

Part IV Structure of sections and valuation

Version **15 February, 2012**. (All elder regulations are not valid). Only the version published on the www.eurotrial.org 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.

4.1 Sections for Eurotrial events

4.1.1 For every class must be present the following number of sections. It is recommended to build sections of all the following systems, but the organizer can decide how many and of which structure he chooses to build.

- 8+8 sections for the class O,
- 8+8 sections for the class S,
- 8+8 sections for the class M,
- 8+8 sections for the class PM, class PM principally drives the sections of M
- 8+8 sections for the class P.

4.2 Structure of the Sections

4.2.1 If there are different ways for the classes O, S, M, PM or P it must be characterized by colors, min. on the left hand side of each gate.

4.2.2 The gates are marked in the driving direction, on the left post as follows:

- Vehicle class O – blue
- Vehicle class S - white
- Vehicle class M - yellow
- Vehicle class PM - black
- Vehicle class P - red

4.2.3 In the year 2012 it is allowed to use/to pass gates of another class. The organizer has to publish at the ET-Meeting if the gates of another class can be used, then penalty points are valued as listed. (System Finland 2006)

4.3 System 1 – „System Area“

Distance of gates - min. 10 m from gate to gate in driving line - min. 5 m measured from gate post to gate post in air line (for example by turns of 180 °)

Width of gates - 3,00 – 5,00 m (measured horizontal)

Min. width of the band - 5,00 m from band to band

Height of gate post or band - ca. 1,00 m

Number of gates per section - max.5

Sequence- the gates must be well signed, numbers 1-5, in the progressing way on the left hand side.

Gate post / band - min. 1,00m

Gates - 90° to driving line

4.3.1 The sections have to be build with band (limitation band) and gate posts in the form of an „area“. This area should be measured out large enough, so that individual ways are possible.

4.3.2 Between the gates is no limitation of the attempts. There is only a limitation of time, of 3, 4 or 5 minutes. The organizer must define the max time for every section.

4.3.3 Penalty points are listed under 4.8.

4.3.4 Passed gates **must not** be entered or driven through again (neither forward nor backwards). The gate is measured as an imaginary line between the two posts. If a passed gate is entered again, even with just a part of the vehicle, then, the section is terminated immediately and scored as **not** completed.

4.3.5 The "Start" ("A")-sign must be min. 4 m before the first gate on the left hand side.

The "End" ("E") -sign must be min. 4 m after the last gate also on the left hand side.

The gates must be marked from 1-5 at the left (drivers) side.

4.4 System 2 - System „Sectional“

4.4.1 The sections have to be built with band (limitation band) and without gates. The sections have to be separated with pairs of arrows or plates (one at the left hand side and one at the right side of the band). These arrows or plates sign the additional penalty points from the section that is not passed. Min. width is 5 m. These sections should not only go straight up a hill.

4.4.2 Between the gates is no limitation of the attempts. There is only a limitation of time, of 3, 4 or 5 minutes. The organizer can define the max time for every section.

4.4.3 The penalty points for the sectors are 250/200/150/100/50/0.

In addition, the penalty points of 4.8 ff are added.

4.4.4 Passed sectors can be passed backwards (if desired) to the "A"-sign. If any part of the vehicle passes the imaginary line of the "A"-line, the section is immediately terminated and scored as not completed. No further attempts are permitted. Then the best attempt is valued.

4.4.5 The "Start" ("A")-sign must be min. 4 m before the first sector on the left hand side. The "End" ("E") -sign must be min. 4 m after the last sector on the left hand side.

4.5 Practicable sections

4.5.1 The sport commissary must have checked and approved the sections one hour before the competition starts.

4.5.2 The sections for the class O, S, M and PM must be test driven before the competition starts. The sport commissary must check this and if necessary to induce the organizer to test drive the sections.

4.6 Driving regulations (Systems 1 and 2)

4.6.1 The vehicle must drive forward into the sections. All gates and sectors have to be driven in forward direction from the start of a section to the end. Each gate (System1) can be passed forward only one time.

4.6.2 If there are different gates/sectors for the several classes, it is only allowed to use gates / sectors of the relevant class. An Exception to this is Point 4.2.3.

If a gate /sector of another class is passed partially or a gate/sector of another class is touched the section is immediately terminated and scored as not completed.

4.6.3 Further changes to the regulations may be given during the drivers briefing.

4.6.4 Participants must follow all instructions given by the trial manager and the marshals.

4.6.5 There is no limitation of attempts between gates/sectors. There is only a limitation of time. If the max time is over the section is immediately terminated and scored as not completed. In system 1 the vehicle is valued at the point where it is standing at the moment the time has run- out. In system 2 the best attempt counts.

4.6.6 Start and end of a section have to be well marked.

The section is started when the marshal and the driver are ready. The time measurement starts when the vehicle has entered the "Start" ("A")-line.

The section ends when the vehicle has passed the "end" ("E") -line. The same is valid for gates/sectors inside the section.

4.6.7 The organizer defines the max time for every section 3, 4 or 5 minutes.

4.6.8 To drive past a gate is allowed.

The gates must be passed in the correct sequence or numbered order. If a participant touches or enters a gate without having passed the previous gate number, this gate is then counted as not passed and the section is terminated. To touch a gate means to drive in a gate or to touch a gate post.

4.6.9 A gate consists of a imaginary line between two gate sticks, and the gate must always be passed forward with the gate number on the left side of the gate.

A gate is considered as passed if minimum one front wheel is driven into the gate in the right direction, and all parts of the vehicle that passes the imaginary line, leaves the imaginary line in the forward direction. If the vehicle or any part of the vehicle leaves the imaginary line straight sideways (with no forward movement) or backwards the gate is considered as not passed.

~~A gate is passed when the "imaginary line" between the two gates has been passed with a minimum of one front wheel of the vehicle and with the gate number on the left hand side of the driving direction.~~

4.7 Scoring system

4.7.1 The assignment of penalty points is made by the marshals responsible for the section.

4.7.2 Discrepancies in scoring must be cleared immediately and on the spot.

4.7.3 In any uncertainty the marshals can consult the trial manager.

4.7.4 Protest against the decisions of the marshals is not permitted.

4.8 Explanation of penalty points

If a higher penalty point follows directly to a lower penalty point, the lower penalty point is cancelled (for example: touch a gate - break down a gate). This is only valid, when there is no change of direction (forward - backward).

4.8.1.1 Reverse = 6/5/4/3/2/1 penalty points for O, S and M

A reverse is when a vehicle drives backward, rolls backward or slips backward.

If the vehicle stops and moves back again this is no further reverse. A further reverse is when the reverse is interrupted by a forward move.(additional penalty points).

- **Wheelbase up to 2000mm = 6 point**
- **Wheelbase 2001-2150mm = 5 point**
- **Wheelbase 2151-2300mm = 4 point**
- **Wheelbase 2301-2450mm = 3 point**
- **Wheelbase 2451-~~2600~~~~2700~~mm = 2 point**
- **Wheelbase over ~~2601~~~~2700~~mm = 1 point**

4.8.1.2 Reverse = 3 penalty points for PM and P

Every reverse is valued with 3 penalty points.

A reverse is when a vehicle drives backward, rolls backward or slips backward.

If the vehicle stops and moves back again this is no further reverse. A further reverse is when the reverse is interrupted by a forward move (additional penalty points).

4.8.2 Touch a gate = 5 penalty points

The touch of a gate post is valued with 5 penalty points. Not valued is the indirect touch, for example with stones, earth, branches, etc.... Multiple touches are allowed. If the direction is changed, a further touch counts.

4.8.3 Drive under the limitation band = 5 penalty points

Drive under the limitation band = 5 penalty points.

4.8.4 Touch of limitation band or limitation band stick = 5 penalty points.

The touch of limitation band or limitation band stick is valued with 5 penalty points. Not valued is the indirect touch, for example with stones, earth, branches, etc... Every touch counts.

4.8.5 Run down a gate post or limitation band stick = 25 penalty points.

Every knocked down, crossed over or broken gate post or limitation band stick is valued with 25 penalty points.

- knocked down means that the gate post touches the ground at a minimum of two points.
- crossed over means that the gate post is rolled over by a tire or when one tire is outside the gate line.
- broken means that the gate post or limitation band stick is visible broken.

If a gate post is touched or broken and afterwards the gate is not passed completely the 25 penalty points are not valued (valued are 50 points for not passed gate)

4.8.6 Not passed gate = 50 penalty points

Every not passed gate or not completely driven through gate in a section is valued with 50 penalty points.

4.8.7 Section not correctly completed = 50 penalty points

Valid for system 1 and 2

If a section is not correctly completed it is valued with 50 penalty points. A section is not regular terminated when:

- a) a driver contacts or touches a wrong gate
- b) a driver gives up or retires from the section for whatever reason.
- c) the vehicle cannot terminate the section alone (needs help)
- d) the section is not terminated through the "end" ("E") -line
- e) the section is exited through the side limitation band with the whole vehicle
- f) the section is exited through the "start" ("A") -line, even with only a part of the vehicle.
- g) driver or co-driver take off the helmet or seat belt
- h) the limitation band is cut by the vehicle, driver or co-driver. The band must be separated completely for this to count.
- i) driver or co-driver touches the band with hands or some form of aid.
- j) the max time is over.
- k) in system 1: when the vehicle or a part of it enters, passes or touches an already passed gate.

In all listed points the section is immediately terminated.

4.8.8 System 2 = 250/200/150/100/50/0 penalty points

If a section is not correctly completed the following points are added:

- 50 points for not completing the section
- All the points gained up to this point (for example for reversing)
- points for the best attempt shown at the plate

4.8.9 Not driven sections/refused sections = 500 penalty points.

Every section that is not entered or refused before the end of the competition is valued with 500 penalty points.

4.9 Permitted areas for Spectators

The sections are to be secured in such a way that spectators are not endangered.

At dangerous positions the spectators should stay behind a special barrier or secondary band.

4.10 Course sketch (if it is possible for the organizer)

It is recommended to provide with the issuing of the event documents a sketch of the trial area and sections. It should include the following information:-

- Situation of the driver camp
- Situation of the individual sections
- Repair place
- Wash place for the rough cleaning of the participant vehicles
- Locations of the emergency doctor, rescue center and the fire-brigade

4.11 Security

Fire-extinguisher`s and Oil-binding agent must be present in adequate supply.

There must be an adequate number of rescue vehicles and it must be possible to call an emergency doctor very quickly. An approach road and a departure for the emergency crews must be kept clear at any given time.