



PRESS RELEASE

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FIM Road Racing World Championship Grand Prix

- Changes to the 2010 Regulations (Second part) -

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Claude Danis (FIM), Hervé Poncharal (IRTA) and Takanao Tsubouchi (MSMA), in the presence of Messrs Vito Ippolito (FIM President), Ignacio Verneda (FIM Sport Director), Javier Alonso (Dorna) and M. Paul Butler (Secretary of the meeting), in a meeting held on December 11 in FIM Headquarters in Mies, unanimously decided to introduce the following amendments to the Road Racing World Championship Grand Prix Regulations, following the Press Release of 11 December, (changes in bold).

Application 2010

Sporting Regulations

1.15.1.1 MotoGP Class

A. Practice by contracted riders with machines eligible for the MotoGP class is forbidden:

i) During the Season **and the breaks** at any circuit included in the Grand prix calendar of the current year with the following exceptions:

- a) Practice included in the schedule of the events.
- b) Practice during the day immediately following the **Spanish Grand Prix (Jerez) and the Czech GP (Brno) and during the 2days immediately following the last GP (Valencia).**
- c) Any activity authorised by the Race Direction.

ii) During the Winter at any circuit with the following exceptions:

a) At a maximum of **6 days** of official tests organised by Dorna/IRTA at Grand Prix circuits included in the calendars of the preceding or following year. **No testing is permitted during the period starting on the 1st December of one year and finishing on 31st January of the following year, both dates being inclusive with the exception of the the "Rookie" riders who are allowed one 3 day test during November/December .**

The Winter test schedule must be approved by the Grand Prix Commission.

(This decision was taken during the Grand Prix commission on November 7 in Valencia).

1.15.1.2 125cc and Moto2 Classes

v) Practice restrictions do not apply to wild card riders. ~~except that they may not practice or race at any Grand Prix circuit starting 14 days before the race.~~





1.15.2 Practice Sessions (warm-up inclusive)

- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. ~~at which time the red light on the finish line will be displayed.~~ After the chequered flag, riders complete one additional lap prior to entering the pits.

1.18 Start Procedure

- 5) When riders reach the grid after the sighting lap(s) they must take up their positions and may be attended by up to five persons (seven for MotoGP), one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken up their grid position, riders in the MotoGP class only, must take off their helmets, except in the case of a restarted or wet race.

- 13) 2 Minutes Before the Start of the Race - Green flag waved to start warm up lap.

In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine in **MotoGP only**.

The riders will make one lap, at unrestricted speed, followed by a safety car. **The safety car will overtake slow riders.**

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag. Any rider who arrives **after the safety car has taken up its his position up at the back of the grid** must stop beside the safety car and start the race from there, as directed by a marshal.

(...)

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has **taken up its position**, an official at the rear of the grid will wave a green flag.

- 14) A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race

A safety car will follow behind the motorcycles for the whole of the first lap. **The safety car will overtake slow riders.**



Disciplinary and Arbitration Code

3.9. Arbitration Clause

Final decisions made by the disciplinary bodies (exception art. 3.4.2.3) or the General Assembly of the FIM may be submitted exclusively to the Court of Arbitration for Sport by way of appeal within the time limit as laid down in article 3.4.6, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

Medical Code

5.3.7 Medical Equipment

5.3.7.1 Minimum medical requirements for events

The medical service comprising of equipment, vehicles and personnel must be organised in such a way and in sufficient number to ensure that an injured rider can be provided with appropriate and all necessary emergency treatment with the minimum of delay and to facilitate their rapid transfer to further medical treatment in an appropriately equipped medical centre or definitive medical care in a hospital with the necessary facilities to deal with their injuries or illness should this be required.

The CMO will therefore determine the number, location and type of vehicles, helicopter, equipment and personnel that are required to achieve this for a specific event taking into consideration the circuit, event location.

The minimum medical requirements will be subject to confirmation and agreement following inspection and review by the FIM Medical Observer and Medical Director.

A doctor or doctors must be available to provide initial medical intervention directly or following initial assessment and treatment by the paramedic teams.

5.3.7.2 Vehicles

5.3.7.2.1 Definition of Vehicles

Vehicles are defined as follow:

Type A: A vehicle for rapid intervention at accident areas to give the injured immediate assistance for respiratory and cardio-circulatory resuscitation.

This vehicle should have "MEDICAL" clearly marked on it in large letters.

Type B: A highly specialised vehicle that can serve as a mobile resuscitation centre.

Type C: A vehicle capable of carrying a stretcher with an injured person in reasonable conditions.

5.3.7.2.2 Equipment for Vehicle Type A (Medical Rapid Intervention Vehicle)

Personnel:

Type A1:

- a driver, experienced in driving the Type A vehicle and familiar with the course
- a doctor experienced in emergency care
- a second doctor or paramedic, experienced in emergency care





Type A2:

- a driver, experienced in driving the Type A vehicle and familiar with the course
- paramedics (or equivalent) experienced in emergency care

5.3.7.2.3 Equipment for Vehicle Type B

Personnel:

Type B1:

- A doctor experienced in emergency care

Type B2:

- Two paramedics or equivalent experienced in emergency care

5.3.7.3 Helicopter

A helicopter must be **fully equipped with adequate personnel and equipment** and be appropriately licensed for the relevant country and flown by an experienced pilot familiar with medical air evacuation and the potential landing sites. The medical personnel - doctor and paramedic(s) - should be qualified in and able to carry out emergency treatment and resuscitation. The helicopter should be of a design and size that will allow continuing resuscitation of an injured rider during the journey. It should be positioned close to the medical centre such that an ambulance journey between medical centre and helicopter is not necessary.

5.3.7.4 Track Ground Posts

These are placed at suitable locations **and in sufficient numbers** around the circuit to provide rapid intervention and evacuation of the rider from danger **with the minimum of delay**. The personnel must have sufficient training and experience to take action autonomously and immediately in case of an accident.

Personnel:

- Doctor or paramedic (or equivalent) experienced in emergency care
- Sufficient number of stretcher bearers

Medical Equipment:

- Equipment for initiating resuscitation and emergency treatment
- Cervical collar
- Scoop stretcher
- Technical Equipment:
- Radio communication with race control and the CMO

Adequate shelter for staff and equipment should be available.

5.3.7.4.1 Pit Lane Ground Post

Personnel:

A doctor and paramedic (or equivalent) experienced in emergency care must be positioned in the pit lane.

One or more Pit Lane Ground posts, depending on the length of the pit lane are required.



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5.3.7.6 Medical homologation of circuits / Medical inspection of events

(...)

Following homologation, a certificate of homologation will be issued for a ~~maximum~~ period of 3 years and will include details of medical services.

NOTE:

Anthem for constructors will be played during the MotoGP podium ceremony.

About FIM

FIM (WWW.FIM-LIVE.COM), the world governing body for motorcycle sport, is an independent association formed by 101 National Federations throughout the world. It is recognized as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Amongst its 49 FIM World Championships its main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro and Speedway. FIM also deals with non-sporting matters such as leisure motorcycling, mobility, transport, road safety and public policy and the environment, FIM was the first International sporting Federation to enforce an Environmental Code in 1994.



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