sound level control is not compulsory.

TL 01.10 PENALTIES

TL 01.10.1 Time Penalties with respect to Time Allowances

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 last lap time control: 1 Point

More than 20 minutes late at the last lap time control: Disqualification

TL 01.10.2 Penalty Points in a Section during the trial

1 Fault in the section 1 point

2 Faults in the section 2 points

more than 2 Faults in the section 3 points

Making a Failure in the section 5 points

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

IN CASE OF DOUBT CONCERNING THE PENALTY, THE OBSERVER WILL ALWAYS GIVE THE RIDER THE BENEFIT OF THE DOUBT.

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

TL 01.10.2.1 Definition of Fault

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

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

TL 01.10.2.2 Definitions of Failure

1) The machine touches the ground with the front or rear wheel outside a boundary

2) Breaking a tape defining a section boundary or internal separation.

3) The rider or machine breaks, removes, knocks down a marker or marker support causing the Observer to reposition the marker, irrespective of it being used that day.

4) One or both wheels rides over, above or on the wrong side of a marker or marker support.

5) 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.

6) The motorcycle does a complete loop, crossing its own track with both wheels.

7) The rider passes through the gate of another category in either direction, irrespective of it being used that day. *

8) The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section

9) The Assistant comes into the section without the invitation of the Observer.

10) The rider or his Assistant changes the condition of a section.

11) The rider receives outside **physical** assistance.

12) The machine goes backwards.

TL 01.10.2.3 Extra Sanction Points

- The Assistant disputes the section official's decision: Yellow Card

- Not attempting the sections in numerical order: **10** points

- Missing a section: 20 points

TL 01.10.2.4 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 unauthorized 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 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 offense during the event: + 5 extra points

Second offense during the event: + 5 extra points

Third offense during the event: Disqualification

The Jury may take further action for serious offenses.

TL 01.10.4 Disqualification

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

- 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 banned substances (regardless of sanctions imposed in the FIM Medical Code);
- f) Changing riding bib (Art. TL 01.8.4);
- g) Not rejoining the course at the point where the rider left it (Art. TL 01.3.2);
- h) Practicing in a section (Art. TL 01.6).
- i) Receiving three or more Yellow Cards (Art TL 01.10.4)
- j) 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.

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

Separate printed result classifications must be produced for each class, showing the name of each rider, the FMN, the nationality 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 by summing the two days according to Art.01.10.

If the participant in races has acquired more than 80% of the maximum possible penalty points, the race for participant isn't assessed with exception Does not apply to groups Youth, Hobby and Green. Penalty points aren't assessed in the amount of section with "20" and "10" penalty points.

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.

TL 01.15 AWARDS

In each individual class

Organizer and supporters reward according to organizer race regulation.

Competitor achieved a podium place, but will leave the event before awarding ceremony without permission of the clerk of the course or Jury, the organizer can fine competitors club with penalty of 50 EUR.

In awards ceremony EEBMA Trial Commission and organizer awards first three places –

Championship group with medals, cups and diplomas, groups Inter 1, Inter 2, Hobby, Women, Youth and Green with cups and diplomas.

TL 01.15.1 Prize Giving Ceremony and Public interview

A prize giving ceremony shall take place within 30 minutes of the arrival at the finish of the last rider or team. For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public.

TL 01.16 PROTESTS

Protests must be lodged according to the Supplementary Regulations and be accompanied by a fee of Euro 70.

A protest submitted within 20 minutes after the publication of the results on the notice board. If the protest is not being contented, the money remains available to the EEBMA Trial Commission.

A protest considered by a Jury commission.

TL 01.17 CONTACTS

LaMSF and EE BMA Trial commission, Mr. Arturs Grīnfelds, ph. + 371 28656100, e-mail: arturs.grinfelds@gmail.com;

EMF Trial commission, Mr. Tonis Ross, ph.+3725658370, e-mail:tonis@ross.ee

LMSF Trial commission, Mr. Julius Simkus, ph. +27065566551, e-mail: citroliganine@gmail.com

SUPPLEMENTARY REGULATIONS (sample)

BMA BALTIC CHAMPIONSHIP

ANNOUNCEMENT

The <club name here> will promote the Baltic Championship on behalf of the <federation name here>. The event will be held in accordance with the Sporting Code of the FIM Europe together with relevant Appendices of the BMA Council, these Supplementary Regulations and any Final Instructions approved by the Jury. The FIM Environment Code shall apply.

The event will be held on <date here> at <venue name here>.

ACCESS

Paddock GPS Coordinates: <Latitude coordinates> <Longitude coordinates>

Nearest Airport:

Access Motorway and Exit: Motorway Number: ### Exit number: ###

National Road(s) to Venue: Road number ###

Nearest Town: <Town name> distance: ### km

ADDRESSES AND CONTACT INFORMATION

Organizer of the Event Secretariat of the Event Accommodation Service

Name

Address

Telephone

Fax

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, Inter 1 class, Inter 2 Class, Hobby Class or Youth Class (see TL 01.8.2).

Entries must be received by <closing date here>. Entries received after this date and up until four days before the event will be subject to a double entry fee for rider and assistant.

2 TECHNICAL CONTROL AND REGISTRATION

The administrative and technical controls will take place between <open to select time> .

Machines must comply with the technical requirements of the FIM Trial Technical Rules and the specifications and exemptions mentioned in the FIM Europe Trial rules.

At the administrative control, the rider must submit his appropriate Rider's License, valid for the event (Art TL 01.8.1).

3 NUMBERS

The organizers shall issue riding numbers.

4 STARTING ORDER

At the Administrative Control each rider will sign on and take a start position from the appropriate ballot box. (See 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 and time here>.

The practice area will be opened to all riders from <date and time here>. Any rider found practicing outside of this area may not be allowed to start.

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 <headquarter location here>, and Jury

Meetings will be held at <Jury Room location here>.

The first Jury Meeting will be held the day prior to the event at <Open to select time>. The Jury President will call additional Jury Meetings, the times of which will be on the Notice Board.

8 AWARDS AND PRIZE GIVING CEREMONY

The Prize Giving Ceremony will take place within 15 minutes after the last rider has arrived at the finish.

Awards will be presented to the first ## placed riders in each class of the event.

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

Name License No

President of the Jury:

FMNR Member of the Jury:

Clerk of the Course:

Chief Technical Steward:

Environment Official:

Chief Timekeeper:

FMN Delegates: In accordance with the FIM Europe Sporting Code.

COMPULSORY EE BMA STANDARDS FOR ORGANISERS OF Baltic TRIAL CHAMPIONSHIPS AND CUPS

1. FIRST AID-EMERGENCY FACILITIES

Must be at least one car with medical team.

2. SANITARY SERVICES

Sanitary requirements in accordance with the FIM Environmental Protection Code.

For participants and spectators adequate number of toilets.

Rubbish containers in Paddock and start zone, if necessary and in track.

Paddock - motorcycles carpets.

Recommended for motorcycle cleaning and used oil containers.

3. SECTIONS AND COURSE

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, and the press.

It must be possible for the riders to follow and complete the course (from the paddock to all sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).

4. SECTION SCORE BOARD AND BACK UP SCORE SHEET

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 BMA Championship a score board visible to the Public shall be installed at each Section to show the scores of at least the top 15 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 60 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;
- 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 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.

It is recommended, but not obligatory that the organiser supplies wireless Internet Access in the paddock.

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.
- 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.

9. STARTING TIME

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

10. STARTING PLACE

The starting area shall allow the riders to travel without being hindered by the spectators.

Riders shall start from a platform.

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.

11. PARKING FOR PRESS, JURY, OFFICIALS

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

12. 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.

13. ADMINISTRATIVE AND TECHNICAL CONTROLS

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

14. 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.

15. AWARDS

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

16. PRIZE GIVING CEREMONY

The prize giving ceremony shall take place in the starting area within 30 minutes of the arrival at the finish of the last rider.

The prize giving ceremony shall correspond to the standards of a BMA 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.

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 up to Euro 40

Timetable for Baltic Trial Championship

Day	Time	
FRIDAY	No later than 20:00	Meeting Jury President & FMN representatives visit sections
SATURDAY	9:00-10:00	Registration and technical Control
	10:30	Jury meeting information for riders
	11:00	First rider starts
		Jury meeting immediately after the prize giving ceremony
SUNDAY	11:00 (is possible to start earlier)	First rider starts
		Jury meeting immediately after the prize giving ceremony