



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

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FIM Road Racing World Championship Grand Prix

Decision of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Ignacio Verneda (FIM Executive Director, Sport), Herve Poncharal (IRTA) and Takanao Tsubouchi (MSMA) in the presence of Javier Alonso (Dorna) and Mike Trimby (IRTA, Secretary of the meeting), in a meeting held on 10 November 2012 in Valencia, decided on the following:

Sporting Regulations

Effective immediately:

Teams and their contracted or nominated riders become subject to all regulations with effect from the start of the "season". The season is defined as starting on the day after the last race of the preceding season. The effect of this change is that all contracted teams and riders are subject to the same test restrictions.

In the case of an interrupted race then a penalty of starting from pit lane which had been imposed on a rider for the first part of the race will be replaced by a penalty of starting from the rear of the grid whenever the first part of the race has completed more than 50% of the original race distance.

The dispensation to allow MotoGP class "Rookie" riders to participate in one three day test during November/December is cancelled.

The penalty for speeding in pit lane has been increased from €70.00 to €150.00. However, subsequent penalties in the same event will also be €150.00 rather than the previous penalty of €370.00

Further detail sporting regulation changes were approved but publication of these will be postponed until after the next Grand Prix Commission meeting on 13 December.

Technical Regulations

Effective 01 January 2014:

MotoGP Class

The use of the ECU and datalogger provided by the Championship organisers is compulsory.

MSMA manufacturers, supplying machines for a maximum of four entries per manufacturer, will use their own electronics software but in this case are subject to a maximum fuel capacity of 20 litres.

All other machines must use the ECU, datalogger and software provided by the Championship organisers and these machines may have a maximum fuel capacity of 24 litres.



The maximum number of engines that may be used in a season is limited to:

- MSMA manufacturers machines (Maximum four per manufacturer) 5 engines
- MSMA manufacturers in their first season of participation 9 engines
- All other entries 12 engines

Engines are frozen for all races of the same season.

In addition to the changes effective 2014, bore and stroke dimensions are frozen for the three year period 2013 to 2015.

Important Note: The above regulation changes are subject to the satisfactory conclusion of ongoing negotiations between FIM, Dorna and the Manufacturers concerning the supply of additional machines and engines for use by other teams from 2014. Contracts for the supply of these machines, engines, parts and technical support must be concluded between Dorna and the Manufacturers prior to the first event of 2013. Only then will the technical regulation changes be finally adopted.

Moto2 Class

Effective Immediately:

The minimum weight for this class will now be 215 kg being the combined weight of the machine and rider, including the rider's protective equipment, on bike, camera, etc. Ballast may be added to achieve the minimum weight.

Further detail technical regulation changes were approved but publication of these will be postponed until after the next Grand Prix Commission meeting on 13 December.

Best Grand Prix

IRTA had agreed that the Best Grand Prix, previously decided exclusively by IRTA members should instead be nominated by the Grand Prix Commission representing all parties involved in the Championship. The Commission decided to confirm the Malaysian GP at Sepang as the best Grand Prix of 2012.

A regularly updated version of the FIM Grand Prix Regulations which contains the detailed text of the changes may be viewed on:

<http://www.fim-live.com/en/sport/official-documents-ccr/codes-and-regulations/>

About the FIM (www.fim-live.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 107 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 50 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country Rallies and Speedway. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.