



PRESS RELEASE

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FIM Grand Prix World Championship

Decisions of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM) and Hervé Poncharal (IRTA), in an electronic meeting held on 10 May 2021, made the following decisions:

Technical Regulations

Moto2 CLASS

2021 SEASON CONCESSIONS - EFFECTIVE IMMEDIATELY

At the first event of the 2020 season, NTS and MV Agusta participated with their 2019 specification of machine. Therefore, when the bike specification was frozen for 2020 and 2021, it forced them to continue with their 2019 machines, even though they had started to produce their 2020 parts. This had an obvious impact on their ability to be competitive with the other chassis manufacturers.

The Commission agreed to address this issue by granting the two manufacturers the following concessions for 2021.

- NTS will be allowed to use their 2020 front fender and main fairing design.
- MV Agusta will be allowed to use their 2020 front fender, main fairing, seat and swingarm design.

The Commission also endorsed a decision supported by all Moto2 manufacturers to make an exception to their agreed protocol for the remainder of 2021, to allow for all the manufacturers to have two days of private testing with test riders only (non-contracted riders).

REGULATIONS - EFFECTIVE SEASON 2022

The Commission confirmed the following regulations designed to minimise costs.

- For 2022, the following parts will be classified as performance parts and therefore will be required to be homologated:
 - ✓ Frame
 - ✓ Swingarm
 - ✓ Main fairing
 - ✓ Front fender
- All current specifications declared in 2021 will continue to be approved in 2022 (and for future seasons).
- Each manufacturer will be permitted to make one upgrade in 2022 of each of the above listed performance parts (which may be at different times).
- The only modification allowed to performance parts is the removal of material, under the following conditions:
 - **Main fairing and front fender**

Material may be removed by grinding, drilling, and cutting on condition that it does not affect or change any profile of the approved design. The sole purpose of material removal shall be providing additional clearance and/or cooling where necessary, and all possible effort must be made to have these as the only effects, at the sole discretion of the Technical Director.



- **Frame and swingarm**

The removal of material can only be requested by the chassis manufacturer with the condition that it does not affect or change any profile of the approved design. The sole purpose of material removal must be to provide additional clearance and/or cooling where necessary, and all possible effort must be made to have these as the only effects.

Before any material is removed, the frame or swingarm must be submitted to the Technical Director for confirmation that it complies with the original homologated design in shape and weight. Once confirmed, the part will be registered, and an official seal applied, then allowing the removal of material. Once the material has been removed, the new weight of the part must be recorded.

Concession for Chassis Manufacturers

Any Chassis Manufacturer that has not achieved a podium in the previous two seasons will receive the following concession.

- They will be permitted once during the season to upgrade either the front fender and main fairing or the frame and swingarm.

Moto2 Chassis Manufacturers Testing

The Commission also endorsed a decision supported by all Moto2 chassis manufacturers, who have decided that their previous agreement, which banned Moto2 chassis manufacturers from having any testing with non-contracted riders, will end this season. This means they will be allowed to test freely with non-contracted riders.

With contracted riders, the manufacturers are limited by the rider's private testing restrictions.

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

<https://www.fim-moto.com/en/sports/view/fim-world-championship-grand-prix-4327>

About the FIM (www.fim-moto.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 115 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.