



PRESS RELEASE

MIES, 17/02/10

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FIM Road Racing World Championship Grand Prix

- Changes to the 2010 Regulations -

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 Ignacio Verneda (FIM Sports Director), Javier Alonso (Dorna) and M. Paul Butler (Secretary of the meeting), in a meeting held on February 17 in Barcelona, unanimously decided to introduce the following amendments to the Road Racing World Championship Grand Prix Regulations. Changes in bold.

Technical Regulations

Immediate application

2.7.13 Tyre temperature sensors are not permitted.
Tyre pressure sensors are not permitted

2.10.1 Racing number must be affixed to the front and the two sides of the motorcycle. For the MotoGP and Moto2 classes, only the front number is compulsory.

MotoGP

2.3.9.1 ~~In the MotoGP class the maximum permitted fuel pressure is 10 Bar.~~

Moto2

2.3.6

Engine Definition, Specification and Modification

8) i) Use of the complete engine is mandatory, and it may not be modified in any way except as specifically described in these regulations.

ii) The engine design and specification will be determined by the official Supplier in consultation with the Organisers. The engine design and specification may be changed at any time with the agreement of both the official Supplier and the series Organiser. New technologies (for example; materials, cylinder head and valve design, valve operating mechanisms, alternative fuels, etc.) are encouraged provided they meet the Series' principle of cost reduction and long-term cost control, and are agreed by the official Supplier and series Organiser.

iii) The official Supplier may change the specification of individual parts from time to time, as is normal to improve reliability and function.

iv) All engines supplied to teams must be equal in specification and the engine performance, as measured by the official Supplier under their standard dynamometer conditions, must be within the tolerance range agreed by the Organiser and the official Supplier.





v) A team may request a replacement engine on the grounds of substandard performance. Such request must be made in writing to the Technical Director accompanied by a deposit of €20,000 per engine paid to IRTA. If the Technical Director is satisfied that there is clear evidence of substandard performance a replacement engine may be issued with the approval of the Race Direction for the next race event. The original engine will be returned to the official Supplier at the end of the race event where the complaint is lodged to be tested under standard conditions by the official Supplier and the dynamometer report sent to the Technical Director. If the engine is deemed within specified performance parameters and fit for use, the same engine will be returned to the team for the following race and the team's deposit will be forfeited. If the engine is deemed to be outside of specified performance parameters and not fit for use, a replacement engine will be issued for the next race and the deposit will be returned to the team in full.

vi) The complete engine ('engine' in these regulations) is defined as the supplied engine cases, covers and everything contained within, and including the following external parts supplied by the official Supplier:

- a) Fuel system including airbox, air filter, fuel pump & regulator, throttle bodies, intake manifolds, air intake funnels, fuel injectors primary & secondary, fuel delivery lines and hoses.
- b) Electrical system including generator, ignition coils, ECU (engine electronic control unit).
- c) Lubrication system including oil filter, oil cooler, oil pressure switch.

Technical Specifications for 2012 for the MotoGP class

Capacity	up to 1,000cc
Number of maximum cylinders	4
Maximum bore	ø 81 mm
Minimum weight	150 kg (up to 800cc) and 153 kg (over 800cc)
Maximum number of engines available for use by each rider	6
Fuel tank capacity	21 liters

Exception for Claiming Rule Teams (CRT's) approved by the Grand Prix Commission. The definition will be published by the end of May.

Maximum number of engines available for use by each rider	12
Fuel tank capacity	24 liters

About the FIM (www.fim-live.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the world governing body for motorcycle sport and is an independent association formed by 101 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 49 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro and Speedway. The FIM also deals with non-sporting matters such as leisure motorcycling, mobility, transport, road safety, public policy and the environment. The FIM was the first International Sporting Federation to enforce an Environmental Code in 1994.

