



PRESS RELEASE

MIES, 05/12/2018

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FIM Grand Prix World Championship

Decision of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM), Takanao Tsubouchi (MSMA) and Mike Trimby (IRTA), in the presence of Carlos Ezpeleta (Dorna), Corrado Cecchinelli (Director of Technology), Mike Webb (Race Director) and Danny Aldridge (Technical Director), in a meeting held in Madrid on 30th. November 2018 made the following decisions:

Sporting Regulations – Effective Immediately

Race Classifications

Previously, in order to be qualified as a finisher, the rider had to be in contact with his machine when crossing the finish line. There have been situations when, due to a crash, the rider and machine have crossed the line separately. In future the finish time will be determined by the first part of the rider or his motorcycle, whichever crosses the finish line last.

Substitute Riders

On occasions a Moto3 or Moto2 team will substitute an injured with a rider contracted to participate in another Championship, for example FIM CEV. In future such riders will be permitted to fulfil their entry obligations in the other series and track activity at such events will not count as rider test days for the GP class and may take place within 14 days of a GP event at the same circuit.

Riders classified to Restart an interrupted Race

To establish clearer criteria on which riders may restart an interrupted race certain clarifications to the regulations were approved. It is confirmed that riders may obtain assistance from marshals to restart the machine or to move the machine on track, trackside or in the service road.

For the purposes of the regulations covering this matter “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane. The FIM MotoGP Stewards will be the sole judge of whether a rider is actively competing and such judgements are not subject to appeal.



Passing Under a Yellow Flag

When a change of position penalty is imposed for passing under a yellow flag, or for any other infringement, the information will be communicated via the dashboard display and on the finish line during a maximum of three laps. (Previously five laps).

Starting Machines

For Safety reasons it is not permitted to start the engine of a racing motorcycle inside the pit box at any time. Engines must be started in the pit lane.

Official Titles for Circuit Lap Record and Race Lap Record

New official titles were approved for the following circuit records:

“All Time Lap Record” – The fastest lap time in history including all Grand Prix sessions.

“Best Race Lap” – The fastest lap time in history made during a race,

Concession Points – MotoGP Class

When a Manufacturer gains sufficient concession points to lose concessions then the right for test riders to test at any GP circuit is cancelled. The regulation has been clarified to specify that this applies to testing in the following season when the manufacturer must nominate three current GP circuits for testing.

In order that a manufacturer who only accrued concession points on a spasmodic basis did not lose concessions after several years it has been decided that concession points will expire on the two-year anniversary of the date on which the points were gained.

Generators used on the Grid

Currently, regulations limit the use to a hand carried generator with a maximum output of 2 kw. Current practice is for generators to be incorporated into a service cart with toolboxes, spare wheels and other equipment.

Accordingly, the current regulation has been cancelled and the Technical Director will henceforth be responsible for determining the acceptability of the generator/equipment cart brought onto the grid.



Technical Regulations – Effective Immediately

Moto2 Class Technical Regulations

To recognise the change of engine supplier from Honda to Triumph the technical regulations for this class have been modified. Full details will be available within the next days in the official regulations published on line by the FIM.

Tyre Allocations

After consultation with the Safety Commission and the official suppliers of tyres the following changes have been made to tyre allocations:

MotoGP Class

The standard allocation of rain tyres will increase from 11 to 13 being six front and seven rear tyres.

Moto3 and Moto2 Classes

In these classes the number of rain tyres is not limited. However, the official supplier must now have available of a minimum of four sets of rain tyres per rider.

Disciplinary Regulations – Effective Immediately

Penalties not subject to appeal

The Disciplinary Code contains a list of penalties that are not subject to appeal, usually those penalties given during a race. However, the FIM Stewards may also impose a time penalty in lieu of another penalty, typically when the standard penalty (e.g. change position, ride through, etc.) cannot be complied with because there is insufficient time left in the race. The regulation covering such matters has now been changed so that when a time penalty is given in lieu of any non-appealable penalty, the time penalty also becomes non-appealable.

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

<http://www.fim-live.com/en/sport/regulations-and-documents/grand-prix/>

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 113 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.