



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

Minutes

Motocross Commission (CMS)

Snowcross Meeting

Mala, Sweden
26 March 2010

WS/ddn



The Snowcross meeting took place at the Mala Hotell, Mala, Sweden, on 26 March 2010.

Present:	Wolfgang	SRB	CMS President
	Jan-Eric	SÄLLQVIST	CMS Vice-President
	Johan-Pieter	RIBBINK	CMS Member
	Dirk	DE NEVE	CMS Coordinator
	Charles	HENNEKAM	CTI Coordinator
	Patricia	MASKAROVA	YOUTHSTREAM
	Odd-Georg	OSTBYHAUG	NMF
	Kurt	LJUNGQVIST	SML
	Juha	TOLONEN	SML
	Urban	BACKMAN	SVEMO
	Tobias	ECKLAND	SVEMO
	Lars Johan	EDH	Mala
	Jann	FLEMSTRÖM	Arctic Cat
	Janne	TAPIO	BRP Finland
	Peder	SVENSSON	BRP Sweden
	Niels Jorgen	HULLO	Gronthis Carlbro
	Truls	TUETE	Polaris Industries
	Anders	LINDQVIST	Polaris Scandinavia
	Daniel	NESSTRÖM	Polaris Scandinavia

1. Opening of the meeting

Mr Srb, CMS President, opened the meeting by welcoming all the persons present. He explained that the main aim of this meeting was an open discussion with the relevant experts about all the issues related to the FIM Snowcross World Championship.

2. The FIM Snowcross World Championship

Mr Srb sketched the history and different formats of the FIM Snowcross World Championship that started in 1992. Some questions that could serve as a guideline for the discussion: "Where are we ?", "Where do we want to go ?", "Is the new World Championship formula the right one ?", "What is the value of the FIM Snowcross World Title ?", "Should we race in Canada or the USA ?".

2.a. National Championships / World Championship

Mr Ljungqvist said that in the past the national Championships had always been more important. The only way to have top riders from all over the world was to organise the FIM World Championship as a single event after all the domestic series.

Mr Tapio shared the same vision. He added that a single event after all the domestic Championships made it "easier" for riders to enter. However, he was sure that not all of the top American riders would attend.

Mr Lindqvist said that the 2010 event was probably the best since the creation of the Championship and that it was now time to move to the next level.

Mr Nesström thought that the one single event - one day format was the best package. Everybody would know the winner and consequently the FIM World Champion. One question remains: Is this the true World Championship ? Then there is the qualifying process. One way could be by taking the 5/6 best riders of each national Championship. This would strengthen the value of the FIM World Championship.



Mr Tuete found the one event format great. Unfortunately, the FIM World Championship has not much value at the moment taking into account that the market is 100'000 machines of which 80% are being sold in North America.

2.b. TV coverage

Mrs Maskarova said that there had already been a great interest from local networks last year. It would be interesting to see whether this interest would increase with the new formula of the Championship. YouthStream would continue developing Snowcross in the same way it had done it with the MX3 class. This year, on-board cameras would also be used.

Mr Edh said that national TV must also be involved. This would help to attract top sponsors for the event.

Mr Ljungqvist requested a report on the TV coverage. This was important information to teams and sponsors. It could also be an important tool to make factories decide to have their riders participate. A worldwide TV coverage was necessary for the sport. Live TV on national level would be an additional asset.

Mr Tapio said that there was an interest from Finnish television to broadcast Snowcross but that the organiser would need to pay the production cost.

Mr Nesstrom said that the format of the event must be attractive for television.

Mr Tuete found the sport very attractive for television.

2.c. Support

Mr Edh said that the single event concept generated some good support from the industry and sponsors but that the event still needed to grow. Financial support was also necessary to guarantee the presence from overseas riders.

Mr Sällqvist adds that the Swedish organisers had made a tremendous financial effort to ensure the presence of American riders. However, in the future he would like the snowscooter industry rather than the local club to financially support the riders to enable them to attend. By doing so, the industry would show that the FIM Snowcross World Title had a commercial value.

Mr Nesstrom replied that the value will be huge if the FIM event was the true World Championship.

Mr Tuete was of the opinion that outside sponsors should be found and why not take off-shore racing as an example. For example, one boat is called "Emirates", so a snowscooter could also carry the name of a sponsor.

2.d. Venue

Mr Tapio was of the opinion that future FIM World Championship meetings should still be held in Europe. At this stage, the FIM Championship was "big" in Europe but not strong enough yet to go overseas. If the FIM World Championship event were to be held in North America, what other important events would there be left for Europe ?

Moreover, there was also a financial aspect. European riders still did not have the same sponsorship deals as their US counterparts. So, it would be better to develop the sport here first (more TV and sponsoring for the riders) and then go overseas.

3. Technical Rules

Mr Srb reminded everybody of the current rules concerning the capacity (maximum 600cc 2-stroke engines or 1050cc 4-stroke engines). At present, there were "open" technical regulations. In the future, should there be "stock" racing or "stock with minimal changes" ? This would not only make the sport cheaper, it would also make it easier for riders travelling overseas. A "stock" snowscooter was easier to find whether it be arranged by the organiser or the factory. Moreover, "production" snowscooters were often more environmental friendly than prototypes.

3.a. Stock or prototypes

Mr Tapio immediately raised the question of how to make sure that everybody was using a production snowscooter. Taking into consideration that most countries ran 2 classes - "Stock" and "Pro-Open" - and the FIM World Championship in a one day/event the temptation to cheat would be big. There would always be speculation after the race. With an "open" ruling, this was not the case.

Mr Hennekam said that the FIM had a long tradition with prototype racing with fuel and sound level restrictions. A go-between model could be the alternative to "prototype" or "production". Everything, from a light type homologation (go-between model) up to a complete homologation (production) was possible. In the future, the different components would then become available on the market. This often resulted in a better quality product but it also made it more expensive. Any ruling was possible taking into account 3 principles:

1. one must be able to produce the part/snowscooter
2. it must be easy to check
3. it must be possible to race with the same product in Europe as well as the USA

Mr Tuete said that the means to develop a "production racer" were not available. Moreover, he was convinced that factories would pull out of racing altogether.

Mr Hennekam confirmed that homologation was a costly and difficult process but that it would then be possible to have a high quality model ready for riders coming from overseas.

Given this last comment, Mr Ljungqvist was in favour of "production" racing in order to have the best machines available at the event. A production snowscooter would have an average cost of 10'000 € whereas a modified machine would vary from 15'000 to 20'000€.

Mr Tapio said that riders started from a production snowscooter and then started preparing it for racing. The costs involved were still low compared to other FIM disciplines. He had one major concern in "production" racing: how to control the ignition ?



In order to reduce the costs, a possibility could be to keep the production frame/chassis, suspension and engine and allow the changing of handlebars, shocks and tracks. It was already certain that shocks/suspension would become a major cost in the near future.

Mr Hennekam replied that it would often be the snowscooter of the latest design that would win the event.

3.b. Fuel and sound regulations

Mr Hennekam said that the bodies ruling the snowscooter sport in the USA and Canada were not FIM affiliated federations! They had different fuel and sound level regulations.

Everybody agreed that the same regulations should be valid for Europe and the USA but this was not something that could easily be achieved because of the different bodies involved.

Mr Hennekam then gave information concerning the 2m Max sound testing method and his first impression after the tests with snowscooters. Measurements varied from 102 to 123 dB/A.

Based upon these results, he concluded that 115 dB/A was easily possible but it would be necessary to go down to 112 dB/A due to stringent environmental regulations. It was also certain that the current FIM static testing method was not adequate.

4. Closing of the meeting

Mr Srb thanked everyone present for their cooperation.