



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

Agenda

Road Racing Commission (CCR)

2011 Bureau

Doha
11 November

RBu/Dup

Please take this document with you as no distribution will be made at the meeting!

1. Opening of the meeting
2. Comments from the Board of Directors on the minutes of the 2011 Commission Conference Meetings
3. Approval of the minutes of the 2011 Conference Meetings
4. Study of the proposals made to the CTI involving the CCR
5. 2011 FIM Championships and Prize events
 - 5.1 Homologation of the placings
 - 5.2 Ratification of the World Records
6. Reports and information from the CCR Director about the season
 - 6.1 FIM Board of Directors meetings
 - 6.2 Meeting with the Sports Director
 - 6.3 FIM World Championship Grand Prix
 - 6.4 FIM Superbike & Supersport World Championships and FIM Superstock 1000cc Cup
 - 6.5 FIM Endurance World Championship and Cup
 - 6.6 FIM Sidecar World Championship
 - 6.7 FIM e-Power International Championship
 - 6.8 Meetings of the FIA Circuits' Commission
7. Reports and information from the CCR Coordinator about the season
 - 7.1 Meetings of the GP Commission
 - 7.2 Meetings of the GP Safety Commission
 - 7.3 Meetings of the SBK Commission

- 7.4 Meeting with the Endurance teams
- 7.5 Meeting with the Endurance organisers
- 7.6 Meeting with the Sidecar riders/teams
- 7.7 Meeting with the riders/teams of the e-Power Championship
- 7.8 Seminars
- 7.9 Amendment to the Rules during the season
- 8. Reports from the Bureau members about their activity during the season
 - 8.1 CONU Working Groups
 - 8.2 Safety Working Group
 - 8.3 Regulations Working Group
 - 8.4 FIM Academy Working Group
- 9. 2012 FIM Calendar of Championships and Prizes

The complete chart will be circulated as soon as possible.

- 10. 2012 Nomination of officials
- 11. 2012 Rules (Proposals, editorials, clarification of the rules)
 - 11.1 Endurance Road Racing World Championship and Cup Regulations
 - 11.1.1 General

Mandate to the CCR Director and to the CCR Coordinator to harmonise the 2012 Endurance Regulations with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.2 Art. 1.8.4 Age of the riders

The Coordinator proposes to amend the following paragraph as follows:

Licences for riders are issued only when the age of 18 years has been attained.
The limit for the minimum age starts on the date of the rider's birthday.

~~The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 55.~~

Reason: Some famous riders or legends (in good health) cannot participate in events due to this restriction. The Medical Code (Art 09.2.1) clarifies this point and the riders aged over 50 years must present to their federation a certificate of medical fitness with specific medical tests.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.3 Art. 1.8.7 Entry fee

The Coordinator proposes to amend this article as follows:

An entry fee may be made obligatory for each team.

Should this be the case:

- the maximum amount is fixed at Euros ~~400.-~~ 500.- for contracted teams
- the maximum amount is fixed at Euros ~~800.-~~ 1'000.- for the other teams
- it must be paid to the organisers 30 days at the latest before the race

Reason: Organisers' request

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.4 Art. 1.13.1 Practice restrictions

The Coordinator proposes to amend the following paragraph as follows:

In the six days prior to the race day, if supplementary practices other than official practices of another race taking place during the same event are organised, they must be open to all the entered riders ~~and if a charge is made, it shall be no greater than 60 Euros per rider for the day. The information concerning the supplementary practices must be mentioned in the Supplementary Regulations.~~

Reason: Some tests are organised at a higher price (therefore, in contradiction to this article). It is also impossible for the FIM to control these private tests and conditions.



	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.5 Art. 1.15.3. Driving time and rest period

The FFM proposes to delete the complete paragraph:

~~The riding time starts when the rider leaves his pit box lasting until he stops at his pit box again.~~

~~The rest period of a rider starts when the rider who takes over from him leaves the pit box lasting until he again leaves his pit box taking over from another rider.~~

~~When a rider makes a pit stop, it is not compulsory that another rider takes over from him.~~

~~The order in which the riders ride is free.~~

~~No rider is allowed to ride for more than three consecutive hours.~~

~~Infringement will be penalised with the disqualification of the team.~~

~~The rest period subsequent to each riding time must be at least:~~

~~– half of the riding time for a race of 12H or less or of 1800 km or less;~~

~~– two thirds of the riding time for a race of more than 12H or of more than 1800 km.~~

~~If the rest period is not respected, a PIT STOP board (50 cm horizontal X 100 cm vertical) with the race number of the motorcycle will be shown to the rider only after notification has been made to his team. The rider will have to stop at his pit and his motorcycle has to stay there for a time equal to the non-respected rest time and no work can be carried out on the machine except the use of tyre warmers and the change of tyres.~~

~~Failure by the relevant rider to stop, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the pit stop before the end of the race, the relevant team will be inflicted with a time penalty equal to the non-respected rest time.~~

~~A switch of riders can only take place in the pit which has been allocated to the team.~~

Reason: Teams are composed of professionals who know that the best performance of their riders needs a maximum riding time and minimum resting time.

Difficult to control.

These sanctions are not understood by the teams, riders, the public or the media.

Juridical danger: There is not a planned procedure to stop a rider if he exceeds his driving time period. If an accident occurs when the rider has driven 3 hours and 1 minute ... who would be responsible? Should he be stopped at 2h 59 minutes and 59 seconds?

NB: Driving time and rest periods are only known after the checks of the stand marshal papers.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

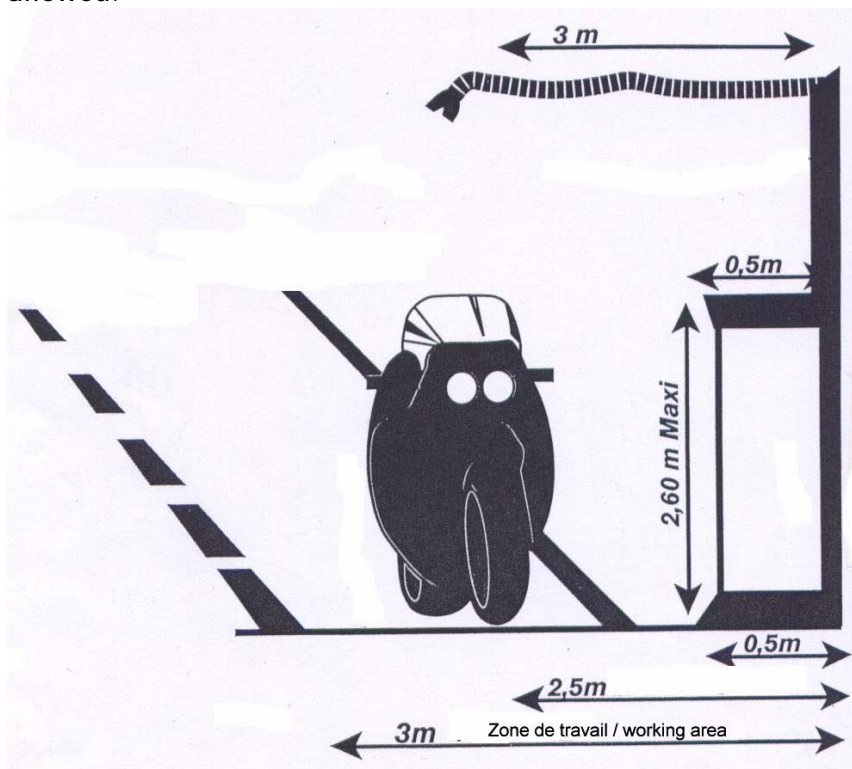
11.1.6 Art. 1.15.6 Pit stops

The FFM proposes to rewrite this article as follows:

No open fire in the pit boxes is allowed at any time.

~~Only the team staff holding the appropriate credentials is permitted in the working area in front of their pit box immediately before working on the motorcycle. They must leave the pit lane as soon as the work is finished. Apart from that time, the team staff cannot stay in the pit lane.~~

The use of (an) extra lighting device(s) to illuminate the working area in front of the pit box is permitted. This device must be strongly fixed to the wall at a minimum height of 2 metres. The lighting devices composed of a mobile stand placed on the ground are not allowed.



When a pit stop has to be made, it is compulsory to stop the engine. It can be started up, for a short while, for testing and adjustment.

The headlights must also be switched off until the motorcycle leaves its box.

Only the team staff holding the appropriate credentials are permitted in the working area in front of their pit box immediately before working on the motorcycle. **Their bodies must be completely covered.** ~~In the working area in front of the pit box,~~ during the pit stop, only 4 clearly identified and accredited persons are permitted to work directly on the machine.

If the rider takes part in the work, he will be included in these 4 persons.

Apart from interventions, the team staff cannot stay in the pit lane.

When the work on the machine is carried out inside the pit box, the number of persons working on the motorcycle is not limited.



In case of loss or dysfunction of the transponder, an official is authorised to carry out the change.

Throughout the race, refuelling (petrol) and all other interventions can only be carried out at the pit allocated to the team.

Before refuelling (petrol), the machine must be put on a stand.

Refuelling (petrol) must take place after all mechanical interventions on the machine are finished, before the rider tries to restart the machine.

During refuelling (petrol), the use of tyre warmers is not allowed. ~~and any person standing less than 1 m away from the motorcycle must wear an overall impregnated with a chemical combustion inhibitor.~~

If an exchange of the fuel tank is necessary, it will be placed EMPTY on the motorcycle. It will then be filled as per the usual procedure.

After refuelling any mechanical intervention on the machine must be carried out only inside the box allocated to the team.

In order to leave the pit again, once the driver is on his machine, 2 persons are allowed to push the machine. Alternatively, the rider can use the machine's starter. The use of an additional battery is forbidden. The use of a self-contained starting device is permitted.

A maximum of 60 litres of petrol is permitted in the pit.

From the beginning of the official practices, each team must appoint one person for fire safety. This person must be equipped with a reliable extinguisher for fuel fires and is strictly obliged to be present at all refuelling (petrol) operations. All personnel concerned by the refuelling (petrol) including the person responsible for the fire extinguisher **must wear an overall impregnated with a chemical combustion inhibitor and wear eyes and head protection.** This procedure is applicable during the practices and the race.

All "active" tyre warmers on wheels (not mounted on the bike) must be at least 50 cm above ground level. Any fuel manipulation must take place at a minimum of 5 metres from the tyre warmers or from any source of elements that could start a fire.

The connections on multiple sockets are prohibited at less than 5m from the machine.

The person in charge of the Technical Stewards can demand the demarcation on the ground of these 5 m (adhesive tape, paint .etc.).

Any electric power or connection to a power grid must be held with uncoiled cables. They should not remain coiled on a spool.

Any breach of this article will be sanctioned with a Stop & Go.

Reason: Safety and clarification

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.7 Art. 1.23 Interruption of a race

Mr Bulcsu proposes to withdraw the example from this article as follows:

- 1.23.1 If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed. ~~calculated as in the principle set out in the following example:~~

~~Example of a race consisting of 30 laps:~~

~~If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other teams have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.~~

~~If a Red Flag is shown when the leader and all other teams on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.~~

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

(...) rest of the article unchanged

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.8 Art. 1.28.4 Prizes - allowances

The Coordinator proposes to amend the following paragraph as follows:

- Minimum prizes

1.	1'150 Euros	7.	255 Euros
2.	960 Euros	8.	190 Euros
3.	770 Euros	9.	160 Euros
4.	640 Euros	10.	130 Euros
5.	510 Euros	11.-20.	95 Euros
6.	385 Euros	21.-30.	65 Euros

Total 6'750 Euros

- Minimum Participation Allowance

The first 7 of the list of the contracted teams (see article 1.8.5) will receive a minimum participation allowance of 3'900 Euros, the 6 following contracted teams will receive a minimum participation allowance of 1'900 Euros and the 7 following contracted teams will receive a minimum participation allowance of 1'000 Euros (total: 45'700 Euros).

This will be distributed providing that the team takes part in the race.

- Minimum Travel allowances

- **The first 22 on** the list of contracted teams (see Article 1.8.5) will receive a travel allowance of ~~600 Euros~~ **500 Euros per event in Europe.**
- **The first 22 on** the list of contracted teams (see Article 1.8.5) will receive a travel allowance of ~~4'750 Euros~~ **6'000 Euros per event outside Europe.**

This will be distributed providing that the team takes part in the race.

Reason:

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.1.9 Art. 1.32.4 Championship and Cup points; Classification

The MFJ proposes to change the scale of points as per the table attached:

Endurance Points

Registered races of 6H or of 1000 Km					From 6 to 12H or from 1000 to 1800 Km				From 12 to 24H or more than 1800 Km			
	2011		2012		2011		2012		2011		2012	
1	25		30		30	0.83	35	0.86	35	0.86	40	0.88
2	20	0.80	24	0.80	24	0.80	29	0.83	28	0.80	33	0.83
3	16	0.80	21	0.88	19	0.79	25	0.86	22	0.79	28	0.85
4	13	0.81	19	0.90	16	0.84	21	0.84	18	0.82	24	0.86
5	11	0.85	17	0.89	13	0.81	18	0.86	15	0.83	21	0.88
6	10	0.91	15	0.88	12	0.92	16	0.89	14	0.93	19	0.90
7	9	0.90	14	0.93	11	0.92	14	0.88	13	0.93	17	0.89
8	8	0.89	13	0.93	10	0.91	13	0.93	11	0.85	15	0.88
9	7	0.88	12	0.92	8	0.80	12	0.92	10	0.91	13	0.87
10	6	0.86	11	0.92	7	0.88	11	0.92	8	0.80	11	0.85
11	5	0.83	10	0.91	6	0.86	10	0.91	7	0.88	10	0.91
12	4	0.80	9	0.90	5	0.83	9	0.90	6	0.86	9	0.90
13	3	0.75	8	0.89	4	0.80	8	0.89	4	0.67	8	0.89
14	2	0.67	7	0.88	2	0.50	7	0.88	3	0.75	7	0.88
15	1	0.50	6	0.86	1	0.50	6	0.86	1	0.33	6	0.86
16			5	0.83			5	0.83			5	0.83
17			4	0.80			4	0.80			4	0.80
18			3	0.75			3	0.75			3	0.75
19			2	0.67			2	0.67			2	0.67
20			1	0.50			1	0.50			1	0.50
TOTAL	140		231		168	0.83	249	0.93	195	0.86	276	0.90

Reason: To promote the events and increase the number of participants.

NB: this proposal was already made last year (and refused)

Accepted/Application date: JJ.MM.AA	Rejected	Withdrawn	Postponed
Comments:			

11.1.10 Art. 2.6.6.5 Wheels

The MJF proposes to amend this article as follows:

Wheels (see Art. 2.3.5.2), and associated parts may be altered or replace from those fitted to the homologated motorcycle. Carbon fibre or carbon composite wheels are not allowed, unless the manufacturer has equipped the homologated production model with this type of wheel. **The wheel weight cannot be lighter than 500g in relation to the homologated motorcycle wheel weight.**

Bearings, seals, spacers and axles may be altered or replaced from those fitted to the homologated motorcycle.

Wheel rims smaller than ~~16 in.~~ **17 in.** in diameter are not allowed.

Maximum front wheel rim width: 4.00 in.
Maximum rear wheel rim width: 6.25 in.

Reason: Cost reduction.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.2 Sidecar World Championship

11.2.1 General

Mandate to the Director and to the Coordinators to harmonise the regulations for 2012 with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.2.2 General (ECU)

Mr Rudiger Merdes proposes to impose an ECU standard providing that this is applicable to all the engines.

Reason: cost reduction

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.2.3 General (F2 class)

The FFM proposes to think about the inclusion of the F2 Sidecar class (for 2013).

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.3 MotoGP Rookies Cup

No proposals were made.

Mandate to the Director and to the Coordinator to harmonise the regulations for 2012 with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.4 E-Power International Championship

11.4.1 General

Mandate to the Director and to the Coordinators to harmonise the regulations for 2012 with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.4.2 Art. 2.3.14 Transmission

The Technical Coordinator proposes to add following article:

Gearboxes are not permitted. The use of a gear reduction (fixed) is authorized.

Reason: The characteristic of electric motors used in motorcycles do not require a transmission (gearbox) as known, at these early stages. This intervention also reduces the necessity to design or add a gearbox (cost). The 'use of a gear reduction'...is added as a clarification.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							



11.5 029 FIM Standards for Road Racing Circuits (SRRC)

11.5.1 Art. 029.6.6. Marking

The Coordinator proposes to delete the reference of an FIM approved paint as follows:

On each side of the track, a continuous white line between 8 and 10 cm wide, must be painted on the very edge of the verge or of the kerbs, except at the entrance and exit of the pit-lane where an interrupted white line must be painted.

No form of advertising or decoration is permitted on the track surface (run off areas excepted).

The paint to be used for the white lines and the kerbs along the track, for the starting grid and for any other marking on the track, in the pit-lane and on the asphalt run-off areas must be approved by the CCR/FIM.

For the Sidecar class, the use of the CCR/FIM approved paint is recommended.

The approved paints are the following:

LIMBURGER LACKFABRIK
~~SAR SIGNATURE~~
VERNICE AUTODROMO

LIMBOROUTE Circuitline WBP
~~AGRIPP TROPHY~~
85500502

(see the manufacturers' contact details in appendix A)

Not later than one month before the event, the circuit/promoter must send to the CCR FIM Administration a copy of the order of the approved paint. This order must mention the colours and the quantities per colour.

The paint application method defined by the manufacturer shall be scrupulously followed.

The approval procedure can be obtained from the CCR/FIM Administration.

The openings in the first line of protection allowing access to the run-off area must be indicated by:

- a green vertical line two metres wide minimum with white diagonal stripes painted on the first line of protection or on the protective devices; or
- a "fluorescent" orange (recommended colour reference: Pantone 15-1364 TC "Orange crush") line two metres wide minimum, painted on the first line of protection or on the protective devices.

However, once decided, the same colour must be applied throughout the track.

Reason: No sales and no news from this company.

NB : The bold parts in this article are changes already decided by the CCR Commission and Bureau during the season.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.5.2 Art. 029.3.3 Artificial grass

The Director proposes to include a definition of the artificial grass (after consultation with the FIA).

Wording to come as soon as possible.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.5.3 Art. 029.8.1 Number and locations (Marshals' posts)

The SBK Safety Officer, Mr Igor Eskinja proposes to amend the following paragraph as follows:

The number and the location of the marshals' posts will be determined by the inspector during the homologation of the circuit:

Two maps of the circuit (one for the flags marshals and one for the track marshals) with the location of the posts and the number of marshals per post for the race day will be attached to the homologation report.

For the first day of official practices, the number of track marshals must be minimum 80% of the number requested for the race day.

	Accepted/Application date: JJ.MM.AA		Rejected		Withdrawn		Postponed
Comments:							

11.6 Road Racing International Meetings Appendices + World Records

No proposals were made.

11.7 General (all disciplines)

11.7.1 Riders safety equipment

A general proposal about the rider's safety equipment is in discussion in GP. It could be applied to all the other disciplines

For info, the draft is appended.

	Acceptée/Entrée en vigueur: JJ.MM.AA		Rejetée		Retirée		Reportée
Commentaires:							

12. Protective devices

12.1 Possible presentation of protective devices

13. Circuits

13.1 Inspections and consultations carried out since the 2011 Commissions Conference Meetings

10.02.2011	Le Mans	FFM	Claude Danis
17.02.2011	Jerez	RFME	Claude Danis
22.02.2011	Losail	QMMF	Claude Danis
02.03.2011	Suzuka	MFJ	Claude Danis
03.03.2011	Motegi	MFJ	Claude Danis
10.03.2011	Assen	KNMV	Claude Danis
14.03.2011	Hungaroring	MAMS	Igor Eskinja
21.03.2011	Abu Dhabi	UAEMC	Claude Danis
25.03.2011	Estoril	FMP	Claude Danis
08.04.2011	Welcom	MSA	Claude Danis
13.04.2011	Catalunya	RFME	Claude Danis
13.04.2011	Aragon	RFME	Claude Danis
20.04.2011	Silverstone	ACU	Claude Danis
27.04.2011	Schleiz	DMSB	Rezső Bulcsu
28.04.2011	Oschersleben	DMSB	Rezső Bulcsu
05.05.2011	Motegi	MFJ	Claude Danis
08.05.2011	Monza	FMI	Igor Eskinja
10.05.2011	Brno	ACCR	Claude Danis
11.05.2011	Donington	ACU	Rezső Bulcsu
17.05.2011	Los Arcos Navarra	RFME	Rezső Bulcsu Claude Danis Paul Duparc
19.05.2011	Misano	FMI	Claude Danis
20.05.2011	Mugello	FMI	Claude Danis
24.05.2011	Laguna Seca	AMA	Claude Danis
15.06.2011	Moscow Raceway	MFR	Rezső Bulcsu Claude Danis
16.06.2011	Crimea	FMU	Rezső Bulcsu Claude Danis
21.06.2011	Sachsenring	DMSB	Claude Danis
07.07.2011	Indianapolis	AMA	Claude Danis
26.07.2011	Austin	AMA	Claude Danis
04.08.2011	Sachsenring	DMSB	Claude Danis

11.08.2011	Spa Francorchamps	FMB	Rezső Bulcsu
19.08.2011	Nurburgring	DMSB	Claude Danis
02.09.2011	Rudskogen	NMF	Rezső Bulcsu
07.09.2011	Imola	FMI	Claude Danis
14.09.2011	Valencia	RFME	Claude Danis
23.09.2011	Portimão	FMP	Claude Danis

13.2 Current situation

The up-dated list of the circuits, their characteristics and homologation is attached as an appendix.

13.3 Table for Marshals' posts and figures

Presentation by Mr Rudiger Merdes.

14. Seminars

14.1 Statistics

ROAD RACING FIM SEMINARS / SEMINAIRES FIM DE COURSES SUR ROUTE (Clerks of the Course & Sporting Stewards / Directeurs de Course & Commissaires Sportifs)					
FMN	Date	Place Lieu	Instructor Instructeur	N° de/of licences	Licences per/par FMN
QMMF	11-12/02/2011	Doha	Rezső Bulcsu Paul Duparc	5	5 QMMF
FFM	19-20/02/2011	Paris	Patrick Coutant	10	8 FFM, 2 FMB
RFME	19-20/02/2011	Madrid	James Parker	27	1 DMSB, 1 KNMV, 25 RFME
CMSA	05-06/03/2011	Zhuhai	Rezső Bulcsu	36	36 CMSA
FMP	12-13/03/2011	Estoril	James Parker	7	7 FMP
AMA	07-8/04/2011	Pickerington	Rezső Bulcsu	11	11 AMA
FMV	11-12/06/2011	Caracas	Lincoln Perez	18	1 CBM, 1 FMM, 16 FMV
AAMC	23-24/07/2011	Macau	Rezső Bulcsu	21	10 AAMC, 2 CTMSA, 5 HKAA, 2 NAMSSA, 2 SMSA

14.2 Future seminars

The following requests have already been received:

ROAD RACING FIM SEMINARS / SEMINAIRES FIM DE COURSES SUR ROUTE (Clerks of the Course & Sporting Stewards / Directeurs de Course & Commissaires Sportifs)				
FMN	Date	Place Lieu	Instructor Instructeur	Language Langue
	03-04/03/2012	Paris	Patrick Coutant	French / français
	Beginning / début 2012		TBA	TBA
	Beginning / début 2012		TBA	TBA

NB: Since 2003, the CCR no longer organises any seminars with less than 10 participants, except:

- If the seminar is combined with other FIM activities for the instructor (inspection, race, seminar) in the same country or area.
- If the seminar is organised at the expense of one FMN.

14.3 New system of seminars

15. New CCR projects

15.1 Dragbike World Cup

15.2 Stunt activities

15.3 Seminars for marshals

16. Fair Play Trophy

17. 2012 Budget

18. CCR clothes

19. FIM General Assembly and Gala (Estoril December 2011)

20. Next CCR meetings (Prague 11-12 February 2012)



21. Proposals to the Board of Directors

21.1 New CCR Bureau members

21.2 New CCR Officials

21.3 Urgent proposals

22. Closing of the meeting

Enclosure(s)

CIRCUITS DE COURSES SUR ROUTE / ROAD RACING CIRCUITS

NOM DU CIRCUIT NAME OF CIRCUIT	PAYS COUNTRY	FMN	LONGUEUR LENGTH	DIRECTION **	POLE POSITION	DERNIERE INSPECTION LAST INSPECTION	* GRADES	SITUATION	NOM DU CIRCUIT NAME OF CIRCUIT
SEPANG	Malaisie / Malaysia	AAM	5,548 km	C	gauche/left	08.10.2010		Travaux à faire/ Work to do	SEPANG
BRNO	Rép. Tchèque/Czech Rep.	ACCR	5,403 km	C	gauche/left	10.05.2011	A	2011	BRNO
DONINGTON PARK	GB	ACU		C	gauche/left	25.02.2011	B	2011-2012	DONINGTON PARK
SILVERSTONE	GB	ACU	5,891 km	C	gauche/left	20.01.2011	A	2011	SILVERSTONE
AUSTIN	USA	AMA				26.07.2011		Projet/Project	AUSTIN
INDIANAPOLIS	USA	AMA	4,216 km	A	droite/right	07.07.2011	A	2011	INDIANAPOLIS
LAGUNA SECA	USA	AMA	3,610 km	A	droite/right	24.05.2011	A	2011	LAGUNA SECA
SALT LAKE CITY (MMP)	USA	AMA	4,905 km	A	droite/right	05.03.2010	B	2010-2011	SALT LAKE CITY (MMP)
BAHRAIN INTL CIRCUIT	Bahreïn/Bahrain	BAMF	5,400 km	C	gauche/left	12.11.2010	C	2011	BAHRAIN INTL CIRCUIT
HOCKENHEIM	Allemagne /Germany	DMSB							HOCKENHEIM
NURBURGRING	Allemagne /Germany	DMSB	5,137 km	C	gauche/left	19.08.2011	B	2011-2012	NURBURGRING
OSCHERSLEBEN	Allemagne /Germany	DMSB	3,696 km	C	droite/right	28.04.2011	E	2011-2012	OSCHERSLEBEN
SACHSENRING	Allemagne /Germany	DMSB	3,671 km	A	gauche/left	04.08.2011	A	2011	SACHSENRING
SCHLEIZ	Allemagne /Germany	DMSB	3,805 km	A	droite/right	27.04.2011	D	2011-2012	SCHLEIZ
LE MANS	France	FFM	4,185 km	C	gauche/left	10.02.2011	A	2011	LE MANS
NEVERS MAGNY-COURS	France	FFM	4'411 km	C	droite/right	21.01.2011	B	2011	NEVERS MAGNY-COURS
SPA-FRANCORCHAMPS	Belgique/Belgium	FMB		C	gauche/left	11.08.2011		Travaux à faire / Work to do	SPA-FRANCORCHAMPS
IMOLA	Italie / Italy	FMI	4'936 KM	A	gauche/left	07.09.2011	B	2011-2012	IMOLA
MONZA	Italie / Italy	FMI	5,777 km	C	gauche/left	02.02.2011	B	2011	MONZA
MUGELLO	Italie / Italy	FMI	5,245 km	C	droite/right	20.05.2011	A	2011	MUGELLO
MISANO WORLD CIRCUIT	Italie / Italy	FMI	4,226 km	C	gauche/left	19.05.2011	A	2011	MISANO WORLD CIRCUIT
JPSK NEW DELHI	Inde / India	FMSCI		C	gauche/left	23.11.2010		En construction/Under construction.	JPSK NEW DELHI
CRIMEA Gp	Crimea/Crimée	FMU				16.06.2011		Travaux à faire / Work to do	CRIMEA Gp
ESTORIL	Portugal	FMP	4,182 km	C	gauche/left	25.03.2011	A	2011	ESTORIL
PORTIMAO	Portugal	FMP	4,592 km	C	gauche/left	24.01.2010	A	2011	PORTIMAO
GROBNIK-RIJEKA	Croatie / Croatia	HMS	4,168 km	A	gauche/left	29.12.2009	D	2010-2011	GROBNIK-RIJEKA
ASSEN	Pays-Bas/Netherlands	KNMV	4,542 km	C	gauche/left	10.03.2011	A	2011	ASSEN
PHILLIP ISLAND	Australie / Australia	MA	4,448 km	A	gauche/left	15.10.2010	A	2011	PHILLIP ISLAND
HUNGARORING	Hongrie / Hungary	MAMS				03.10.2007			HUNGARORING
BALATONRING	Hongrie / Hungary	MAMS				29.10.2009		En construction / Under construction	BALATONRING
SUZUKA	Japon/Japan	MFJ	5,824 km	C	gauche/left	02.03.2011	C	2011	SUZUKA
TWIN RING MOTEGI	Japon/Japan	MFJ	4,801 km	C	gauche/left	05.05.2011	A	2011	TWIN RING MOTEGI
MOSCOW RACEWAY	Russie/Russie	MFR				15.06.2011		Travaux à faire / Work to do	MOSCOW RACEWAY
KYALAMI	Afrique du Sud/South Africa	MSA	4,246 km	A	gauche/left	13.05.2010	B	2010	KYALAMI
WELKOM	Afrique du Sud/South Africa	MSA							WELKOM
SPIELBERG	Autriche/Austria	OeAMTC				11.06.2010		Travaux à faire / Work to do	SPIELBERG
DOHA	Qatar	QMMF	5,380 km	C	gauche/left	18.03.2011	A+N	2011	DOHA
ALBACETE	Espagne/Spain	RFME	3,539 km	C	gauche/left	18.05.2010	C	2010-2011	ALBACETE
ARAGON	Espagne/Spain	RFME	5,078 km	A	droite/right	13.04.2011	A	2011	ARAGON
CARTAGENA	Espagne/Spain	RFME	3,506 km	C	gauche/left	29.01.2009	C	2009-2010	CARTAGENA
CATALUNYA	Espagne/Spain	RFME	4,727 km	C	gauche/left	13.04.2011	A	2011	CATALUNYA
JEREZ	Espagne/Spain	RFME	4,423 km	A	gauche/left	17.02.2011	A	2011	JEREZ
LOS ARCOS-NAVARRA	Espagne/Spain	RFME		C	gauche/left	17.05.2011	B	2011	LOS ARCOS-NAVARRA
PARCMOTOR	Espagne/Spain	RFME		C	gauche/left	01.07.2010			PARCMOTOR
VALENCIA	Espagne/Spain	RFME	4,005 km	A	droite/right	14.09.2011	A	2011	VALENCIA
CHANGIMOTORSPORTS HUB	Singapour / Singapore	SMSA		C	gauche/left	25-26/11/2010		En construction/Under construction.	CHANGIMOTORSPORTS HUB
YAS MARINA	EAU/UEA	UAEMC				21.03.2011		Travaux à faire / Work to do	YAS MARINA

Legend/Légende

** Direction

A: Anticlockwise / Sens contraire des aiguilles d'une montre

C: Clockwise / Sens des aiguilles d'une montre

Grades	Grand Prix	Superbike Supersport Superstock	Endurance	e-Power	Sidecar
A	X	X	X	X	X
B		X	X	X	X
C			X	X	X
D				X	X
E					X

"+N" in addition to the grade: night races for motorcycles not equipped with lights / "+N" ajouté au grade : courses de nuit pour machines non équipées d'éclair

"t" attached to the grade means: TESTS only / "t" attaché au grade : TESTS uniquement

DRAFT ONLY ...

Green wording: comments by FF.
Blue and red : Paul and Charles

1.12* Rider's Safety Equipment

1.12.1 At World Championship level it is compulsory that each contracted rider must begin each race weekend with at least two complete sets of undamaged safety equipment. A complete set of equipment shall contain:

1.12.1.1 Helmet

1.12.1.2 Leather Suit (1 Piece)

1.12.1.3 Gloves

1.12.1.4 Boots

1.12.1.5 Back Protector

~~1.12.1.6 Chest Protector — Optional, but strongly recommended.~~

(comments: Compulsory or not mentioned But cannot be mentioned "optional" in Regulations)

1.12.2 The equipment must be worn and fastened at all times when ~~riding~~, the rider uses the track. *(comments: If the riders pushes the bike on the track (Endurance), he is not riding but he must remain protected)*

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~~1.12.3 It is suggested that the second set of equipment shall be stored in a location close to the team garage in the event any item damaged in a crash can be substituted quickly.~~

A second leather suit, helmet, boots and gloves shall be kept available for immediate use in the team truck. *<- I believe the last part of the sentence is unnecessary because if the gears are stored in the pit or elsewhere the rider cannot be penalized.*

(*No of chapter TBC)

1.14 Equipment Control

1.14.1 At the start of the racing season, or whenever the model of equipment used by the rider changes, test reports **drawn up on a proper FIM file by the manufacturers of helmet, leather suit, gloves, boot** to prove materials are compliant with 2.12 must be submitted as part of the ~~technical control~~ in 2.12.

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1.14.4 Prior to the start of the race weekend ~~one~~ **both** complete sets of undamaged equipment listed in 1.12.1 must be presented for inspection. The procedure for the inspection is set out in 2.12.

1.14.5 After a crash the suitability of damaged equipment should be assessed in accordance with the guidance provided in 2.13

2.12 Riders Equipment Inspection

2.12.1 Helmet & Visor

2.12.1.1 Helmets must be of the full face type and conform to at least one of the following recognized international Standards:

- Europe, ECE 22-05 'P'
- Japan, ~~JIS T 8133: 2000~~, JIS T 8133:2007
- USA ~~Snell M 2005~~, Snell M 2010

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2.12.1.2 Visors must be made of a shatterproof material.

2.12.1.3 Disposable visor 'Tear Offs' are permitted.

2.12.2 Leather Suit

2.12.2.1 Shall be constructed from Leather or an equivalent material which satisfies the requirements provided in Table 1, column 1. The use of abrasion resistant stretch material is permitted provided the requirements listed in Table 1, column 2 are met.

2.12.2.2 Shall contain Armour certified to EN1621-1:1997 in the shoulders, elbows, **forearms**, knees, legs, and optionally at the hips

2.12.3 Gloves

2.12.3.1 Shall be constructed from Leather or an equivalent glove material which satisfies the requirements of Table 1, column 3.

2.12.3.2 Shall have a cuff length which can overlap the leather suit by at least 50mm.

2.12.3.3 Shall have a means of fastening to secure them to the hand. (An elastic closure on it's own is not acceptable)

2.12.3.4 Shall contain a rigid, **built-in protection** for the knuckles. (*Reason: an 'insert' is a piece which can be taken out.*)

2.12.4 Boots

2.12.4.1 Shall be constructed from Leather or an equivalent material which satisfies the requirements of Table 1, Column 4.

2.12.4.2 Shall have a minimum height to overlap the leather suit by at least 70mm. .

2.12.4.3 Shall have a means of fastening to secure them to the foot. (A slip on boot is not acceptable)

2.12.5 Back protector

2.12.5.1 Must be certified to EN1621-2:2003, or prEN1621-2:2010 – Full Back or Central Back configuration.

2.12.6 Chest protector

2.12.6 Optional – Should satisfy the requirements of prEN1621-3:2011.

2.12.7 Marking

2.12.7.1 ~~Once~~ The inspected gear must have a label which includes a serial number shall be affixed by the manufacturer to the inside of the items. The scrutineer **technical steward** will then record in a proper FIM technical report format which items these were attached to, and who conducted the inspection and the test reports (see art 1.14.1)

2.12.8 Disagreements

2.12.8.1 In the event of disagreements the case will be presented to the Technical director who, if he so wishes, will consult with the equipment manufacturers before making a final decision.

2.12.9 Test Procedure

2.12.9.1 The testing requested above shall be carried out by the FIM Institute.

2.12.9.1 Manufacturers must submit the following for testing:

2.12.9.2 For each equipment type a declaration of the model and reference code for the materials being tested.

2.12.9.3 Equipment:

2.12.9.3.1 Leather Suit: 1 Suit

2.12.9.3.2 Gloves: 2 pairs ~~Size L~~

2.12.9.3.3 Boots: 1 Pair

2.12.9.4 The validity of the test reports shall be 3 years.

2.12.9.5 Where the manufacturer releases a new model of equipment, but uses the same materials as previous they may register the changes with the institute by resubmitting the information in 2.12.10.1 along with the report numbers of the still valid previous tests

		1	2	3	4	5
Test	Test Method	Suit Leather or main mater.	Suit Stretch areas	Gloves Palm Back areas	Boots ALL areas	Boots Flex areas
Tear	ISO 3377-1 or EN 388 (N)	=> 60	=> 70	=> 30	=> 100	=> 60
Abrasion	EN 388 (cycles)	=> 600	=> 400	=> 300	=> 800	=> 500
Seam	EN 13935-1 x Suit / Boot EN 13594 x Gloves (N/mm)	=> 15	=> 15	=> 8	=> 15	=> 15

TABLE 1 – Material Properties

2.13 Riders Equipment Check after a Crash

2.12.1 If the rider crashes during a practice session, warm up, or in the first two thirds of a Qualifying session and intends to continue riding, he shall return to the pit box (either with damaged motorcycle or without) to have his safety equipment checked.

2.12.2 In these circumstances the Technical Steward present in the team garage shall carry out the following brief checks. If any of the below features are present the rider must exchange the equipment for the 'standby' equipment referred to in section 1.12.3:

Art 2.12.1/2 are not applicable out of MotoGP events and it would be very difficult to be applied in MotoGP also. Frankly speaking: do you imagine a technical steward stopping Rossi, Stoner or Lorenzo during an official practice?

On the other side this job cannot be done by the technical director or by a safety supervisor because in a rainy day we can have also 50 (fifty) crashes per day in WSB. 50 crashes/day mean 1 crash every 6 minutes. It is clearly impossible to handle this job by a single qualified steward.

For these reason I suggest the following type of sentence:

"It is responsibility of the rider and his team the use on the track of equipment in line with articles defined in "Rider's safety equipment" rules and particularly with art 2.13. The Race Direction can stop the practice of a rider whose equipment is not complying with the rules"

2.12.2.1 Helmet **and visor**: Visible contact with the ground (scratches / chips).

2.12.2.2 Leather Suit: Visible abrasion damage covering more than one half of the suit.

2.12.2.3 Leather Suit: Holes bigger than **22 mm in diameter or length** are not acceptable.

2.12.2.4 Leather Suit: Open seams bigger than 22mm in length which have no further material beneath them (suit lining does not count)

2.12.2.5 Gloves: Holes of any size

2.12.2.6 Gloves: Open seams bigger than 10mm in length where there is no further leather material underneath. (Such as the leather suit).

2.12.2.7 Boots: Holes of any size, sole included.