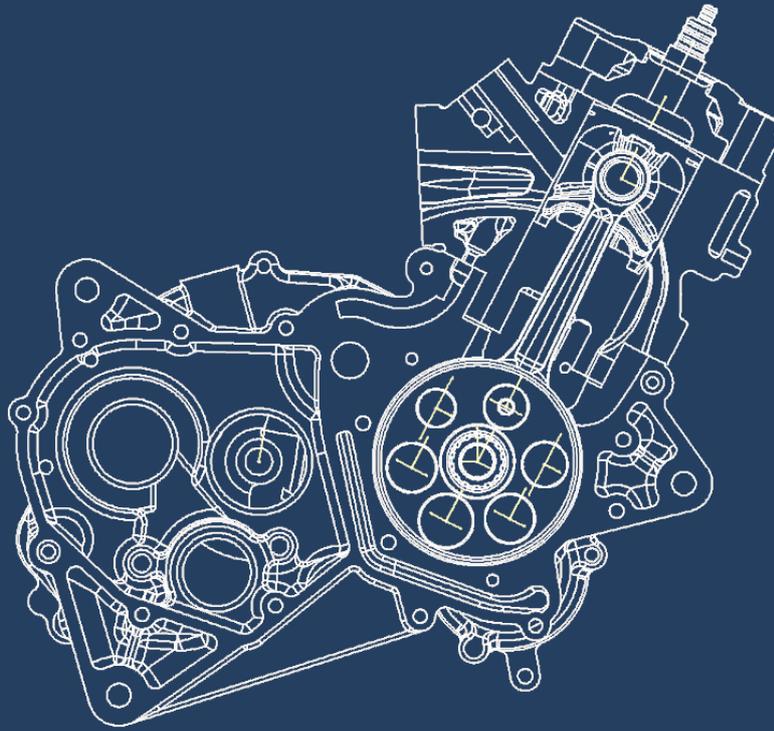


# *Intercontinental Championship Race Tech.*

Rome 2 April 2011 at 9:00 am Marriot Roma Airport Hotel \*



## **Dears Colleague, Racers, and Constructors**

We are pleased to invite you to a workshop dedicated to the institution of a new world championship motorcycle racing series for pure prototypes concerning 50 - 125 - 250cc engines; particular attention will be focused to ecology. This meeting will take place in Rome on 2 April 2011 at 9:00 am at the Marriot Roma Airport Hotel, at walking distance from the Fiumicino airport.

We will set out the project in detail and a part of the conference will be devoted to technical suggestions from potential participants for the final draft of the technical regulation.

Speakers of the day will be:

**Franco Barazzutti** (creator and director)

**Luigi Favaro** (vice president UEM)

**Jan Thiel** (engine designer and constructor) exclusive interview recorded from Thailand

**Joerg Moeller** (engine designer) *To be confirmed*

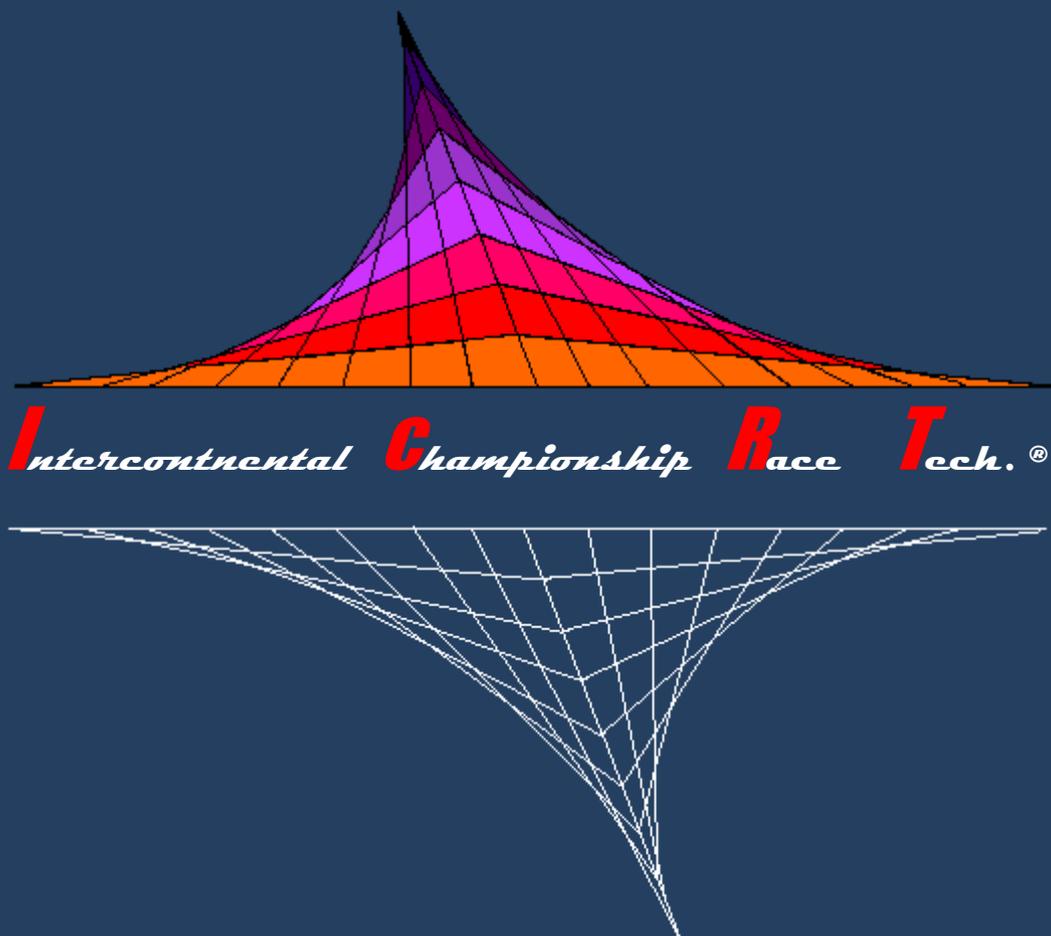
**Gabriele Gnani** (motorcycles constructor)

**Mike Austin** (engine designer)

At the event attend **Dolph Van der Woude** (engine designer)

There will be a shuttle bus transfer from airport to hotel and back.  
Below is a brief description of the project.

**IMPORTANT:** If you would like to attend this important event is required confirm your presence.



After the erroneous substitution of GP 125cc 2-stroke with the 250cc 4-stroke and 250cc with Moto2 in the world championship speed, the necessity has arisen to create a parallel competition which will be a viable alternative to the poor technological level of the present World Championship.

We call these series the "Intercontinental Championship Racing Technology", to attenuate the technical nature of the project.

This championship would be a major attraction for new manufacturers that could actually create lower-cost real prototypes of maximum performance, and should not be in conflict with the FIM.

This new venue might attract both new and established manufacturers and all those who no longer participate in the new four-stroke GP's because of the exorbitant increased costs.

The technical regulations have based on the classic GP regulations, but with the opening for multi-cylinder engines and with novelties as the use of biofuels and advanced power technologies such as direct injection.

Many manufacturers, also in the automobile industry (Volvo, Saab, Fiat, Lotus etc.) have already invested in bi- and tri-fuel engines, as a means of becoming less dependable from oil, but mainly as a way to drastically turn down Co2 emissions.

This will give us the opportunity to become the first ecologic world championship, where we could see the fastest as well as the cleanest motorcycles.

We like to stress that ecologic does not imply slow racing, because a modern 2-stroke engine running on ethanol can be more competitive than a petrol engine while having a small CO2 footprint.

With these new regulations it could be feasible to develop and reach 270 km/h at almost zero environmental impact

This championship will be of great interest to companies that produce technology and attractive to many professionals that do not like the current landscape of motorcycle technology. We emphasize the uniqueness of the class which is being solely for pure prototypes.

This initiative would have a significant importance to the training of young drivers, who could learn from more experienced drivers. They would be able to build up technological knowledge on both very simple as well as very powerful machines. Furthermore this initiative creates an employment for skilled technicians who have lost their jobs as a result of the abolition of the classic categories.

A very important goal we would like to achieve is to have a re-entry of the scientific community in motorcycle racing, like universities and research centres, who have been absent from the race tracks for many years.

The project is in a very advanced stadium and we have the full support of an European federation which referred to the European Motorcycle Federation, that could be a successful venue.

In agreement with the UEM we aim for the establishment of three categories: 50 cc 125 cc and 250cc for the time being, but it is possible that next years this could be extended to other classes.

The races will be held at circuits where Grand Prix races have been held for decades, and in some cases still are held.

The federation was so positive about the plan that they asked proposed to start already in March 2011 but this plan was rejected; in order to organize the series in the best possible way.

Many manufacturers from the motorcycle sector have already shown their interest, as well as international technical organisations like the Oxfords Brookes University and several television broadcast organisations.

The aim of this new league is to become a third branch of the global motorcycle racing, next to Superbike and MotoGP.

Involved in the initiative are important names in the history of modern motorcycling including: Jan Thiel, Joerg Moeller, Dolph van der Woude, Loris Reggiani, Gabriele Gnani, Goeff Goddard, Eric Saul , Mike Austin , whose contribution is a guarantee for professionalism.

There are also negotiations going on with two major sponsors, who are investigating the investment in our new championship

To secure the continuity of the championship there will be set up a monitoring committee formed by technical professionals mentioned above, which will ensure the longevity of the league, though the Federation has given us maximum technical independence.

