



## **Minutes of the meeting, Road Racing and minimoto 2016**

**Date:** 8<sup>th</sup> October 2016

**Venue:** Rantasipi Airport Hotel

**Address:** Robert Huberin tie 4, Vantaa, Finland

Present at the meeting:

Niko Kantola, Finland – SML

Jonna Huuskonen, Finland – SML

Tony Jacobsson, Sweden – SVEMO

Elisabeth Kobberod, Norway - NMF

Jon Bjarni Jonsson, Iceland – MSI

Marko Rothlaan, Estonia – EMF

Jesper Holm, Denmark – DMU

Jan Jespersen, Denmark – DMU

Niko Kantola welcomed everyone and asked for an introduction round the table. Niko Kantola was elected for the chairman of the meeting.

### **Agenda:**

#### **1. Round the table. Short status report from all countries.**

##### **SML**

Situation in Finland is a little bit better than last year, but the economic atmosphere is still showing. Finland has a few excellent riders competing in Europe that bring the discipline known for bigger audience. The clubs

that organize races are still struggling with the financial side of the races which makes the series difficult to organize. SML and it's road racing committee is doing everything they can to support minimoto and the young riders so in the future the discipline would have riders too. SML is using FIM technical rules with a few changes.

## **SVEMO**

The economic situation is showing in Sweden, too. Some increase has been during this year, but not as much as hoped. There has been a bit of difficulty with the classes, because in the rookie classes the speed has been a bit too high because the riders stay too long in the rookie class. SVEMO is now pushing faster riders to Superbike and Superstock classes so the rookie classes would be what they are ment for. SVEMO has too many classes for young riders in minimoto but the plan is to put some classes together. Some increase has been to the number of licenced minimoto riders. SVEMO is doing work to get more young riders for the future. SVEMO will follow the FIM European rules and FIM rules with the 600 cc and 100 cc classes.

## **NMF**

There is increase in the number of licenced riders. Superbike is the biggest class in number of the riders. 5 events was organized (+ one for superbike). Organizers are struggling with the economic situation does to reduced number of riders for many of the events. There is only Norwegian riders in superbike class, which is not perfect. NMF wishes other Nordic riders to compete in Norway. There was a tragic accident in June, where a rider died, and this has had a some negative effect to the number of riders. The investigation is still ongoing as to what happened to cause the accident. NMF has 2 riders competing in Spain and otherwise all the riders compete in Norway. Minimoto and the junior riders have some events in Norway, but only a few people do work for the young riders. Some changes are going to be proposed at the

Norwegian meeting in November for next year, because there is a lot to be done for the increasing of the riders. NMF will hopefully follow FIM rules from the year 2018, because it is too late to change anything now for the next year.

## **EMF**

The situation in Estonia is very bad because of the economy; number of riders is the lowest in years. There were 3 events in Estonia and 2 in Finland last summer. The Estonian riders don't want to race in Finland because they think that they don't have any chance to win in Finland because the Finnish riders are so fast in their home tracks. The C-class doesn't have much rules, so it's purpose is a bit lost because the bikes are tuned too much. The beginners can't start to race from the C-class because of the speed of some over tuned bikes. Marko Rothlaan has bought some Minimoto bikes and he has started a training for the kids so that the Estonian series would have more riders in the future. The plan is to get at least 10 bikes and start some kind of academy for the kids to learn to ride.

## **DMU**

DMU has a point rule for the rookie classes, so the riders don't stay in the rookie classes for too long. This has solved the problem of too few riders in the A-classes. A lot of work has been made for the minimoto class and the minimoto licences has been increasing from 11 to 36. DMU has been racing with cars but the system is not too good because the bikes get too little time on the track. DMU had 4 international competitors. DMU is using open rules for the bikes, because they are cheaper for the competitors. The tracks in Denmark are so small that the tuning is not a problem because the speed is not such a big factor. Most of the new riders come from track days to races and the open rules make that easier. DMU has organized some events with the Dutch federation KNMV. DMU has started an e-learning program for the riders to get the

licence for racing. After passing the e-learning test the rider can come to the race event and the clerk of the course can check their riding on the track to pass the practical side of the test for the licence.

## **2. Going through and harmonizing of the Nordic Rules.**

There will not be any nordic race in 2017, so no need to change the rules now. From 2018 the nordic rules will be based on FIM E and meet the national rules.

## **3. Minutes from the Nordic Meeting in Copenhagen 2015.**

The minutes were approved with no remarks.

## **4. Time Schedule Nordic Championship**

There was discussion as to whether we should have a Nordic championship or not. It seems that the Nordic title has lost it's value for the riders and we need to invent something new to attract the riders. For now, all agreed that the Nordic Championship is not to be arranged.

## **5. Proposals from the countries**

### **Technical Rules**

Svemo has made a proposal to harmonize the Nordic technical rules according to the FIM Europe / FIM technical rules. At this point, we have no need for Nordic rules because we don't have a Nordic Championship. At this point, we have no need for Nordic rules because we don't have a Nordic Championship See above no 2.

SVEMO, NMF and SML all want to follow FIM technical rules in their own national series with some national exceptions. SML will send it's rules to SVEMO so that they can do their own decisions. NMF will also follow FIM rules at the earliest 2018.

### **New Nordic Class in Moto3**

DMU has made a proposal to make a new Nordic class in Moto3 for 2017. ADAC has a Northern Europe Cup for Moto3 and DMU has had 7 riders competing there. ~~DMU would like to take the idea of this cup and arrange a Nordic cup of the same kind~~ has been in talks with ADAC to have a Scandinavian event in the NEC calendar for 2017. SVEMO will consider the matter and get back to DMU before the end of October. If SVEMO is supportive, DMU will further the discussions with ADAC. The event could be held at Anderstorp or perhaps Knutstorp. The support from the federations will not be financial, but the event should be part of the national calendar for the Swedish and Danish championships. SML and NMF don't have the Moto3 class so they don't have any interest in this matter. SML is ready to support the idea but at this time SML doesn't have many riders in Moto3.

## **6. Miscellaneous.**

### **Nordic junior meeting**

There was discussion of an event for the junior riders Nordic meeting. Niko Kantola presented a race event that will be held at the Motorcycle exhibition in Finland in February. This could be a good place to arrange a race for junior riders from all Nordic countries. Kantola will send some material for everyone via e-mail and other countries can decide later if they want to bring their own riders to the event.

### **Clerk of the course seminar**

DMU wants to arrange an FIM clerk of the course international licence seminar in Copenhagen at the 1<sup>st</sup> – 2<sup>nd</sup> of April next year. DMU needs a commitment from the federations on the number of participants they will send by 15. October. If the seminar has 10 participants, FIM will pay for the seminar. If there are less, the seminar will be cancelled.

