

Part II Conditions for the holding of THE EUROPEAN TRIAL CHAMPIONSHIP

Version **1 Jan 2018**. (All elder regulations are not valid). Only the version published on the www.eurotrial.eu website is valid. Changes in the regulation is done in red bold color, old text that is not valid is with blue text with line through.

2.1 Basis of the competition

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

The Euro-rules will be decided at the annual Eurotrial meeting. Also there is an Eurotrial-Committee Board that is composed as follows:

President	Pia Hossli	Switzerland	by election for 4 years until 2021
Technical manager	Lars Larson	Sweden	by election for 4 years until 2019
Secretary	Ann-Britt Frederiksen	Denmark	by election for 2 years until 2018
Cashier	Roberto Cevenini	Italy	by election for 2 years until 2018
Homepage	Vitaly Semenov	Russia	by election for 2 years until 2018
Technical assistant	Martin Podhola	Czech	by election for 2 years until 2018
PR Manager	Andrea Colombo	San Marion	by election for 2 years until 2018

Three alternate members: Last year's organizer, this year's organizer and next year's organizer, and these three are entitled to vote.

These are at the moment: Great Britain, Spain and **Finland**.

All nations have the right to be present at the meetings with one delegate and one assistant.

To get the right to vote at the meeting, every nation have pay a fee of 100 Euro to the board.

All board member are allowed to work as a team-leader, except the president and the technical manager, who have to be neutral and are not allowed to work for their Nation

2.2 Participants

2.2.1 Drivers of all European nations are authorized to compete. Drivers from nations outside Europe can participate if the Eurotrial Committee Board approve it.

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 the nationality (wildcard) can be registered. At least 50% of all the registered drivers must be citizen of the corresponding country. If a nation has a Wildcard driver they cannot have competitors from other countries in that class.

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 nor 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 prove 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 4x4 Fighters España
- 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. Also see regulation Part III.

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 on 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 drivers 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 Board will judge disputes, which are originated by the wording of the regulation.