



Eesti Mootorrattasporti
Föderatsioon



MOTOTRIAL REGULATIONS FOR ESTONIAN CHAMPIONSHIP AND CUP EVENTS 2018

The Trial Commission of the Estonian Motorcycling Federation

MARCH 2018

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INTRODUCTION

A Trial is an event held on terrain in which the skill and regularity of the riders form the basis of the results. Sections are included within the course, where marshals observe the skill of the rider negotiating them and penalties are given for faults. The map of the course where the sections are marked must be published by the organizer no later than in the morning of the competition by the time of registration. A time limit is set for the whole course. The motorcycles must conform to the technical rules established by Fédération Internationale de Motocyclisme (hereinafter FIM) (Appendix 2).

1. CALENDAR, CLASSES AND COMPETITORS

1.1. The calendar for the 2018 season will be approved by the Estonian Motorcycling Federation (hereinafter EMF) Trial Commission no later than 31.03.2018. and will be published on the website of EMF (www.msport.ee).

1.2. The Estonian Championship and Cup classes are the following (ranked by difficulty from hard to easy):

B – riders from 13 years old (if the rider is underage his parent must be present or the rider must have the parent's written consent);

C – riders from 12 years old (if the rider is underage his parent must be present or the rider must have the parent's written consent);

D – riders from 10 years old (if the rider is underage his parent must be present or the rider must have the parent's written consent));

Hobby – no age limit for the riders;

E – riders who are not older than 13 years old by January 1st of the current season (the rider's parent must be present or the rider must have the parent's written consent), they ride on the same course as the class Hobby. Motorcycles up to 80 m³ (as an exception by the clerk of the course's permission motorcycles up to 125 cm³) or electric motorcycles;

Youth Open— simplified level of difficulty. Riders who are not older than 13 years old by January 1st of the current season (the rider's parent must be present or the rider must have the parent's written consent). Motorcycles up to 80 m3 (as an exception by the clerk of the course permission motorcycles up to 125 cm3) or electric motorcycles. They ride on the same course as the class Hobby;

F – two-wheeled electric motorcycles and motorcycles up to 80 cm3. Riders who are not older than 10 years old by January 1st of the current season (the parent of the rider must be present);

G – simplified level of difficulty, two-wheeled electric motorcycles and motorcycles up to 50 cm3. Riders who are not older than 6 years old by January 1st of the current season (the parent of the rider must be present).

1.2.1. The Estonian Championship class is B and the Estonian Youth Championship class is E. All the other classes are Estonian Cup classes.

1.2.2. At the first event of the season the rider chooses the class that corresponds to his level of skill and his age.

1.2.3. During the season it is not allowed to downgrade from a higher to a lower class. A rider can only upgrade to a higher class.

1.3. It is allowed to use the same motorcycle by two different riders at the Estonian Championship. A permission must be asked from the clerk of the course at the time of registration for the event.

2. ORGANISATION OF AN EVENT

2.1. ORGANISER OF AN EVENT

2.1.1. Only the member clubs of the Estonian Motorcycling Federation have the right to organise Estonian Championship and Cup events.

2.2. JURISDICTION

2.2.1. The event will be supervised by the Jury President together with other Jury Members. The Jury President is nominated by the Trial Commission of EMF in co-operation with the organising club.

2.2.2. The Jury Members of the event are:

Jury President;

Clerk of the Course;

Course Steward;

Representative of each participating club (nation);

Representative of the organising club.

- 2.2.3. The Jury Members of the event must wear distinguishing clothing (for example, a reflective bib).
- 2.2.4. The responsibility of the Jury President is to observe that the event is run in accordance with the EMF Trial Regulations. All the matters that are not specified in the rules or the supplementary regulations will be settled by the Jury.
- 2.2.5. It is the responsibility of the Jury to inspect with the organiser if the course is ready for the event, if the difficulty of the sections complies with the classes, if the course is marked according to the regulations, etc.
- 2.2.6. The Jury President or any Member appointed by the President authorised to issue warnings or Yellow Cards for not complying with the rules or the supplementary regulations (for example fuelling in an undesignated area, not complying with the paddock rules, moving in the opposite direction on a one-way section, etc). The person supervising the event will write down all infringements of the regulations, warnings, Yellow Cards (competition number, place, time of day, infringement) in his report that he will present to the Jury President. The Jury President will mark the point penalties or other penalties in the protocol of the event.
- 2.2.7. The Jury is authorised to settle protests, make decisions about continuing the event in case of change in the weather conditions, sanctioning penalties and fines. All the collected fines are designated for the organiser of the event.

2.3. OFFICIALS

- 2.3.1. The officials of the event are:

Clerk of the Course;

Marshals;

Secretary of the Event;

Course Steward;

Technical Steward.

- 2.3.2. The person who is an official at the event has to have the appropriate training for the position.
- 2.3.3. The officials of the event must wear distinguishing clothing (for example, a reflective bib) during the whole event.
- 2.3.4. Clerk of the Course

2.3.4.1. The Clerk of the Course is appointed by the Trial Commission of EMF. The Clerk of the Course is responsible for running the event in cooperation with the officials approved by the Supplementary Regulations.

2.3.4.2. The Clerk of the Course is responsible for running the event in accordance with these rules and the supplementary regulations.

2.3.4.3. The Clerk of the Course must supply the marshals with the equipment needed for their work.

2.3.4.4. The Clerk of the Course is running the work of the section observers and fills out a form describing this.

2.3.4.5. The Clerk of the Course approves the composition of the Jury.

2.3.4.6. Approves the course and sections that have been inspected by the Jury to be ready for the race.

2.3.4.7. In case of necessity suggests the Jury meeting to the Jury President.

2.3.4.8. Organises the Rider's Briefing and Marshals Briefing before the start of the race.

2.3.4.9. Sanctions penalties like Yellow Cards and fines to the riders according to the rules.

2.3.4.10. Submits protocols of the race and other materials for the approval of the Trial Commission.

2.3.5. Secretary of the Race

2.3.5.1. Follows the orders of the Clerk of the Course according to the division of tasks.

2.3.5.2. Supplies the necessary equipment and documents for the work of the secretariat.

2.3.5.3. Fills out the protocol of the event and other materials of the event.

2.3.5.4. Registers all the applications, protests and other materials that are supplied to the secretariat.

2.3.5.5. Fills out the duties of the start marshal of the event.

2.3.6. MARSHAL

2.3.6.1. The marshal signals the rider the start of the section by establishing eye contact with the rider, nodding the head and raising one fist up in a 90-degree angle.

2.3.6.2. The marshal shall signal by blowing a whistle when the front wheel spindle of the rider's motorcycle crosses the starting line and starts the stopwatch. When the front wheel spindle crosses the finish line he marks down the time of the duration of the section attempt. If the rider has been issued 5 faults, the marshal shall signal this by a whistle (see 3.10.4.).

2.3.6.3. While the rider is attempting a section the marshal shall signal the faults with lifted fingers, holding the signalling arm up in a 90-degree angle until the rider has crossed the section finish line or fails the section.

2.3.6.4. The marshal has to keep an eye on the course of the section and the tape used to mark the limits of the section remain as they were before the start of the first rider. In case the course markers have been moved from the correct position or broken the marshal has to mend it before giving a start for the next rider and calling for the assistance of the Course Steward or the Course Steward assistant, if necessary.

2.3.6.5. The marshal is obliged to present the protocol of the riders who have passed the section, their penalty points and other penalties to the secretariat.

2.3.7. The Course Steward

2.3.7.1. The Course Steward is in charge of the construction of the course.

2.3.7.2. Instructs the marshals and explains the way the course should be attempted.

2.3.7.3. Observes the state of the course during the race and gives information about this to the Clerk of the Course.

2.3.7.4. Makes corrections to the course according to the advice of the Clerk of the Course in case it has become impassable or dangerous.

2.3.8. The Technical Steward

2.3.8.1. The Technical Steward must verify that the motorcycles are in accordance with these Regulations and the Appendix 2, also the FIM rules.

2.4. SAFETY AND SAFETY EQUIPMENT

2.4.4. Any person riding in the event area on a motorcycle, ATV or any other vehicle except a car, must wear a helmet. A rider who has been registered for the race and who has not complied with the safety rules may be penalised by disqualification or a fine of up to EUR 200 – even if the offender was his his assistant or anybody else using the rider's vehicle.

2.4.5. On the day of the event while practicing or competing on the course the rider and the assistant must be wearing:

2.4.5.1. appropriate clothing for motorcycle sport – long trousers and long sleeves (short trousers and short sleeves are not allowed). As an exception it may be

decided at the riders' briefing before the beginning of the event to allow short sleeves if the weather is very hot.

2.4.5.2. A helmet suitable for motorsport (see Appendix 2).

2.4.5.3. Gloves and boots suitable for motorsport.

2.4.5.4. As an exception the assistants of the riders in classes G and F may wear short sleeves, short trousers and a light helmet (bicycle, rollerblade, etc) on the course.

2.4.6. There is a speed limit of 5 km/h in the paddock. It is prohibited to ride on the front or the back wheel in the paddock. The boundaries of the paddock must be clearly marked by the organiser. Other restrictions in the paddock must be stated by the organiser in the supplementary regulations.

2.5. ENVIRONMENT

2.5.4. Refuelling and adding any fluids to the motorcycle (oil, lubing the chain, etc) must only take place with the use of an environmental mat to protect the ground (at least 75x175 cm).

2.5.5. The rider and the persons accompanying him must keep the paddock and camping grounds clean and store waste in areas determined by the organiser.

2.5.6. Infringements of these rules may carry a penalty of a „yellow card“, disqualification and/or a fine of up to two hundred Euros (200 €) (see 2.2.3.)

2.6. TECHNICAL CONTROL

2.6.4. On a two-day event when the results are added as a sum of the two days, technical control only takes place on the first day of the event. In case two different events are taking place on two consecutive days (for example, Estonian Championship round I and Estonian Championship round II), technical control must be carried out on both event days.

2.6.5. Every rider is personally responsible for his motorcycle for the whole duration of the event.

2.6.6. Technical Control must be presented with a technically sound machine that is in accordance with the FIM Trial Technical Rules (see Appendix 2).

2.6.7. The motorcycle may be marked.

2.6.8. In case the course passes through public roads, the motorcycle must comply with the Estonian Traffic Act.

2.6.9. In the current season it is permitted to use the same motorcycle by two different riders in an event. A permit from the Clerk of the Course must be applied for at the registration and the application must be accepted before Technical Control.

- 2.6.10. The motorcycle cannot be changed during the event!
- 2.6.11. For riders younger than 18 years old it is compulsory to use a back protector and it is checked at the Technical Control!

3. COMPETITION

2.3. SUPPLEMENTARY REGULATIONS

- 2.3.4. Every organiser must draw up the supplementary regulations for their event that complies with the current regulations. In case the course passes through public roads, this information must be included in the Supplementary Regulations.
- 2.3.5. The Supplementary Regulations must be published at least 3 weeks prior to the event on the webpage of the Estonian Motorcycling Federation (www.msport.ee).
- 2.3.6. The timetable of the event will be confirmed by the Supplementary Regulations.

2.4. ENTERING THE EVENT AND DOCUMENTATION

- 2.4.4. In order to enter for the event the rider must register for it.
- 2.4.5. The registration for the event is regulated by the organiser with the Supplementary Regulations. Registration is either preliminary or on the day of the event on the spot – both ways are accepted.
- 2.4.6. Assistants are registered on the day of the event on the spot.
- 2.4.7. A rider who has preregistered for the event or is registering on the spot must present a valid licence issued by EMF or any other accepted motorcycling federation. In case the rider has no licence it is possible to purchase a one time licence according to EMF tariffs on the day of the event on the spot. It is prohibited to race without a licence and any infringement of this rule carries a fine of 200 Euros to the organising club.
- 2.4.8. The organiser of the event sets the entry fee for the event.
- 2.4.9. The entry fee can be paid in advance or at the registration on the spot according to the organiser's guidelines. The maximum sum of the entry fee for adults is 35 € and for children (up to 18 years old) is 20 €.
- 2.4.10. If the rider or the club have not sent their entries to the organiser by the predetermined date the organiser may increase the entry fee up to 50%. This does not apply if the organiser has not provided the Supplementary Regulations at the required time.
- 2.4.11. If the rider or the club has preregistered for the event but are not participating without a strong excuse the organiser has the right to fine them up to

two times the amount of the entry fee. The fine will be approved by the EMF Trial Commission and the organiser may call it in from the rider or the rider's club.

2.4.12. The entry can be cancelled no later than 72 hours before the event.

2.4.13. In a closed circuit it is not compulsory to have a valid driver's licence in accordance with the capacity of the motorcycle. The organiser determines if the driver's licence and traffic insurance are needed.

2.5. RIDER'S NUMBERS AND STARTING PROCEDURE

2.5.4. The numbers to the riders are provided by the organiser. The number must be visible from the front and back of the rider and must be marked in the colours as stated in article 3.6.10. In case the numbers are not marked accordingly the motorcycles must be marked so that it is obvious to the marshals. In case individual numbers for individual riders have been confirmed before the season starts, the riders with one time licences and riders from other countries will get a temporary free number for the event. The fine for a broken or lost number is 30 Euros.

2.5.5. The starting order will be published on the information board no later than 30 minutes before the start of the first rider so that participants will have sufficient time to get acquainted with it.

2.5.6. The rider must arrive at the start in riding gear and with the motorcycle.

2.5.7. The starting shall be at 1 minute intervals.

2.5.8. Unless it is stated otherwise in the Supplementary Regulations the starting order will be as follows: G, F, Youth Open, E, Hobby, D, C and B.

2.5.9. The assistant/parent who is also participating in the event can choose which class he will be starting with. He must notify the secretariat of his choice in the morning at the registration for the event.

2.6. COURSE

2.6.4. Testing must be carried out in an area designated for testing. It is not allowed to test on the sections. An infringement of this rule may carry a penalty of disqualification or fine of up to two hundred Euros (200 €) (see also article 3.10.8.).

2.6.5. For safety reasons the course should be in one direction only. If necessary, the course should be marked with waterproof direction arrows to the sections. In case the course has two-way traffic the riders should be notified of this at the Riders' Briefing before the start of the event (see also article 3.10.8.).

2.6.6. If a rider diverts from the marked course he must return to the course from the same spot where he diverted.

- 2.6.7. The map of the course must be published on the information board so that all the participants can get acquainted with it before the start.3.4.4. The length of one lap of the course should not exceed 15 km.

2.7. CONTROL TIME

- 2.7.4. The average speed on the course must not exceed 20 km/h.
- 2.7.5. The control time for the rider is set by the organiser according to the following formula:

7 min x number of sections on lap 1 =

+ 6 min x number of sections on lap 2 =

+ 5 min x number of sections on lap 3 =

+ travel time between the sections (total length of the course/average speed x60)

Totals CONTROL TIME in minutes.

The total time of the event equals the control time of a rider plus the number of participants minus 1 (for example, if there are 20 participants, 19 will be counted).

- 2.7.6. In cases where passing the sections is dangerous or considerably difficult due to the weather or force majeure, the Clerk of the Course may increase the time allowance or ask the organiser of the event to eliminate the dangerous sections in order to secure the safety of the participants. The decision must be published before the start of the first rider.

- 2.7.7. The time allowance for one section is 90 seconds.

- 2.7.8. Two consecutive sections may be combined into one joint section where the Section End sign of the first section will be the Section Start sign of the second section. The time allowance for the joint section is 120 seconds (2 minutes). The Course Steward must take into consideration that the joint section length and amount of obstacles make it possible to pass it in 120 seconds.

2.8. SECTIONS

- 2.8.4. The sections that contain the natural or industrially processed elements corresponding to the competition class should be attempted according to the class and with a motorcycle that corresponds to this class.
- 2.8.5. Not considering the number of laps each event shall have at least 27 sections for the classes B, C and D and at least 18 sections for the classes Hobby, E and Youth Open. For the classes F and G there shall be at least 12 sections that can be situated separately or together with the sections for the other classes.
- 2.8.6. The length of the section must not exceed 60 m except for the joint section (see 3.5.5. and 3.10.1.).

- 2.8.7. The tape bounding the section must be at a minimum height of 10 cm above the ground and below a maximum height of 30 cm. Considering the peculiarities of the terrain the bounding tape may be up to 60 cm above the ground as an exception.
- 2.8.8. The minimum width of the gates marked by arrows must be at least 120 cm and the minimum width of the corridor defined between the tapes at least 200 cm.
- 2.8.9. The section tape cannot be fastened to the gate markers.
- 2.8.10. It is advisable to provide a corridor at the entrance of each section that is at least 3 m long where only the rider starting next shall wait for their turn.
- 2.8.11. It must be safe for the spectators to observe the sections.
- 2.8.12. The section shall be marked with direction arrows indicating the different levels of difficulty classes.
- 2.8.13. The arrows must be made of waterproof material measuring as shown below and with the corresponding colours. It is advisable that the arrows also contain the corresponding letters:

B – red (Pantone Red)

C – green (Pantone 361)

D – yellow (Pantone 109)

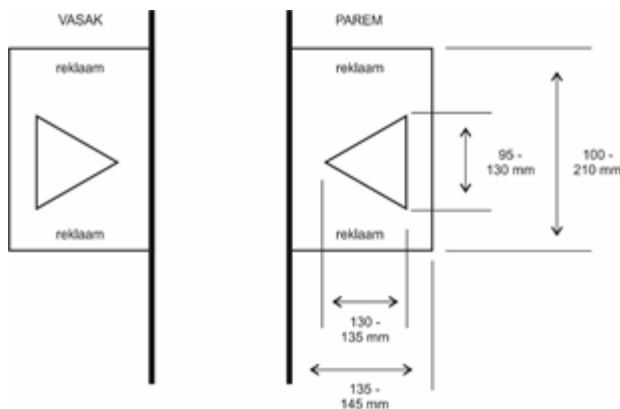
Hobby – black (Pantone Black 6)

E – yellow (Pantone 109)

Youth Open – black (Pantone Black 6)

F – blue (Pantone 285)

G – white



The sections of the classes F, G, Youth Open and Hobby must be constructed in such a way that the rider can foot both of his legs at either side of his motorcycle, also while being on an obstacle, should the rider need to do so.

The number, beginning and end of each section must be clearly marked.

The sections must be attempted in their numerical order.

A rider is considered as having started attempting a section when the front wheel spindle has passed the Section Begins sign and having finished attempting the section when the front wheel spindle passes the Section Ends sign.

In case all the riders of one class have received at least 5 Penalty Points at one section this section will be removed from the course by the Clerk of the Course, the points received during the first lap will be preserved.

2.9. VISIT OF THE SECTIONS

2.9.4. Riders are allowed to enter inside the Sections and/or Section Enclosure at a time specified in the Supplementary Regulations or during the competition if the official has given permission to do so.

2.9.5. While inspecting a section a rider or an assistant is not allowed to change the state of the signs, arrows, tape or soil of the section.

2.9.6. In case the rules of inspecting the section are violated the official has the right to penalise with a warning or yellow card.

2.9.7. In case the rules of inspecting the section were violated by the assistant the rider will be penalised with a yellow card.

2.10. THE ASSISTANT

2.10.4. The assistant has the right to move along the course together with the rider, inspect the sections while complying to all the rules.

2.10.5. The assistant has the right to help the rider at any point of the competition area: assist with repairing the motorcycle, change the unmarked parts of the vehicle, carry the equipment.

2.10.6. The assistant can enter the section area after his rider has started unless the Section Observer has not given other instructions.

2.10.7. The assistant may not hinder the work of the Section Observer while moving around the section.

2.10.8. The assistant may not give outside assistance to his rider who is attempting the section.

2.10.9. The assistant may not dispute the penalties handed out by the official or behave inappropriately.

2.11. RECORDING OF SCORES

3.7.1. The rider must use the punch card he receives from the organiser. The punch card must be made from a non-soluble material. The rider is responsible for handing his card to the official at each section.

3.7.2. In case of losing the punch card the rider will be fined 20 Euros. If the rider has lost the punch card or made it unreadable the result of the lap will be reconstructed according to the Section Observers protocols. In case it is not possible to reconstruct the results of all the sections the missing sections will be counted as missed (20 Penalty Points).

3.8. PENALTY POINTS

3.8.1. Time penalties with respect to time allowances

For each minute late arrival at the start - 1 point

More than 20 minutes late arrival at the start - disqualification

For each minute late arrival at the finish - 1 point

More than 20 minutes late arrival at the finish - disqualification

More than 5 minutes late arrival at the Technical Control - 1 point

Exceeding the time allowance at the section (normal section 90 seconds; joint section 120 seconds) - 5 points

3.8.2. Definition of fault

3.8.2.1. 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.

3.8.2.2. In case a tree or an obstacle is touched while moving but not used for support it is not considered a fault.

3.8.2.3. If the motorcycle is within the section boundaries the contact with the ground or obstacle outside the section boundaries is considered a fault.

3.8.3. 0 – 3 points

Attempt without faults - 0 points

1 fault – 1 point

2 faults – 2 points

3 faults and more – 3 points

3.8.4. 5 points (see 2.3.6.)

- 3.8.4.1. The rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a section.
 - 3.8.4.2. Crossing the tape defining a section boundary with one or both wheels.
 - 3.8.4.3. Breaking, removing or knocking down a section marker.
 - 3.8.4.4. The rider or the machine breaks, removes, knocks down or crosses over a gate marker.
 - 3.8.4.5. The rider passes through the gate of another class.
 - 3.8.4.6. The rider enters his or another class gate in the opposite direction.
 - 3.8.4.7. The rider has both feet on the ground on the same side or behind the axle of the machine.
 - 3.8.4.8. The rider crosses his own track with both wheels.
 - 3.8.4.9. The rider misses a gate that has been marked for his class. Both wheels of the motorcycle have not passed the gate between the arrows while on ground or in the air.
 - 3.8.4.10. The rider passes through the gate of another class.
 - 3.8.4.11. Entering the rider's own or another classes gate from the opposite direction.
 - 3.8.4.12. The rider or his assistant changes the condition of a section.
 - 3.8.4.13. After a contact fault (leg) the motorcycle moves backwards.
 - 3.8.4.14. The rider has his feet on the ground and is moving or lifting the motorcycle while not holding the handlebar.
 - 3.8.4.15. The rider has fallen – the motorcycle has stopped and any part of the machine (with the exception of the tyres and the mudguard) and any part of the rider's body is touching the ground or an obstacle.
 - 3.8.4.16. The engine is cut off and any part of the machine (with the exception of the tyres and the mudguard) or any part of the rider touches an obstacle (tree, rock, etc) or ground.
 - 3.8.4.17. The rider abandons the section but lets his card to be punched by the marshal.
 - 3.8.4.18. The rider disobeys the marshal's orders.
 - 3.8.4.19. The rider receives outside assistance while attempting the section.
- 3.8.5. Only the greatest penalty, as defined above, shall be counted in the Section. Still, additional penalties may be given:

3.8.5.1. The rider or the assistant enters the section boundaries in foot without the permission of the marshal – 5 points.

3.8.5.2. Disobeying the rules in the corridor - 5 points

The rider has signalled the marshal that he will be starting the section but does not do so at once.

The rider leaves his motorcycle in the corridor while leaving the corridor himself.

The assistant enters the corridor.

The rider receives outside assistance in the corridor.

The rider has received 5 points but is not leaving the section according to the marshal's orders – 5 additional points.

3.8.5.3. Not attempting the sections in numerical order – 10 points.

The marshal who observes this violation will mark on the line of this section the penalty points received for this section plus 10 additional points. In case the missed section lies on the part of the course that is unregulated or two-way traffic the rider has the possibility to return to the missed section, attempt it and continue following the course.

3.8.5.4. The rider misses a section and the violation is observed in the secretariat – 20 points.

3.8.6. In case of doubt from the marshal concerning the penalty the rider will always be given the benefit of the doubt.

3.8.7. Yellow Cards

A marshal or the Jury President may issue a Yellow Card to a rider due to the behaviour or actions of the rider or the rider's assistant. If any of these persons behaves in a disorderly manner or does not follow the rules or the Supplementary Regulations, the rider will be shown a Yellow Card. The issuing of a Yellow Card is a statement of fact and therefore no protest can be received. The marshal shall complete a notification form after issuing a Yellow Card and submit this to the Clerk of the Course immediately, who then decides further course of action. The written report of the Yellow Card must be passed to the Clerk of the Course as soon as possible and at the latest 1 hour after the incident and before the publication of the results on the board.

First Yellow Card 15 € + 5 extra points;

Second Yellow Card 30 € + 5 extra points;

Third Yellow Card 50 € + disqualification.

3.8.8. Disqualification:

Riding a motorcycle without a helmet (additional fine of up to 200 Euros);

Testing in sections marked for the event (or a fine of up to 200 Euros)

Passing a section marked as a one-way section in the opposite direction;

Disregarding the course marked from one section to the other and taking one's own course;

More than 20 minutes late arrival at the start;

The rider, rider's assistant or rider's representative is using vulgar expressions towards the organiser, the Clerk of the Course or other officials;

Changing the motorcycle or the number during the event (see article 3.3.1.);

The rider is intoxicated by alcohol or narcotics or has used psychotropic or doping substances (additional fine of 200 €).

3.9. RESULTS AND CLASSIFICATIONS

3.9.1. The winner will be the rider with the lowest number of points. In the case of ties, the rider with the greatest number of „cleans“ (0 points) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, etc will be taken into account. If a tie still persists, the rider who completed the event in the shortest time measured shall be deemed the winner.

3.9.2. The results for each event will count towards the final classification. The riders will be allocated points according to their classification at the event according to the following scale – 20 points to the 1st place, 17 points to the 2nd place, 15 points to the 3rd place, 13 points to the 4th place, 11 points to the 5th place, 10 points to the 6th place and all the following places will receive one point less than the previous.

3.9.3. The overall results of the championship are determined according to the sum of the points received at each event. The class winner is the rider who receives the most points

3.9.4. A tie in the final classification in each class will be decided by the majority of the best placing in events. If a further tie exist, it will be decided by the greatest number of „cleans“ (0 points), then 1 points, etc.

3.9.5. Additional conditions for the Estonian Championship:

The Estonian Championship title will be awarded in the classes B and the youth classe E. Only the events where at least 3 riders for the class have entered will count towards the final classification. The championship title will be awarded if there have been at least 50% of events counting towards the final classification.

In the classes where the Estonian Championship title is not awarded the title is Estonian Cup.

3.9.6. If the rider has received more than 80% of the maximum points in an event, the result will not count toward the classification. This does not apply in the classes G, F, Youth Open and Hobby.

3.9.7. The results of the club shall be determined by the best result in the overall classification of each class by the club riders.

4. PROTESTS

4.7. The protest shall be reviewed by the Jury (see the article concerning the composition of the Jury 2.2.2.).

4.8. A protest must be presented in written form within 20 minutes of the publication of the results and be accompanied by a fee of 50 €.

4.9. If the protest is not justified and it is not granted the fee will be awarded to the organiser of the event.

5. AWARDS

5.7. The prize-giving ceremony shall be carried out according to the Supplementary Regulations of the organiser.

5.8. For Estonian Championship classes awards shall be given to the first 3 placed riders and in the classes G and F to all riders (cups and/or diplomas).

5.9. The awards for the winners of the Estonian Championship are medals and cups.

5.10. Based on the Top 50 overall results of the season the Best Trial Rider of Estonia shall be awarded (see Appenix 1). The Best Trial Rider shall be awarded with a cup that is passed on every year.

6. RESULTS

6.7. The organiser of the event is responsible for presenting the results to the EMF Trial Commission.

6.8. The organiser must send the results to the EMF Trial Commission on the day following the event. After the results have been approved it is the responsibility of the Trial Commission to give access to the results to all the participating clubs and individual riders.

6.9. The protocols and cards of the event must be preserved until the end of the season or until the EMF Trial Commission has approved the results.

7. ADVERTISING

All matters concerning advertising must be co-ordinated with the organiser of the event.

Appendix 1 to the Mototrial Regulations For Estonian Championship And Cup Events 2018

The regulations for the Estonian Mototrial Top 50

Only Estonian riders are included in the Estonian Mototrial Top 50 classification. The classification will be comprised of the following:

1. Events in Estonia, Latvia, Finland and other countries.

The points awarded for the 1-15 places will be multiplied by the corresponding class coefficient

Class	Coefficient	Place	Points
B	5	1/2/3	100/85/75
C	4	1/2/3	80/68/60
D	3	1/2/3	60/51/45
E	2	1/2/3	40/34/30
Youth Open	1,5	1/2/3	30/26/23
Hobby	2	1/2/3	40/34/30
F	1,2	1/2/3	24/20/16
G	1	1/2/3	20/17/15

2. World Championship, European Championship and Nordic Championship

The riders who have taken part in the WC, EC and NC will be given points according to the European Championship regulations and these will be multiplied by the following coefficients: WC - 10, EC - 8, NC - 5

Place	Points	Place	Points	Place	Points
1	100	11	25	21	7
2	85	12	22	22	6
3	70	13	20	23	5
4	60	14	18	24	4
5	55	15	16	25	3
6	50	16	14	26	2
7	45	17	12	27	1
8	40	18	10	28	1
9	35	19	9	29	1
10	30	20	8	30	1

Appendix 2 to the Mototrial Regulations For Estonian Championship And Cup Events 2018

Technical regulations for the participants in the Estonian Championship and Cup events

1. Rider.

Each rider must arrive at the technical control in the appropriate riding equipment. The helmet must have a recognised international approval mark.

For riders under 18 years of age it is compulsory to wear a back protector (see article 2.6.8).

2. Handlebars and control levers.

The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering widely the handlebars clamps.

Exposed handlebar ends must be plugged with a solid material or rubber covered.

Clutch and brake controls must be sound and ball ended (diameter 16 mm).

Throttle controls must be self-closing when not held by the hand.

3. Brakes.

The hand brake must function effectively at least for 2/3 of the lever operating capacity.

The lever of the foot brake must not reach lower than the engine protection plate. The front and rear brake discs must be covered with an external protection.

4. Wheels.

All bolts, screws and spokes must be fitted and fixed. The wheel bearings should not have a significant play.

5. Footrests.

Footrests must be of a folding type and fitted with a device which automatically returns them to the normal position.

6. Drive shaft.

A guard must be fitted to cover the exterior of the rear sprocket. Chain guards, chain tighteners and front and rear security elements must comply with the rules.

7. Electrical system.

It is compulsory that all motorcycles be equipped with an operational cut-offswitch, connected through a lanyard to the rider.

8. Moving on public roads.

In case the course runs through public roads the lights will also be checked (this information must be published in the Supplementary Regulations).

Approved together with the Mototrial Regulations For Estonian Championship And Cup Events 2018.