



European Union
Motorcycle Européenne
Union de Motocyclisme



Minutes of Enduro Bajas All Terrain Commission Istanbul/Turkey

Friday, 3 July 2009

9.00 am / 18,10 pm

Present

Marco Bolzonello – FMI- Chairman
John Collins – ACU – V. chairman
Hannu Hakkala - SML
Heiko Junge – DMSB
Pedro Mariano – FNM
Pavol Sas – SMF
Sandor Sasvari – MAMS
Michal Sikora – PZM
Costantinos Papallas – CyMF
Alain Rocheleux – FFM
Dimitris Athanasouloupoulos – ELPA

Excused:

Teodora Veleva – BMF
Anders Linden - SVEMO

Guests:

Mr. Giammarco Fossa' – Pagusmedia – Bajas Promoter
Henry Flierjus – KNMV

AGENDA

- Q. 1 – Opening of the meeting
- Q. 2 – Approval of the Minutes of the Lisbon's Commission Meeting
- Q. 3 – Sporting Council meeting: report
- Q. 4 – Analysis and balance of the 2009 Enduro European Championship and of the 125 4t Uem Trophy – Round 1 and Round 2: homologation of the results
- Q. 5 – Analysis and balance of the 50 CC European Trophy: homologation of the results
- Q. 6 – Enduro 2010: new Regulation, Trophy for Nations and Clubs, 50cc UEM Cup and 125cc 4t Trophy
- Q. 7 – 2010 Calendar and Jury President Appointments
- Q. 8 – Enduro Indoor: proposals and date of event
- Q. 9 – Analysis of 2009 Bajas, Round 1 and Round 2, homologation of the results
- Q. 10 – Discussion of Bajas Championship 2010, Rules, Calendar 2010 and President appointments
- Q. 11 – All Terrain UEM Cup - homologation of the results
- Q. 12 – All Terrain 2010
- Q. 13 – Miscellaneous

Q1) At 9.00 am the Chairman Mr. Bolzonello opened the meeting and welcome those present. Mr Collins, as VP, was appointed as secretary of the meeting.

UEM Paperwork & Forms

Mr Bolzonello distributed a pen drive to all the Commission members on which he had placed all necessary forms and paperwork which they could print off and use when the need arose. This would ensure that members had easy access to things such as Jury President Report forms etc.

Q2) Mr Mariano and the FMP were thanked for their hospitality and help, It had been a very good meeting with a lot of work carried out. The minutes of the Commission meeting held in Lisbon were approved.

Q3) Mr Bolzonello gave a report from the meeting which had been held on the previous evening. Mr Ted Bartlett had chaired the meeting and Mr Ignacio Verneda the FIM Sport Director was also present.

Mr Verneda had announced that in future the FIM would be conducting different level of seminars ie. Level 1 - for Clerks of Course, Level 2 - for Sporting Delegates & Stewards, Level 3 for Conus officials

It was also noted that FIM entry levels have decreased across most disciplines.

It was also announced that the UEM have financial restrictions, and more sponsorship is needed.

In an effort to reduce costs, for the UEM Enduro final the original intention to appoint to UEM members to the Jury has been changed, and now just one member will be appointed and the second member will be appointed from those present at the event, in the same manners as other UEM Enduro rounds.

Mr Bolzonello discussed with the Commission a proposal he wished to place before the Sporting Council:

He proposed that Teams in Enduro & Baja events should receive some type of licence so that they were given some official recognition. The Commission agreed with this proposal.

Q4) Rd1 France: Mr Mariano reported good organisation who were very responsive to making changes and sorting out problems that arose.

There was very bad weather which made the event very difficult. Lots of changes had to be made, and in particular the Extreme test was altered a lot. It was noted that the event was held in conjunction with a National Championship.

With a good UEM entry of around 200, the addition National entry of around the same number made an entry of some 400 and this made the course deteriorate more in the very bad weather.

The principle of running a National Championship together with a UEM event would be debated later in the meeting.

Rd2 Hungary: Mr Collins reported that it had been a good event with very good facilities and a helpful organisation. The event was well planned for service crews etc who were able to stay at one location close to the Special tests.

There was again very heavy rain on the second day which made the course very difficult and resulted in more retirements than normal. A National event was also run at the same time and again the bad weather and high entry made things difficult.

Mr Collins stated that the biggest problem with the event was the time taken to produce a results, particularly on the Saturday, and additional Jury meetings had to be called to achieve this

Mr Bolzonello stated he was very disappointed to see that a round of the Austrian Enduro Championship was included in the National event but no Austrian riders participated in the UEM Championship.

It was noted that the 50cc UEM Euro CUP was included in this event and it was generally regarded as being successful.

The 125 4t Trophy had also been included in both above events.

The current promoter, Mec Promotion, has done a good job and it is hoped that its presence will continue for the next year. Is required to supply the material at latest 2 weeks in advance of the race.

The results from Rd 1 & Rd 2 were approved.

Q5) The results from the UEM Euro CUP 50cc were approved.

Q6) Some changes and clarifications to the regulations were proposed:

01.1.1 Rounds:

Change of wording to -

“ Any UEM Championship round except the Final , may with the authorisation of the UEM Enduro Baja Commission include a National Championship , but the overall number of riders in the event must not exceed 300. The machines in the National Championship must comply with UEM/FIM Technical Rules.”

01.2 Course: Paragraph 1 changed to include words-

“---- time for a day of competition should not exceed **7 hours 30 mins..**”

Also changed:

"The distance for Veterans, Women, 125cc 4t, and 50cc Trophy may be shorter and if so this will be stated in the Supplementary Regulations.

01.10: Words added –

The entry form may be sent by email, fax or post. The organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list – 15 days before the event

01.14.4

To be added - 50cc Trophy - from 801 to 849

01.16.1 Preliminary Examination

Preliminary inspections (Administration & Technical) should be carried out under a General Timetable.

The timetable should indicate the time riders from each Nation must attend these inspections.

The timetable should be published by the Organiser on a Web site identified in the Supplementary Regulations – 15 days prior to the event.

The organizers will have to provide a bracelet to each rider.

01.16.1.2: Number Plates:

To be added: " 50cc - White Plate Black numbers "

01.20.7 : Clarification

At the end of the event, riders may collect their machines from the Parc Ferme, 30 minutes after the last rider in their class has finished.

01.22: Order of Starting:

To be added to list: No 9 - 50cc Trophy

Appendix 1: Delete 2009 from title

Standards for Organisers:

Add to Pt 13 - Change of words to - "within at least 2 hours of the theoretical finishing time of the last rider"

UEM Euro CUP 50cc

The Commission discussed the future format of this class and it was agreed that there is wide variation within UEM Enduro events, and not all organisers were able to offer alternative or shorter routes for these machines.

There was also a wide variation in age and licence requirements in various countries.

It was accepted that the 50cc Trophy had been successful and the decision was taken that for 2010 it would remain as One round.

UEM 125 4t Trophy:

There was also a lot of discussion on this Trophy in particular in regard to shorter course, less laps etc. The Commission proposed the following:

Organisers are recommended to consider making a shorter or easier course for the 125cc 4t Trophy class and the 50cc Trophy. The organiser must announce on the Friday if variations to the course are in place for these classes.

UEM Final Matters -

Eligibility of Team riders

It was confirmed that in the above event a rider could only be a member of One team.

This defined that a rider in any National Team could not also be a member of a Club Team.

The Commission confirmed that Inscriptions for all National and Club teams must come from the Federation of those riders. The entries for those must be sent by the Federations must arrive at least 30 days before the event.

The Organiser must publish on a Web site indicated in Supplementary Regulations a list of entries 20 days before the event.

Q7) The debate was lengthy and all members have spoken with useful and intelligent views. It 'difficult to races with reduced travel costs as much as possible and travel in distant countries from Central Europe. In principle was reached the following compromise: it will be put in place a rotation assignments, with Portugal, Scandinavia Countries and Greece which will have a race every 3 years, and the remaining countries in rotation. The country that organized the Final will have

no event the following year. The races requested from Federations that have limited experience in the international arena, can be given only after a positive inspection to their national competition. The inspection is done by a member of the Commission.

Were considered all the requests and the President sought the opinion of all members of the Commission. It was decided on the following schedule:

- 1) 1-2 May – FRA – Boussac (23) – FFM
- 2) 26-27 June – POL – Sitowka Nowiny – PZM
- 3) 17-18 July – ITA – Val di Nizza – FMI
- 4) 10-12 September – POR – Oliveira do Hospital – FMP (final)

Q8) The results from the UEM Indoor Junior CUP, done in Genoa January 2009, were approved. Mr Bolzonello reported that there was a possibility to again include a UEM Indoor Enduro at the same time as the World event in Genoa. UEM entries last year had however been disappointing. Mr Collins would also make enquires about a UEM event being included in Sheffield at same time as FIM event, and Mr Bolzonello would enquire about a round in Spain.

1) TBC TBA

Q9) The respective Jury President, Mr. Junge and Mr. Sikora, reported on the first 2 races. Particularly in the second (Italy, Baja Melfi e Lucania), with good organization, there have been problems in the noise controls and compilation of the results, and performance in ways not correct. The results from Rd 1 & Rd 2 were approved. Round 2 with observation above.

Many interventions, but is detected that organizers made the race as he wishes, without complying with all rules UEM Bajas.

Q10) FMI, MAMS and Promoter PagusMedia have sent proposals for amending the Rules. In particular have been amended many Articles of Sporting Rules. Accepted the following:

-Title: cancelled 2009

-Art. 2 after 1st paragraph is added: "To participate in the UEM Bajas Championship a Team must hold a regular UEM Team Championship licence done from UEM.

-Art. 5 Classes: "QU-Utility (manual or etc. etc)

Q3 – Under 450 cc (2x4, 4x4, etc. etc.)

Q4 – OVER 451 cc (2x4, 4x4, etc. etc)

B1 – from 10cc to 250cc 2t and UNDER 450cc 4t

B2 – from 290cc to 500cc 2t and OVER 451c 4t

The women will have no division in classes.

If a class is less than 5 participants the class is cancelled and the riders will be classified in the other class.

- Art. 6 Entry fees: after "their first event (paragraph 1)" add "at latest enter the administrative inspection by a person appointed by the promoter." Last paragraph, regarding inscriptions for Factory/Manufacturer/Trade/Motoclub teams, after "to participate in the Championship" add "The payments is made to UEM at the preliminary inspection on first event, and to the Jury President."

- Art. 9 Ranking: delete Class B3

- Art. 10 Calculation of results for the Championship: After 3rd paragraph add: "The prologue must not count for the classification. It is only valid for the starting order."

- Art. 11 Prizes and awards: it will be prizes 5 riders in overall classification

- Art. 13 Advertising: add a new paragraph: "The organizers of each event must provide to exposure UEM and Bajas logos at the departure zone, arrival zone, awards, back drop interview."

- Art. 14 Promoter: after 3rd paragraph (word: photographic material) will be add a new paragraph: The organizer of each event must provide: copy of race video – if made it-, copy of race photos – if made it-, press release of the race-newspaper, magazine, internet-, results in excel format."

Technical Rules:

Rom title: out the Year indication.

-Art.1 at the end will be the new paragraph: "MOTO: see Enduro & Cross Country Rules."

- Art.2 Admitted classes and vehicles: "QU-Utility (manual or etc. etc)

Q3 – Under 450 cc (2x4, 4x4, etc. etc.)

Q4 – OVER 451 cc (2x4, 4x4, etc. etc)

Moto: B1 – from 10cc to 250cc 2t and UNDER 450cc 4t

B2 – from 290cc to 500cc 2t and OVER 451c 4t

- Art. 4 Tyres: all new: "QUAD: tyres with spatula shaped pattern, spikes or any anti-skid system are forbidden, except for races on ice or sand. As for races held on traffic roads, it is compulsory tofit tyres being validates for road traffic, with 15 mm as max height of the tread. Quad+ Moto: homologation E + numbers of made Country, D.O.T., Moto see Endure Cross Country Technical Rules)."

- Art. 6 Sizes: for QA is now 1320 mm instead 1330mm.

- Art. 11 Phonometry: new: "Noise limit is 94 db. (13 m/s)

Motorcycles must pass the noise control test, carried out according to Art 01.79 of the EnduroTechnical Rules of FIM, during the preliminary examination and marked by the organiser. For this test, the intakes of the air filter box of the

machine must not be obstructed and material(sponges, cloths, foams, etc.) must not be placed inside the air filter box, with the exception of the air filter element.

Any type of valve in the exhaust system is forbidden.

During the whole event (including before entering the Closed Park at the end of each day), the Technical Steward, under the direction of the Jury President or a Jury Member, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds by 2 dB/A, the maximum level allowed, the rider will be penalised with 60 seconds the first time and excluded from the day's competition the second time. If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the next noise control test.

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the Parc Fermé.

The work must be carried out under the supervision of an official. The rider will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines tested.

The rider may request as many noise controls as he wishes during the 30 minutes allowance.

After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official. After the 30 minutes, if the noise level is above the required standard, he will not be allowed to start the next day.

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check. At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be excluded."

- Art. 15 Compulsory devices. After the words „besides the standard rear light” will be changed to „an additional 3 LED REBEL RED light which must be always on during the special stage of race.”

CALENDAR

The President pointed out that they have received in accordance with the rules, only 2 requests. All two from Portugal. Other two, via email, on July 1, from Montenegro and Italy.

The Hungarian member points out that only after the race scheduled in August, will they be able to confirm whether or not required a round is possible for 2010.

The German delegate will contact the organizers of a Bajas in Germany to see if they can make a Bajas UEM in 2010 in Germany.

The Chairman stressed the lack of fairness in the procedure, because each applicant must take action in time, because there are deadlines. Unfortunately we have to accept the proposals that come to warrant a Bajas European Championship.

It was decided to await the end of August to set a timetable 2010, assigning the following races:

- 1) TBC Portugal – FMP
- 2) TBC Italy – FMI
- 3) TBC Montenegro – MFM
- 4) TBC Hungary – MAMS
- 5) TBC Germany - DMSB

Q11) There was a single event. Because of the bad weather the SR has approved only 2 weeks before and the participations were only Italian riders. Mr. Athanasouloupoulos, as UEM Observer, has reported on race, saying it was very well organized and a new detection system GPS was used. The results were approved.

Q12) It was arriving only a single request, from the Federation of Romania, The President will ask the IMF if there is the possibility of having another event like this and so do 2 races. It was decided to make a UEM CUP.

22 – 28 August - Trans Carpatic Rally, – Romania – Satu Mare

Q13) Several members have asked to investigate the possibility of creating a European Cross Country Championships. Proposals will be presented at the next meeting.

The President pointed out the need for greater publicity of off road in their respective Countries, urging everyone to send to newspapers, magazines and Web sites of all the information on European enduro and bajas races and results. The next meeting is scheduled for Saturday, 31 October 2009 or the following Saturday. The French Federation has kindly given their availability.

Soon members will be informed of everything about the next meeting.

The appointments of the Jury Presidents of each event were postponed until next meeting.

At 18.10 the President was forced to close the meeting for the simultaneous meeting of Sporting Council. He thanked all present for the important part.

The President of UEM Enduro All Terrain Baja's Commission

July, 7th 2009