



## **PRESS RELEASE**

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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 December in Madrid, made the following decisions:

### **Sporting Regulations**

#### **MotoGP Class - Effective Immediately**

##### **Nomination of Category**

The deadline for final nomination of which riders will participate in which category, Factory or Open, will be 28 February, the normal closing date for entries.

#### **All Classes - Effective 2014**

##### **Penalty Points**

In 2013 any Penalty Points imposed were wiped from the record of the rider at the end of the season. From 2014 penalty points will remain on the record of the rider for 365 days after which they will be cancelled. This means that a rider will have a rolling tally of penalty points with new points being added as incurred and points being deducted on their anniversary.

##### **Restarting Interrupted Races**

It was recognised that there may be circumstances when an interrupted race is restarted that it might be necessary to interrupt the restarted race. Currently there are no provisions in the regulations to provide for this race to be restarted. From 2014 restarted races that are interrupted after less than five laps are completed will be restarted again. In the Moto3 and Moto2 classes there will be a maximum of two restarts. In the MotoGP class the Race Direction can authorise more than two restarts according to the circumstances.

The precise details of the lengths of the restarted races and the determination of the final race results will be published in the FIM regulations.



## Protests

The deadline for registering a protest has been reduced from one hour after publication of the results to 30 minutes.

The party involved must announce their intention to protest within 30 minutes by verbally notifying Race Direction or IRTA. They then have a deadline of one hour from the publication of results to confirm their protest in writing or, indeed, to announce that they have decided not to proceed with their protest.

## Wild Cards

Wild card entries that cancel their entry after acceptance, other than due to injury or other valid reason, will no longer be reimbursed the cost of the one event GP licence issued by the FIM.

Similarly, the entry fee paid by the wild card to cover the cost of the materials provided for his participation will not be refunded in full by IRTA unless the Federation can provide an alternate rider to take his place. If no replacement is provided by the Federation then only 50% of the entry fee will be refunded.

In future wild card entries will be allocated temporary pit box accommodation in the paddock alongside the pit boxes provided for contracted teams who have not qualified for a permanent pit box. The entry fee will be increased by €500.00 as a contribution towards the cost.

# Technical Regulations

## MotoGP Class - Effective 2014

### Fuel Temperature Testing

Following the earlier decision of the GPC concerning the protocol for fuel temperature testing, a standard container, approved by the FIM, will be produced which must be used by all teams.

## Moto3 Class - Effective 2015

With the co-operation and agreement of the current Moto3 Manufacturers and the approval of the FIM, new regulations will be introduced from 2015 to control the costs of the rolling chassis and further reduce the cost of engines.

### A). Rolling Chassis

The price of a complete rolling chassis, requiring only the addition of an engine, ECU, datalogger and transponder is capped at €85,000. The price includes the cost of any upgraded parts supplied during the season. Each part may only be upgraded once during the season and must be provided to all competitors at the same time.

The rolling chassis may only be provided by or via one of the manufacturers participating in the class.

The complete chassis, including components such as brakes and suspension, will be homologated but allowance will also be made to permit teams to use chassis from previous seasons.

Manufacturers intending to participate in this class must announce to the Grand Prix Commission by the deadline of 31 August that they will offer to supply machines to the Moto3 class in the following season. Teams then have until 15 September to place orders with confirmation of acceptance of orders by 30 September.

Teams who have placed orders that were not accepted by the deadline can then negotiate with alternate manufacturers.



## ii). Engines

The maximum price for the package of six engines is reduced to €60,000. However, this price does not include the supply of any gearboxes. Teams may order the number of gearboxes they require, if any, which will be supplied at a cost of €1,500 each.

The full text of regulation changes may be viewed shortly on:

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

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### About the FIM ([www.fim-live.com](http://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 108 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.