



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

To the CONUs & FMNs

24 January 2013

Dear Madam, Sir,

Dear friends,

When I presented my report at the last General Assembly, I informed you about the agreement that had been signed between the FIM and the Trial Manufacturers with the aim of revitalising this discipline which is going through the most critical phase in its history. We are working together on a comprehensive project to help Trial to recover and thrive again at all levels.

We recently received several questions in this connection and I am therefore writing to you to give you some more in-depth and detailed information.

First of all, I must inform you that it is a long-term project. It is not just a test for one year, and the results will not be immediately apparent.

The first decisions were taken at the sporting and technical levels, for immediate application in the 2013 FIM Trial World Championships. However, these are not the only points in the agreement. As a next step, we shall be meeting the Trial Manufacturers in order to work out further actions that can help this project to succeed. You will be informed of these new points as we go along.

The Sports Regulations are changing drastically and going over to the use of the Non-Stop rule, with an increase in the number of the kilometres for each round and an increase in the overall number of sections for each event counting towards the 2013 FIM Trial World Championships. We have also envisaged a reduction in the hours allowed for testing at the venue, and we shall involve all the riders in promotional actions that will help the organisers.

The CTR Technical Adviser for Sections (CTRS) will arrive at the events in advance to help the organisers prepare their sections in an appropriate manner.

As regards technical matters, the sound level of the motorcycles will henceforth be checked using the 2 Metre Max system. We are also increasing the minimum weight of the motorcycles and the fuel tanks will have to have sufficient capacity to allow them to complete a round without refuelling. Refuelling will only be possible in the riders' paddock in order to protect the environment and improve safety. We no longer wish mechanics to transport fuel in their back packs or refuelling to take place at inappropriate places such as in the middle of a forest.



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As you can understand, with these changes we are trying to modify the philosophy of the discipline.

In the next few days, you will receive the final wording of the Sports Regulations. We shall also be publishing on the FIM web site a DVD explaining the basic principles of the Non-Stop regulations. This DVD, which is being produced as I write, will help to train the Section observers.

We are also in the process of preparing an FAQ document which will be sent to you once it has been finalised and which will answer the various questions we have received, directly or indirectly.

I would like to conclude by assuring you that we shall be happy to receive any questions, suggestions or comments you may have. Please do not hesitate to contact us!

Best regards,

Ignacio Verneda

Executive Director, Sport