

# FIM EUROPE WORKING GROUP ON MINIMUM AGE FOR INTERNATIONAL MOTORSPORT



## COLLECTION OF THE MEMBER REPORTS



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# **FIM EUROPE WORKING GROUP ON MINIMUM AGE FOR INTERNATIONAL MOTORSPORT**

## **Preamble**

This report is the result of the 'Working Group Minimum Age for International Motorsport'. The various Members of the Working Group have studied during the last months this important item and have sent their ideas, opinions and reports to the Secretariat of FIM Europe. In many cases with as attachments the scientific articles and studies from many Universities.

The Working Group consists of representatives of European Member Federations from several regions of FIM Europe, experienced motorsport trainers, a representative from the French Olympic Committee, the director of the International Medical Commission of the FIM and two professors, respectively from the University of Rome "Foro Italico" and the VU University of Amsterdam. The (sport) medical and legal aspects are of great importance for the conclusion of these reports.

On the 26<sup>th</sup> February the Members of the Working Group had a meeting in Rome, in order to explain in an excellent debate their reports and the ideas and opinions. At the end of the meeting the conclusion was made up, included the (objective) criteria and recommendations for the Federations and FIM Europe.

I am very grateful to the Members from the Federations and the experts in this Working Group for their reports and honest opinions concerning the minimum age of riders in international motorsports. With their contributions we could produce this report and show our Federations how we should like to proceed in future with the competitions for young riders.

***Martin de Graaff***  
FIM EUROPE 1<sup>st</sup> Deputy President  
Chairman of the Working Group

## **Prof. Dr. Fabio Pigozzi, Report**

*Rector of the University of Rome "Foro Italico"*

*International Federation of Sports Medicine President*

### **Introduction**

In this report it have been analyzed the legal, medical and physiological (coordination skills) factors as well as other possible stressor interfering with normal growth, in order to evaluate the possibility to reduce the initial age to participate at young motocross international competitions.

### **Reference legislation**

The UN Convention on the Rights of the Child [1], subscribed by the Members, does not exclude the possibility for children to participate in motocross international competitions, thus the possibility of reducing the minimum age, does not conflict with the above mentioned UN Convention. To preserve the ludic and healthy aspects of all sports in young athletes, the UN convention states that children do not have to be conditioned by their parents influence and by economic benefits. To follow the UN guidelines FIM should then plan to organize motocross international competitions for young riders, to avoid "*Black Race*" or "*non-homologated circuits races*".

### **Clinical implications**

Scientific literature doesn't report an increased risk of injuries or any other medical danger if children begin to race at 10 instead of 12 years old. A systematic review about risk factors for injuries in childhood and adolescent sports practice confirmed that the percentage of injuries increase with age. In fact in athletes > 13 years old have a greater risk of injuries than the younger ones. Although it appears consistent to assume that technical improvements and level in a experience of a young competitor could result in fewer risk factors, little correlation was evidenced between injury rate, results and level of experience [6]. On the contrary other Authors showed that inexperienced riders are more likely to be involved in accidents [2]. It is advisable then to improve other factors such as safety rules in training sessions and the development of safer equipment, as they are key elements to reduce the injury rate in high speed competitions [6].

### **Skill development**

In accordance to Bompia 2009 classification of sport (Table 1) [3], motocross is compared to horseback riding and sailing because of they are characterized by the development of specific motor skills. The skills are balance, orientation, temporal and spatial differentiations, motor anticipation and dynamic differentiations [5]. All these skills can emerge at 9 years old if already trained before (Table 2).

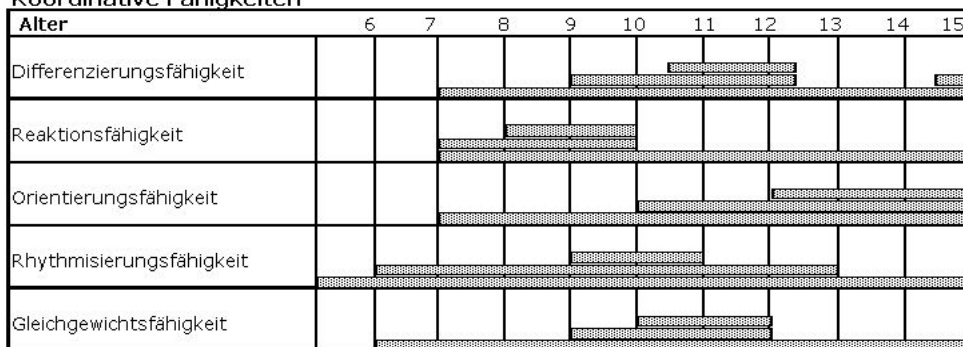
**TABLE 1.1** Characteristics of the Classification of Sports Groups

Group #	Training goals	Example of sports	Skill structure	Dominant intensity	Dominant biomotor ability	Functional demand
1	Perfect the coordination and form of a skill.	Gymnastics, figure skating	Acyclic	Alternative	Complex blending of coordination, strength, and speed	CNS, neuromuscular
2	Attain a superior speed in cyclic sports.	Running, rowing, swimming, Nordic skiing	Cyclic	All intensities from maximum to low. Alternative	Speed, endurance	CNS, neuromuscular, and cardio-respiratory
3	Perfect the strength and speed of a skill.	Weightlifting, throwing, jumping	Acyclic and cyclic combined	Alternative	Strength, speed	Neuromuscular, CNS
4	Perfect the skill performed in a contest with opponents.	Team sports, some individual sports	Acyclic	Alternative	Coordination, speed, strength, endurance	CNS, locomotor, cardio-respiratory
5	Perfect the conduct of different means of travel.	Sailing, horseback riding, motorcycling	Acyclic and cyclic combined	Alternative	Coordination, speed	CNS
6	Perfect the activity of the CNS under stress and low physical involvement.	Shooting, chess, archery	Acyclic	Low	Coordination, endurance	CNS
7	Combine sports.	Decathlon, biathlon, heptathlon, triathlon	All	Specific to each event	Complex blending of most abilities	CNS, locomotor, cardio-respiratory

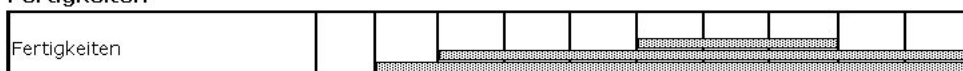
# Koordinative Fähigkeiten

## Das Modell der Sensiblen Phasen

Koordinative Fähigkeiten



Fertigkeiten



(nach MARTIN 1982)



## Stressors

Information on the effectiveness of early specialization and long-term success of young athletes is limited, as well as no significant evidences about the influence of many stressors on social isolation, overdependence, burnout, manipulation, delayed or early growth and psycho-sexual maturation are reported [8].

## Conclusions

Scientific literature do not evidence medical contraindications to practice motocross international competition earlier than 12 years old. Moreover, there are many evidence that skills for motocross can be well developed before 10 years old. The reduction of the minimum age to participate at high level races does not conflict with the children rights and wellness. It is mandatory to improve safety in competitions through the utilization of equipment, engine unit, size of motorbike, homologate circuits [4]. Children should have appropriate training before starting to participate at an international race.

## References

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## **Prof. Marjan Olfers, Report**

*Professor of Sports and Law at the Free University in Amsterdam*

### **Age limits and the Protection of minors**

*“All children have rights that must be protected. It’s the federation’s task to set objective non-discriminatory criteria serving the best interest of children. What is best for the future of the children is best for the motorsport, the federation, the association, the country and society as a whole”.*

This document should be seen in the context of the general initiative of FIM Europe to contribute to the aim of the protection of young people. This subject is not new considering the fact that national associations include already certain principles. The aim of this document is to find objective criteria, general principles and recommendations concerning this issue. In doing this it aims to further professionalise and harmonise rules and regulations.

### **Safety**

FIM Europe is committed to the safety of all riders. Sports federations/associations have particular concern for those who are vulnerable, including young people who require protection. Sports associations need to promote safety as well as the well being of young people. Sport is beneficial to the child, because of educational achievement, social and health benefits. But when it comes to sport, there are also several safety issues. For example:

- pressure on young people to achieve high performance,
- peer pressure,
- doping,
- matchfixing,
- (sexual) abuse and
- injuries.

### **Age limits**

The protection of children and the promotion of the rights of the child are objectives of the European Union and laid down in several international treaties and conventions. It is common practice that all policies and actions need to focus in line with the general legal principle: the best interest of the child. *“Although the Convention of rights of the child proposes age limits in certain areas, neither the CRC nor the Committee on the Rights of the Child have addressed the issues of setting minimum ages in sport.”* (Siri Farstad). It is important to note also that age limits might conflict with other rights, like non-discrimination, the autonomy of the child and the right of development.

Age limits are restrictive rules in nature. Difference of treatment on ground of age, by setting age-limits, shall not constitute discrimination if within the context of national law, the difference of treatment is objectively and reasonably justified by a legitimate aim, and if the means of achieving that aim are appropriate and necessary. Age limits prevent sports-organisers from offering sportscompetitions for young people below a certain age. Age-limits can be against European law (competition law and the free movement of persons), because sports-organizers within the EU can no longer compete for the favor of talented young players to take part in their competitions. The sports organizations are thus reduced in their sources of supply and in the offer of services.

Safety standards need to be agreed in order to prevent accidents. Safety and the protection of minors are legitimate aims with regard to EU law. Restrictions -like age-limits- however, must be necessary to achieve the aim in question and must be adequate and proportionate. Age limits must conform to the principle of proportionality, and must

be appropriate to achieve these aims. It is important that these limits are at least rationally connected to the aims and must also be effective achieving the aims. There is definitely a need for evidence which age-limits are most effective and appropriate in this context. Therefore prof. Fabio Pigozzi presented his views from a medical perspective and others participating in the working group contributed their expertise and experience.

### **Outcomes, Rome, working group**

The sports organization needs to attempt to safeguard objective, generally accepted, and undisputed general-interest objectives not specifically related to sport, such as providing safety. For these reasons regulations of sports associations make distinctions between players of certain age-categories. Within the sports associations on a national level there is however no general rule on what counts as a young person and what age-limit is for example appropriate for engaging in (international) competitions.

From a sports perspective it's important that there is a uniform age consent, which brings all sports-associations in line. International sports associations strive for uniformity in regulation so that there are no differences and inconsistencies between countries. It's important to set an age limit based on objective non-discriminatory evidence-based criteria together with wide public consultation to create generally acceptable and uniform rules and regulations at an international level.

In this working group session the group focused on child protection policies with reference to two important issues:

- Fair competition
- Safe competition

All participants had a clearer picture of the variety of instruments on a national level. Discussion was lively on the topic of the 'best interest' of the child with regard to participation in large events. Each participant offered a slightly different perspective but all aimed at a safe playground for a future career. Sweden had a different view on the level of protection. The different views relate to the level of protection and the own responsibility and autonomy of the child and his parents.

The participants stated the following:

- From a sports perspective it's important that there are objective criteria, which bring all sports-associations in line.
- Strict codes/rules for (new) protection areas like (sexual) abuse.
- Set a few objective standards and prioritize standards, discuss these standards with the children and their parents;

The participants had a clear picture of objective non-discriminatory criteria to create generally acceptable and uniform rules and regulations. There was no consent about a uniform age. Everybody agreed on the fact that participation in (elite) sports at too early age is a violation of children's rights. At the other hand everybody agreed on the fact that the safety of the child largely depends on the quality of the trainers/coaches, the rules and regulations, the parents and the development of the child and some pointed at the autonomy of the child.

Several themes were touched upon and there was a common agreement on what objective criteria are important in order for child protection:

- Prevent black competitions: The need for authorized competitions under the umbrella of the sports federation to prevent non-authorized competitions (black competitions);
- Education. Start to educate the children at a young age and involve the parents. Standardized gradual training, practice sessions (physical/mental and a focus on playing), which leads to physical eligibility, ok to ride-test, stress-test;
- Set strict safe playground-criteria;
- Strict assessment of trainers/coaches.

### Further recommendations

- In all actions focus on: the best interest of the child
- Develop minimum harmonized objective non-discriminatory standards based on scientific research, experience and expertise;
- Invest in knowledge about safety issues related to children;
- Raise awareness about the issues;
- Strengthen the protection systems: Develop clear and simple guidelines and codes to protect young people in cooperation with professionals;
- Enable appropriate ways to share power with young people in decision making;
- Collect data in the different countries and associations, so that information can be shared quickly;
- Assist persons in case of incidents and report and collect safety issues;
- Set up specific requirements and procedures for training to prevent safety issues;
- Develop training for coaches and others protecting minors from emotional and physical abuse and neglect;
- Share good practice and learning.





## Dr. David McManus - FIM International Medical Commission (CMI), Report

In the first instance I would inform you that the FIM does not have robust injury data relating to children as age of the rider is not routinely recorded. This situation will change from 2016 in motocross as an electronic health record is introduced. An electronic injury surveillance system is also being considered in Road Racing (now known as circuit racing) which will greatly assist in the collection and monitoring of injury statistics.

However, the CMI is not aware of any significant increase in injuries or injury rates in younger age groups. Indeed, as part of the agreement by the CMI to the introduction of a lower age limit in for example MX Sidecar, Speedway and Long Track 250cc in recent years a system of more intense injury monitoring in these disciplines was introduced to monitor the effect of the changes. To date the CMI has not been informed of any increase in injury rates or severity in these disciplines following the change to the minimum age for competition.

The CMI has also considered the issue of motorcycle competition and children on a number of occasions in the past but has never become aware of any significant issues of injury severity or increased injury rate. This may have been due to the highly controlled and supervised events in which the FIM is involved and in these events adjustments are made for age. These include the power and size of the bikes, the duration of the competition as well as a requirement to wear protective equipment etc.

A literature and evidence review does not provide many references to children competing specifically in motorcycle sport and most other studies are general in nature involving non-competitive riding and from a range of other sports. While recording injury types and severity as well as recommending the management of risk factors in a number of ways they do not specify a minimum age for competition. This appears to be at the discretion of the relevant sport's governing body.

1. Haworth et al in 1994 in their paper "Motorcycle-related injuries to children and adolescents" considered injuries and hospital admissions in young people involved in on-road and off-road motorcycle accidents but not those sustained in competition as such. They state that possible countermeasures to injury severity are helmets, lower limb protection, other protective clothing and airbags and those to reduce crash occurrence include conspicuity, training restrictions in (unregulated) off-road riding, alcohol restrictions and vehicle improvements. They suggested that most off-road motorcyclists that were admitted to hospital were aged 12 to 17 and that in 20% of cases the riders weighed less than 50kg suggesting that their low weight may have caused problems in controlling the bike. Similarly, in 20% of cases the bike was being ridden for the first time or only ridden once before. In 40% of those admitted to hospital protective clothing was not worn. In most off road incidents the crash involved collisions with an object such as vegetation, fences, poles etc. They also suggest that the risks can be minimised by riding in an area free of obstacles, wearing protective gear and off road motorcycling being regulated and controlled. Interestingly rather than propose a minimum age for riding they suggest that guidelines on the minimum height for riders as opposed to age and a minimum ratio of rider weight to weight of motorcycle be developed rather than simply a minimum age. They do suggest that riding under 8 years of age should be discouraged due to the likelihood of insufficient development of motor co-ordination and that riders should be sufficiently tall to allow effectively control of the bike.
2. This is also reflected by Larson and McIntosh in their review "Epidemiology of Injury in ATV and Motocross Sports" 2012 who found that 30% of ATV injuries occur in children under 16 years of age presumably due to the weight and while children only comprise 14-18% of riders they account for 30-50% of off-road injuries.

They also state motocross injuries in children frequently have a high level of severity and rates of hospitalisation. The commonest injuries were extremity trauma involving fractures to the forearm, clavicle, tibia and femur. They even suggest that 20% of radius fractures occur through the impact of landing through the handlebars due to incorrect setting of the forward suspension and that the crash then occurs after the fracture has occurred due to loss of control. They also suggest the use of protective equipment including closed helmets with eye, trunk, knee protection as well as boots and gloves. Interestingly they state that specialised neck braces have not been shown to decrease the rate of cervical spine injury. They also recommend many of the controls that exist in organised motorcycle sport.

3. It is also noted in their review that in 2011 the American Academy of Paediatrics and American academy of Orthopaedic Surgeons recommend against children under 16 years of age operating two or four wheeled off -road vehicles.
4. In “Prevention of injuries to children and young people: the way ahead for the UK”1998 Elizabeth Towner and Heather Ward note that while helmet use is very effective in reducing head and brain injuries in the Netherlands, comparisons of practical and theoretical training of young cyclists has shown little effect on safe behaviour and Munro et al found little evidence that training reduced motorcycle injury rates. One study did find an effect in reducing risk but the size of the effect diminished after two years. There is some evidence that trained riders make greater use of protective clothing.
5. In a Profile of Hospitalisations and Deaths due to sport and Leisure Injuries in New South Wales 2000-2004 Boufous, Dennis and Finch reported that when examining the death rates according to age, the highest rate of death in sport was for those aged 15-24 years, with a rate of 0.38 deaths per 100,000 population. As with the gender differences, the age finding may reflect the types of activities that people of different ages participate in and/or differences in participation levels across age groups. When coupled with the hospitalisation data, which showed a preponderance of cases aged 10-14 and 15-19 years, this indicates that priority attention should be given to people aged under 25 years. Previous population-based studies investigating sport/leisure injuries have reported that the young constitute the majority of cases This was also the case in NSW, with children aged 10-14 years having the highest rate of hospitalised injury. Unfortunately, it was not possible to determine a participation-adjusted rate of hospitalisation for this age group, or for children younger than this, because the ERASS data only relate to those aged >15 years. Among those groups for which the participation data were available, the age category with the highest rate of injury was the 15-24 year age group. This was consistent with the findings of the study by Flood and Harrison In their report of sport/leisure injuries, Medibank Private identified those aged 18-24 years as the group with the highest frequency of injury. As with the national study of hospitalised injuries for sport/leisure, the participation-adjusted injury rate generally decreased with age. Therefore, as the greatest burden of hospitalised sport/leisure lies with those aged <25 years, it is vital that injury prevention strategies are developed specifically for the young.
6. In “Our Experience with Motocross accidents in Children: Patterns of Injuries and Outcomes” 2005 Boulis and Rehm reported on all paediatric

motocross accidents admitted to their paediatric orthopaedic unit from 2003 to 2005. Motocross related accidents accounted for 6.7% of the paediatric trauma admissions during this 2 year period. The majority of injuries involved the lower limb (70%) and some of these were open (30%) and complex with residual long-term neurological deficit. Clavicle fractures were seen in 20% of the cases. Head injuries were seen in 30% of the cases and were minor in nature. The majority of cases (80%) required operative management and in some cases multiple operations. They therefore recommend that in the future, strict adequate training and obligatory protective clothing especially to the highly exposed extremity prior to participation in motocross sports need to be in place to help reduce the resultant accidents. In their discussion they refer to the lack of papers in the literature relating to patterns of injury and outcomes in motocross particularly in children as opposed to the wealth of information relating to motorcycle accidents. They found that the mechanisms of injury associated with motocross accidents are different from those in motorcycle accidents. Motocross injuries often result from direct impact against the ground at relatively lower speeds or from falls after high jumps. On the other hand, motorcycle accidents usually occur at higher speeds, and often involve a crash with another vehicle. These findings were similar to the results reported by Gorski et al in the United States. They reported that motocross accidents were most commonly associated with extremity injuries and closed head trauma and the overall patterns of injury are similar to those observed in street motorcycle collisions. They also reported that although the overall mortality for motocross trauma was lower than motorcycle collisions, the morbidity was comparably high, with a large proportion of patients undergoing surgery for treatment of orthopaedic injuries. They also comment that proof of sufficient riding ability is not essential to ride at the tracks and there are no age restrictions. Therefore, in some cases, inadequate training will increase the frequency and severity of injuries. They also state that implementation of regulations to limit the exposure of inexperienced riders among children to these sports is important to decrease the frequency and severity of these motocross related injuries. The use of protective helmets is obligatory, additional protective clothing is recommended. This specially designed protective clothing such as boots, knee braces and wrist guards may well decrease the incidence of injuries to those highly exposed areas. They then conclude that in the future, strict adequate training and obligatory protective clothing especially to the highly exposed extremities prior to participation in motocross sports need to be in place to help reduce the resultant accidents.

7. In "Motocross Morbidity: Economic Cost and Injury Distribution in Children" 2009 Noelle Larson et al noted a high incidence of musculoskeletal injury requiring hospitalisation and surgery. All patients 17 years of age or younger with injuries sustained while using off-road 2-wheeled motorcycles were identified through surgical, diagnostic, and trauma registries at a level 1 regional trauma centre. The type, severity, and mechanism of injury were assessed, as well as charges billed for medical care. Both recreational and competitive motocross activities were included. The results showed that from 2000 to 2007, 299 cases were noted in 249 unique patients. In 141 instances, hospital admission was required, for a total of 412 inpatient days. Twenty patients required ICU admission. Surgery was performed in 91 cases (81 orthopaedic, 6 general, 1 urology, and 4 facial reconstructions). Orthopaedic surgical procedures included treatment of 29 femur fractures, 8 forearm, 6 ankle, 5 tibial shaft, 6 proximal tibia, 5 spine, 6 proximal humerus, 4 hand, 4 foot, 3 elbow fractures, and 5 other. Orthopaedic

interventions also included 8 reductions under general anaesthesia and 31 conscious sedations. Mean age at injury was 14.1 years (range: 5.4 to 17.9). Ninety-four percent of patients were male and 85% were white. The majority of patients were wearing helmets/safety equipment. One hundred and eighty-four injuries occurred on a track, with 150 during competition. They concluded that nearly half of motocross patients treated at a regional level 1 trauma centre required hospitalization, and nearly one-third required surgery. The vast majority of surgical procedures (89%) were orthopaedic. Despite a high usage rate of helmets and protective gear, severe injuries were still sustained, including femur fracture (29), hemiparesis/spinal cord injury (2), and head injury (43). The majority of injuries in this study occurred during organized race or practice at a formal track with two-thirds sustained during competition. A large number of injuries (67) were sustained from collisions or from patients being run over by other cyclists. They note that it has previously been suggested that fewer riders on the course could reduce the frequency and severity of injuries. They also postulate that some paediatric patients with repeated injuries may not have the required dexterity, maturity, and coordination to safely operate a motorcycle. As a cohort of patients was injured during their first exposure to motocross they recommend that children should have age-appropriate training before attempting to participate. It is also worthy of note that 90% of the injuries were sustained in children over the age of 10 years and they suggest that older patients riding larger motorbikes may be at risk for more significant injuries. In conclusion they recommend the use of appropriate safety equipment while participating in motocross events, including helmets, chest and tibia protectors, gloves, and boots and that children below 16 years of age should complete mandatory rider training and education before participating in motocross, and be under the direct supervision of an adult at all times.

8. In her literature review “Risk Factors for Injury in Child and Adolescent Sport” Carolyn Emery, reports consistency in the findings that risk of injury in child and adolescent sport increases with age given that level of competition, contact, and size typically increase with age. Time participating in sport also likely increases with age and experience. She suggests that high rates of injury may be related to decreased endurance or strength associated with limited preseason training, as indicated in both adolescent and adult study findings. She suggests training, education, participation time, endurance and other modifiable factors should be considered. There were some significant limitations to this study which included a number of sports but no motorsport.
9. In their well-known study “Injuries in elite motorcycle racing in Japan” 2005 Tomida et al demonstrated that compared to trial road racing had a 15.5 times higher relative risk and a 21.4 times higher relative risk for motocross. They also examined the role of age and experience in the mechanism but found that neither age nor experience of the riders correlated with injury in any of the three competitions. It should be noted however that the mean age of the riders were adults.
10. Finally in a paper published in 2012 in the British Journal of Sports Medicine “Recommendations of the Polish Society of Sports Medicine on age criteria while qualifying children and youth for participation in various sports” Kostka et al present general age criteria for participation in sport and conclude that participation in motorcycle sport including speedway should only be for those over 13 years but



accept that not all organisations agree with their guidelines and acknowledge the increasing pressure for young people to compete.

## Conclusion

In conclusion therefore with the exception of the recommendations of the Polish Society of Sports Medicine and the statement of the American Academy of Paediatrics I was unable to find any other studies that provided information in relation to a definitive minimum age for participation in sport and in particular motorcycle sport.

Most studies several of which I have included in this brief summary do not conclude that there is a direct association with the frequency or severity of injury in younger competitors on the basis of age per se and do not propose a minimum age limit. They do however suggest that injuries may be related to a number of intrinsic and extrinsic factors. These include previous experience, riding a particular bike for the first time, initial participation in competition, participation in age-related training and education, length of participation in competition, development of hazard awareness, dexterity, co-ordination, maturity, height and weight etc.

Many of the studies refer to the absolute need for young riders to use protective equipment and clothing including helmets, eye protection, chest and back protection, gloves, boots and limb protection as well as mandatory training prior to participation in competition. A number of articles make reference to the need for attending medical personnel to be familiar with the pattern of injuries that are encountered in children and their management.

Similarly, consideration needs to be given to the physical size of the bike as well as the power and torque related to engine size and this as well as the weight of the bike needs to be appropriate to the age and size of the competitors in any class. Consideration should also be given to the duration of the events in each class each race reducing in time and length for lower ages as well as the number of riders competing at any given time to minimise the risk of collisions. Consideration must also be given to track design particularly in relation to minimising impacts with barriers etc. as well as the size of jumps etc. in off road events.

A number of articles express concern regarding the apparent increase in injuries in children in our sport but acknowledge that this may simply be due to increased numbers of children participating rather than an increase in the rate of injury. If the minimum age limits are to be reduced, I would suggest that this is done gradually in an incremental fashion with arrangements for the close monitoring of incidents and injuries put in place and the collection and collation of this data to inform future decisions. This would be in addition to the age related adjustments for bike size and power as well as weight, training, education, practice, protective clothing and equipment as well as track and event design.



## Per Westling - SVEMO, Report

The earlier you start with championships and highstatus competitions the earlier the struggle and investment (time and money) to win those starts.

Experience and research shows that there is much greater chance of success in the sport if you have been involved in multiple sports up to 15-16 years of age. So early specialization is not a good way to later success. Keeping up with multiple sports is good because it gives practitioners the chance to find "their" sport additionally developed a variety of skills that are not trained in the sport-specific sessions but that is good for the physical and motor "toolbox".

We see today in many sports that it takes longer to reach the world elite level, due to the high level and the many years of training required. Despite this, in many countries it seems to go on a national and international arms race where you have to drive young athletes, through intensive training and competition.

But there is no correlation between being the best when you are 14-15 years old and be fine as an adult. Moreover, it is a fact that the sooner selecting these talents, the more likely it is that you choose the ones that are developed early - mixing together the talent and physical maturity. You usually get an relative age effect.

Therefore, championships and national teams for U13 or U15, championships for youth/youth olympics etc. is fairly inconsequential to long-term success because they tend to lead to a focus on rankings and results in the ages where they are completely irrelevant and could lead to short-term profit hunting instead of developing long-term capabilities.

We get focus on results rather than on the development of the child!

### Early Sport Specialization: Roots, Effectiveness, Risks (2010)

(Robert M. Malina Department of Kinesiology and Health Education, University of Texas at Austin, Austin, TX; Department of Kinesiology, Tarleton State University, Stephenville, TX)

#### POTENTIAL RISKS OF SPECIALIZATION

Early specialization is not without risk. Several subsequently are noted.

- Social Isolation
- Overdependence
- Burnout
- Manipulation
- Injury
- Compromised Growth and Maturation

#### Conclusion

- Few individuals who specialize in sport at young ages make it to elite levels and reap the social, economic, and other benefits associated with success.
- Information on the effectiveness of early specialization and the long-term success of young athletes is limited. Only the successful are highlighted, but early success is no guarantee of later success in elite sport.
- It is essential to keep sport in perspective. Young sport participants, including talented athletes, are children and adolescents with the needs of children and adolescents. Their goal is to "grow up" - biologically grow and mature and behaviorally develop. These processes place many demands on youth, and the demands of sport are superimposed upon them. Unfortunately, talented young athletes are often pawns in a complex matrix - the sport, adults who run the sport, parents, schools, sporting goods and services industries, media, and in some cases international politics.

## **To sample or to specialize? Seven postulates about youth sport activities that lead to continued participation and elite performance**

(Jean Côté School of Kinesiology and Health Studies , Queen's University , Kingston, Ontario, Canada; Ronnie Lidor The Zinman College of Physical Education and Sport Sciences, Wingate Institute and Faculty of Education, University of Haifa , Israel; Dieter Hackfort ASPIRE Academy for Sports Excellence , Doha, Qatar 2011)

- Early diversification (sampling) does not hinder elite sport participation in sports where peak performance is reached after maturation.
- Early diversification (sampling) is linked to a longer sport career and has positive implications for long-term sport involvement.
- Early diversification (sampling) allows participation in a range of contexts that most favorably affects positive youth development.
- High amounts of deliberate play during the sampling years build a solid foundation of intrinsic motivation through involvement in activities that are enjoyable and promote intrinsic regulation.
- A high amount of deliberate play during the sampling years establishes a range of motor and cognitive experiences that children can ultimately bring to their principal sport of interest.
- Around the end of primary school (about age 13), children should have the opportunity to either choose to specialize in their favorite sport or to continue in sport at a recreational level.
- Late adolescents (around age 16) have developed the physical, cognitive, social, emotional, and motor skills needed to invest their effort into highly specialized training in one sport.

### **Conclusion**

It appears that the current trends in sport programming are characterized by institutionalization elitism, early selection, and early specialization (Hecimovich, 2004; De Knop, Engström, & Skirstad, 1996; Hill, 1988; Hill & Hansen, 1988).

Many sport programs are requiring higher levels of investment from earlier ages and are discouraging children from participating in a diversity of activities (Ewing & Seefeldt, 1996; Hecimovich, 2004; Gould & Carson, 2004; Hill, 1988; Hill & Hansen, 1988).

However, there seems to be clear evidence suggesting that sport programs such as these may not be providing an optimal environment for youths' lifelong involvement in sport or even for future success in elite participation (Côté et al., 2007; Guellich, Emrich, & Prohl, 2004).

The seven postulates presented in this paper highlight the benefits of early sampling

### **Risks and Benefits of Youth Sport Specialization: Perspectives and Recommendations**

(Lenny D. Wiersma Professor in the Department of Kinesiology at California State University, Fullerton)

#### **Skill Acquisition and Motor Performance Perspective**

Specialization, in fact, may potentially limit overall motor skill development, which has implications for long-term physical activity patterns upon retirement from competitive sport. A swimmer, for instance, performs a skill horizontally for hours; a soccer player is taught *not* to use his or her hands; an ice hockey player's feet rarely touch the ground. Will these athletes' skills be limited, thus limiting their ability to perform lifetime fitness activities other than those they know best? The athlete's lack of general athletic skills (perceived or otherwise) may inhibit the likelihood of participation in alternate activities, with one consequence being compromised long-term health.

#### **Sociological Perspective**

...that "the hours of intense training might interfere with normal social relationships, development of self-concept, and educational opportunities is intuitively reasonable". Athletes who devote most of their time to training may suffer from "social isolation", lack opportunities for social growth, and feel "socially handcuffed" by training constraints. The rigorous schedules of many year-round sports include training that may exceed 30-40 hours per week, in addition to frequent weekend competitions and associated travel time. Social contact outside of school, therefore, is largely limited to the athletes who train together, and the interactions that occur in high-level sport during training are minimal

### **Psychological Perspective**

Perhaps the most salient consequence of high-level sport commitment is the possibility an athlete will burn out of sport prior to the time at which peak performance is realized. An intense dedication to sport is encouraged by coaches who want to see an athlete reach his or her potential and lauded by proponents of sport who believe it will build character and discipline in areas outside of sport. Despite its positive portrayal, a concentrated focus on sport and an involvement in numerous hours of preparation frequently results in athletic burnout.

### **Conclusion**

- No sport program should restrict the diversification of physical skills or social development of athletes under the age of 15. The child must also be permitted the freedom to choose programs that are less intense and allow for participation in other sport and nonsport activities without the associated guilt sometime experienced by talented athletes who are pressured by adults to remain in a sport.
- When working with young athletes, coaches and sport administrators must stop attempting to model youth sport programs after elite or professional organizations. What is beneficial for, or required of, adult athletes can certainly be damaging to younger participants. The characteristics of professional and elite-level sport depicted in the popular media are not the characteristics of sport that millions of children are involved in yet are usually the basis by which many youth sport coaches attempt to train and develop their teams. It is essential to distinguish those differences and limit their application to the developmental readiness of athletes on youth sport teams.
- Coaches and parents must understand and plan for long-term periodization of training. The phrase "a champion cannot be made overnight," while taught to athletes to ensure adherence and loyalty to a demanding schedule, ideally is the guiding philosophy by which a long-term training program is structured. Such a program should allow for appropriate training breaks crucial for physiological and psychological recovery from training, at which time an athlete could balance complete rest from the sport with participation in other sports or activities at a lower level of intensity. When a child reaches an age in which he or she is physiologically and psychologically mature enough to handle increased training loads, specialization at that time may be justified to optimize the positive adaptations accompanying the advanced intensity and duration of training.



## Jan Postema, Martin van Genderen, Report

Subject-matter;

- A. F.I.M.E MX GP Academy
- B. Targets of the FIM-E MX GP Academy.
- C. Our point of view, concerning young riders participation in an early stage of their career in European/World Championship races and conclusion.

- A. F.I.M.E MX GP Academy members

**Martin de Graaff** Project leader, 1<sup>st</sup> Deputy President F.I.M.E.

**John vd Berk** Motor Trainer. (Former World Champion Motocross and trainer on I.O.C. level)

**Jan Postema** Motor trainer, trainer, and theoretical education trainer (Former GP motocross rider and trainer on I.O.C. level).

**Martin**

**van Genderen** Coordinator, Trainer and theoretical education trainer (Former motocross rider and trainer, coach (I.O.C. level), manager on since 1986).

B.

- C. Targets FIM-E MX GP Academy

1. Target of the FIM-E MX GP Academy is to create athletes who are riding on a MX bike.
2. To create more safety and acknowledge of sport in general through certification system.
3. To help parents, in the early stage of motocross, in supporting their children in the best way.
4. To “train” trainers, all over Europe and later on all over the world, to bring the knowledge of basic and more particular aspects to rider (sportsmen or woman) in the right way in our sport. ( motocross )
5. To let children train on a Grand Prix track, during GP weekends and show them if they work hard, that they could be a part of this GP world as well.

C. Our point of view, concerning young riders participation in an early stage of their career in European/World Championship races and conclusion.

The targets, as written here above, shows that FIM-E MX GP Academy have the intention to develop (and fine tune) a system with riders and trainers, to guide them in the right way to a possible motocross career in this sport. Side effect is, that through these activities in a larger scale, that the sport become more safe and that parents and trainers are more aware of possible problems and can act in the right way on it.

So far 80 % of FIM-E MX GP Academy activities are with children (boys and girls) in the age of 8- 15 year. In the mix of children and parents, we see that there is a **lot of fun** and motivation join the championships. (high or low level) Besides that, we notice that connected and *active trainers* who are educated / skilled on I.O.C. trainer level, bring so much fun and education in this sport as well.

These trainers (and future new trainers) gives us the opportunity to control more the education part of the sport, but gives us also the possibility to change important matters if needed.

### Conclusion

During our activities all over the world with the FIM-E MX GP Academy we notice that the fun part is the biggest part in participation. *Children like challenges* and are aware of that

they have to work serious, to become a good rider. We see the junior championships as a must, to prepare these riders on a possible future in motocross World Championships. We never saw (maybe with some exceptions) that there is a negative influence on children, in the way to the top of these Championship's. Most of Federations trainers in Europe (or outside Europe) work on a healthy environment in our sport. With the eventually help of the FIM-E MX GP Academy, we can notice signals and act on it in a right way to improve. The interest of the child is paramount, just like that is the case in other sports. (no motorized sports). Federations and FIM-E MX GP Academy work to improve facilities, training aspects, trainers platform and safety. All these matters, to be sure that young riders (boys and girls) can sport in a healthy environment. We see only improvement and also healthy motivation by the parents. These are the basic aspects of a good line up in sport. Parents and trainers see participation in sport an activity, that children keep them away from more negative matters like drugs etc. So a good championship guide and protect by federation, trainers and eventually activities of the FIM-E MX GP Academy, we see there is no need to stop this championship. The opposite... Sports, if guide well, is a good environment for discipline, joy and encouragement. Something children in this time (2016) need.....

Note; If you look to the real situation, the Championships for these classes/age, are ONE WEEKEND events. (not complete series of more races over the year).

Doubt ; If there is a doubt for these kind of races/series, which is not in our opinion, consider that the National series are more stressful than these races... in our opinion. (Complete series versus one weekend event)



## Barry Veneman - KNMW, Report

Concerning: Current system of road racing in Holland for youth until 15 years. In 2012 we changed the current structure in junior racing. Following the path we had in motocross the KNMV started an education and talent program for road racing. My job as KNMV head coach for the talent program primarily is focused on bringing talented athletes to the European and World racing scene. But in order to maintain a structured group and enough riders to maintain a stable championship we also started focusing on sports in general. Holland has 3 divisions in junior racing, minibike racing, midi classes with 12 inch until 17 inch wheels and the standard racing classes Moriwaki cup and KTM RC390 cup. We try to advise riders of different ages and experiences to choose the division they should be riding, of course not all riders fit perfectly in the right division.

### Minibike racing: advice ages 6 until 12 years old

Racekids: we started in 2013 with the racekids group, this is an educational group in which we teach both kids and parents the basics of racing. Racekids is not a competition group. The goal is to teach children and parents a safe way of enjoying motorsports. Racekids is open for riders between 6 and 10 years old with no previous experience in racing, we facilitate practice time at our juniortrack in Assen. Riding skills, technical knowledge and regulations is part of the program. We organise a 3 day summer camp where the Racekids groups meet the other riders in the minibike racing groups. During the winter we continue the program with indoor practices. Racekids is constantly based on non-competition training. The KNMV is a partner in Racekids, we provide the track, coaches and financial base for organizing the series.

### Junior A/B championships: based on FIM Europe rules

The current junior A and B races are based on competition only, the KNMV facilitates extra practice possibilities for their riders. Regulations are set by the organiser but they follow the international rules. Currently the classes are getting bigger because of the Racekids program providing more riders, this does not mean the level is getting higher. Main problem for these classes are mostly costs. Parents are investing a lot of money on material instead of extra practice time. Junior A and B are national championship level competitions. Basic material costs are €3500,- for 1 bike. This should not be necessary! In basic level racing costs should be basic. At the moment the KNMV provides 30 days of free practice at the Juniortrack in Assen for riders in this division.

### Junior racing: NSF100 and Yamaha R125 cup

This division of racing offers a structure for riders in the ages between 10 and 17 . Competition is held on kart tracks. Both the R125 cup and NSF100 cup are supervised by KNMV coaches. These competition based championships offer options for both hobby riders and talent riders. The NSF100 cup has been provider for moto3 based riders over the last couple of years, our current Red Bull rookie cup riders have all been part of this program. The Yamaha R125 cup was made for riders who are physically to big for the small NSF bikes but mentally or in riding level not far enough to compete in the following racing series. Of course the R125 cup is a direct competitor to the bigger classes. This means that riders in the age of 12 until 17 have a big range of classes to choose from. The NSF cup in Holland is supported by the KNMV, we supply the coaches and a basic financial support to the organiser in order to maintain the cup at its current level. General costs for the competitor are €1250, (bike. Race suit and helmet hire) (without entry and travel costs). In the Yamaha R125 cup riders buy their own motorcycle, costs are approx.: €3750, (without entry and travel costs). The KNMV provides a total of 30 testing days at the juniortrack in Assen for these divisions.

### Moriwaki 250 juniorcup and KTM RC390 cup

Both standard cups are organised to help riders take the (first) next step into real motorcycle racing. The 250 Juniorcup (12 until 16 years) is based on a prototype machine and is close to the moto3 class. Competition is spread around Europe and based within other championship races like the BSB and IDM series. With an international riders group this standard cup is close to what we experience in the Red Bull Rookies cup. With sponsorship and support we try to prepare a low cost entry for riders. 1 rider will need a total budget of €15.000, for a season of racing, this includes bike rent, travel, entry fee etc. For riders who enter in the Moriwaki 250 junior cup the KNMV offers a support program with Physical exercise, off road practices, mental coaching and media training. Our goal is to make them a more complete athlete. The KTM RC390 cup started in 2015 for the first time, in Holland it is a combination of riders of different ages, the RC390 is quite a big bike therefore only interesting for riders who are physically ready for this class. Riders are responsible for their bikes and have to arrange all components like travelling, parts, entry themselves. At the moment the RC cup is getting a European background, Germany and England have already started to work together. For racing in general the RC cup offers a stable base for racing. It's not a prototype class of racing and riders with a specific goal will have better options in the more prototype based races. In Holland the RC cup offers options for riders in the age of 15 until 35.

### Problems to solve:

The biggest problems we currently have to solve is the gap between racing in the junior series and the moto3 or supersport series.

**Moto3:** we have a few national/European series where riders can compete in the moto3 series

**BSB Motostar:** based on open and standard bikes, open for riders of all experience but the problem is mostly travelling because of the boats to England, this takes time and many school days. Also the tracks in the UK are not to compare against the European tracks

**FIM CEC stock 250:** completely unknown in Holland and mostly 125cc machines, no quality in riding level. Also the tracks are in the east of Europe, too much travel costs.

**FIM Moto3 junior world championship:** we run 1 team with 1 rider in these series, costs are high but the level of riding is perfect to prepare for GP's. Problem is to get the right material (to get budget for his material) Only high level riders should go to this series. Budget exceeds 150k for running one year.

**NEC Moto3:** new for 2016 is the north European cup, many riders will take this route because of the standard options. You can race a completely standard bike in these series. Organisation is by ADAC and the series is new. It will take some time but the calendar looks promising. What riders need is track time, with a moto3 machine you cannot ride on track days, in order to increase rider level they need more track time during race events. At the moment only the FIM moto3 junior championship offers track time but this series is not for unexperienced riders. A international championship with good and basic rules with more track time is needed. The NEC could offer the platform for this series.

### Supersport/ stock:

In Holland we do not have a great level of a National championship, this is a problem because many of our riders who choose the supersport series have no real place to go. Most of the domestic series of supersport/stock do not offer much track time and a lot of travel



time is needed to get there. The new European Supersport class which is a combination with World Supersport is also not a real solution, travel cost and entry cost are high and you compete in a series against riders with different technical rules. At the moment teams are asking 60K (and more) for a place in a team to ride EC supersport. Not realistic for new riders. A clear championship is needed. Something with a future and a rule book which will not change the next couple of years. In order to prepare riders to compete at world championship level there should always be a European level in which they can learn and evolve. This should be at realistic cost.

Moto2 riders for the GP series come from the moto3 GP group but where do World Supersport and Superbike riders come from? Stock 600 and 1000 classes. Not all riders can enter the 1000 class directly at the age of 16 so therefore there need to be a backup class. If we do not work in this direction we will not have a decent level of Supersport/bike riders over the next couple of years anymore.

**EC minimoto:** in Holland we have tried to organise the Minimoto races again in 2016. Problems with the data caused us to cancel these plans at the moment.



The following information concerns basically the Balkan region and mostly the federations that are members of the Balkan Motorcycle Union. The area of the Balkans include many different, politically and economically countries. It is important to note that in this area, there are generally two “types” of countries - members of the European Union (Bulgaria, Romania, Greece, Cyprus) and non-members of EU (Turkey, Serbia, FYROM, Monte Negro, Albania and Moldova). This division is required in order to understand better the different legislation laws concerning the participation of young sportsmen (in our case motorcycling riders) in sports events. The following federations were asked to send a response to a survey that is supposed to draw a general overview of the Balkan region situation concerning the young riders in the region - riders aged between 7 and 12 years: Bulgaria, Romania, FYRO Macedonia, Serbia, Greece, Cyprus responded. Unfortunately Moldavia, Turkey and Monte Negro did not. The countries - members of the EU have to and follow all European rules and laws concerning the participation of young sportsmen in competitions in any sport. These EU rules are implemented in the official sports laws of the different sports bodies (Ministries - Bulgaria, Romania or Councils - Cyprus and Greece). The national motorcycling federations (FMNs), as members of their sport governing bodies are obliged to follow that rules. But in our Balkan experience and as a result of the survey done, we came to a very interesting situation: The national sport body (e.g. in Bulgaria - the Ministry of Sports) has very little, to no, specific rules concerning the participation of riders under the age of 12 in motorcycling sports or any other sport. These sportsmen are recognized as sportsmen on non-professional level (amateur level) and correspondingly are not affected by 95% of the rest of the rules concerning professional sportsmen. The national federations are left to define the licensing procedures, monitor and regulate the participation of their sportsmen that are under the age of 18. Speaking of laws, the prescriptions of the laws are more or less connected with the legal authorization from the parents, allowing their kid to participate in motorcycling events and the compulsory medical examinations for the riders. This sums up all the requirements from government point of view regarding the participation of Juniors (8-12) in sports events. But it is interesting to mention that in Serbia, information provided by AMSS-MSS, exists an organization that monitors the possible “abuse” of children in sports. The name of this organization is Center for Children’s Rights. On the other hand, in Bulgaria, like in Greece, Cyprus and Romania, the government based organizations that handle the rights of the children are of Agency for children’s rights protection type. The focus of the work in these Agencies is definitely into the problems of traffic of children, work abuse and integration of abandoned children. For example in Bulgaria, exist official National policy for child protection which covers sports issues in two directions: the program for “Sport for the children in their free time” - which covers the mass involvement of children in sports activities (in 2015 covered 10 700 children in 48 different sports) and the second program is “Sport for children with disabilities and children from risk groups” (39 projects in 2015, covering 1 300 children). In other words, the main focus of the Agency for children protection in Bulgaria is to provide programs, executed in collaboration of different government organizations (Ministry of Sports, Ministry of Labor and Social politics, Ministry of Interior and others).

On the other hand, the Bulgarian Ministry of Sports in season 2016 has initiated three different programs in regards of children: “Program for children in risk” - which provides children from risk groups with the opportunity to participate for free in initial trainings of preferred sport, which will result in their integration into the society, “Program for children and the sport club” - which provides opportunities for the children, members of sporting clubs in any sport, to improve their skills, achieve better results in official competitions, get proper training by experienced licensed coaches by means of financial subsidies to their member clubs, and the third program is “Learn to swim”, which increases the opportunities

of children to get involved into the swimming sports. All these three programs are executed in collaboration of the Ministry of Sports with the Ministry of Education and Ministry of Health. The programs receive large public and financial support due to the fact that the problems with obesity, the lack of interest in sports and the social inequality are dramatically increasing the last years.

above 12

under 12

total 158

international 91

It is more than clear, that the focus of the politics towards children's rights is the providing of equality of children with different social back ground and involvement in sports for the sake of health benefits via sport activities. Especially for the second topic it is valid that the sport activities must cover big groups of children and the provided trainings must be performed by experienced and professional coaches. So we come to the situation, that the national federations have to make their own laws and regulations regarding the participation of Junior riders in motorcycling sports. All national federations from the Balkan region are members of the Balkan Motorcycle Union (except Kosovo and Albania). These are a large amount of countries, as mentioned above, very different from each other countries, but united in the Balkan Motorcycle Union since 15 years. This regional association has to provide riders with official regional championship that has to prepare the riders from any age before they enter the European level events. The system and the structure of this BMU works well and has proven in the years that it is a positive phenomenon in the region.

Annually, BMU organizes 16 events in the most developed disciplines - motocross, road racing, SuperMoto and enduro. In 2015, the total number of riders in these 4 championships was 742, from which the riders in the Junior classes: SM Junior, MX65 (SM85 aged 12) and SP125 for the road racing was 91.

riders aged 7 to 12 years.

Based on the survey used for this report, the number of the riders in that age group in all federations (except TMF, FMRM and AMIF) is 158. So based on that numbers, a very large number of the riders (91) participate also on international level in international events.

How it works on the Balkans? The answer is very easy: All federations follow the FIM Europe sporting rules concerning the participation of their Junior riders in Balkan Championships and national events. The only difference is that in some of the countries the minimum age for the class MX65 is 7 years, not 8 according to the FIM Europe regulations. This is made with the idea that the riders must and can prepare a year in advance before their entering the official European Championship level events or Zone events like in the recent years.

Here we must make a kind of note because we must define the internal licensing system and every Federation and the prerequisites needed for a rider to enter a given championship. For the official Balkan Championship, the riders participate with international licenses (or FIM Europe license) which guarantee the minimum medical insurance according to the FIM Europe Rules. The different FMNs have different requirements for the process of licensing of their junior riders. For example, in Romania, all riders (including Junior riders) must pass a special medical examination in official licensed Olympic medical center, where as in Bulgaria, the medical certificate for the riders is done by their personal medic (GP), based on a specific form issued by the federation. Other interesting aspect of these differences is the official authorization by the parents for their child to participate in motorcycling activities: in some of the countries, this "declaration" must be signed in front of a notary by the two parents, in others it must be signed only by one. In some countries, this declaration for authorization is valid until the age of 18, unless otherwise stated; in other it is valid only for one calendar year. How every federation executes their licensing procedures is too complicated and diversified, but all federations follow their countries' official laws.

The medical insurance is another issue, greatly discussed not only on Balkan level. According to European laws the medical insurance for children under 14, practicing motorized sports, does not cover the case “death”. It is truly specific situation that we as FMNs cannot handle. In FIM Europe, the requirements for the medical insurance state “medical treatment” and “repatriation”, whereas FIM, for their FIM Junior Motocross World Championship, have also the insurance clause requirement “death” which obviously cannot cover this requirement for the riders in the 85cc class, aged 12-14. In any case, the FMNs cannot deal with this important issue by themselves.

Going to the practical competition side, in 2015, around the Balkan area, the various federations have organized a total of 70 official events counting to the national championships in the different disciplines. The number of events looks good, but the frightening number is for the unofficial events, or the so called “black” races: 34 unofficial races in 7 countries (according to the data of the survey). This is a terrible amount of races about which no official regulations or participation requirements apply. The unofficial statistics for example in Bulgaria shows that this number is decreasing in the last 3 years for the motocross discipline and has reached zero level for the road racing and Supermoto disciplines. The “black races” as a phenomena attract all types of professional and amateur riders, not only aged 18 and over. Simple “practice day” organized by a licensed or non-licensed motorcycle club on a track with unknown homologation turns out to be an event of “somewhat unofficial championship or cup”. And that is the reality in which every federation has to exist. Fighting with the black races is a big priority for the Balkan FMNs, but it is very hard and sometimes impossible from legislative point of view, as the proper tools are missing.

When discussing the topics for the Age restriction of Junior riders there are a few major questions that we must not omit:

1. The juniors will participate in any kind of motorcycling event and cancelation of official championship - on national or international level will not stop them from racing by no means.
2. The decision for participating (or allowing to participate) in a motorcycling sport event comes from the parents of the kid in question. The parents - as decision makers - must be taught of or bound to laws in regards of their children’s rights. If the parents want to choose what is best for kid, they must choose a regulated, controlled playground for the kid - which is provided by the national or international official championships, not black races.
3. The motorcycling manufacturers will not stop producing motorcycles with capacities suitable for beginner or junior riders (65cc, 85cc and 125cc). And when you have the tool to start racing, you will start racing.

When applying an age restriction for participation, we must take into a very deep consideration the above mentioned three points as they are vital for the understanding of the problem. The behavior and rights of the parents, in regards to their children, must be put into the focus of future research and work that has to be done. Stopping of official races for minors will neither prevent to decision maker parent from taking the risks of the black races, nor will force them to stop the motorcycle practices in the backyard. Our task must be to improve the conditions and the safety for the participation of the juniors, not to stop them and “get away” from the responsibility which is implied on us as representatives of official motorcycling bodies.



## Introduction

This report has been prepared as a contribution to activities and outputs of the FIM Europe Working Group on Age Limit in International Motosport.

This report is divided into two main parts, the first part deals with statutory regulations on the EU level and on the level of EU Member States, and the second part deals with age limit regulations within the rules of the International Sports Federations.

## Statutory Framework on the EU Level and EU Member States Level

There are no specific regulations on the EU level regarding minimum age requirements for participation in sports. Although there is Council Directive 94/33/EC on the protection of young people at work, this Directive provides for conditions for working activity of young people (under the age of 18); therefore, it is aimed only at those young people who have an employment contract or an employment relationship.<sup>1</sup> Special conditions apply to young people employed in cultural, artistic, sports, or advertising activities.<sup>2</sup>

Parliamentary Assembly of Council of Europe adopted a Recommendation 1292 in 1996 which calls on governments, sports club and federations to introduce, in particular, fixed minimum age-limits for participation in international competitions and championships, between 16 and 18 years, depending on the type of sports involved.

In its Reply the Committee of Ministers of Council of Europe in 1997 stated that the responsibility for fixing minimum age-limits is that of the sport organisations concerned. Physical maturity is often reached at an earlier age now, compared to 30 years ago, and international sports federations have to take that evolution into account. The Committee of Ministers would point out that a minimum age-limit for a given competition must be accompanied by agreements on appropriate training methods and loads at lower ages if they are to be effective. It may be that the real problem lies more in early specialisation and in the intensity of training (particularly when international level status is achieved) than in the fact of international competitions at a young age. It is primarily the responsibility of individual parents, coaches and trainers as well as that of the sports organisations to ensure that the young child's integrity physical, social and psychological is respected. I note, however, that the above-mentioned documents do not have any binding nature.

<sup>1</sup> See Art. 2 of the Directive.

<sup>2</sup> Art. 5 of the Directive states that: 1. The employment of children for the purposes of performance in cultural, artistic, sports or advertising activities shall be subject to prior authorization to be given by the competent authority in individual cases. 2. Member States shall by legislative or regulatory provision lay down the working conditions for children in the cases referred to in paragraph 1 and the details of the prior authorization procedure, on condition that the activities: (i) are not likely to be harmful to the safety, health or development of children, and (ii) are not such as to be harmful to their attendance at school, their participation in vocational guidance or training programmes approved by the competent authority or their capacity to benefit from the instruction received. 3. By way of derogation from the procedure laid down in paragraph 1, in the case of children of at least 13 years of age, Member States may authorize, by legislative or regulatory provision, in accordance with conditions which they shall determine, the employment of children for the purposes of performance in cultural, artistic, sports or advertising activities.

According to the European Union Work Plan for Sport (2014-2017), the Expert Group should prepare recommendations to protect young athletes and safeguard children's rights in sport

(estimated in the 1st half of 2016). All deliverables should be included in the Commission’s final report on the implementation of the EU Work Plan 2014-2017.

I have found a few national statutory laws that deal with age requirements for athletes (except for those employed, where the Member States have to follow Directive, and thus employment is generally permitted from the age of 15). For instance, in France, there is a minimum age of 14 for weightlifting and bodybuilding. In Latvia, a minimum age is set for gymnastics (6 years) or volleyball (10 years). However, please note, that I have not been able to analyze the legislation of all the EU Member States and, thus, thorough analysis of the situation by each FIM Europe member federation would be most welcomed.

### Rules of International Sports Federations

I have researched the rules of some IFs, concentrating on the age limits for the European and World Championship. The results are in the table below.

The discretionary power of IFs in this regard is also highlighted in the Olympic Charter according to which there may be no age limit for competitors in the Olympic Games other than as prescribed in the competition rules of an IF as approved by the IOC Executive Board.<sup>3</sup>

Sport	Competition	Age limit	Explanation	Source
Football	FIFA U-17 World Cup	Max. 17 years (No minimum limit set)	In addition to the above provision, each Participating Member Association shall ensure that all players of its representative team were born on or after 1 January 1998. (FIFA U-17 World Cup Chile 2015 17 October – 8 November 2015). Players selected for a representative team at the final competition of the FIFA U-17 World Cup will not be authorised to compete again in another FIFA U-17 World Cup, even if still eligible from the point of view of age.	<a href="http://resources.fifa.com/mm/document/tournament/loc/02/45/24/38/regu-17chileen_neutral.pdf">http://resources.fifa.com/mm/document/tournament/loc/02/45/24/38/regu-17chileen_neutral.pdf</a>

<sup>3</sup> See Art. 42 of the Olympic Charter.

	UEFA European Under-17 Championship	Max. 17 years (No minimum limit set)	Players are eligible to play in the competition if they were <b>born on or after 1 January 1999 (season 2015/16)</b> .	<a href="http://www.uefa.com/MultimediaFiles/Download/Regulations/uefa.org/Regulations/02/25/83/36/2258336_DOWNLOADD.pdf">http://www.uefa.com/MultimediaFiles/Download/Regulations/uefa.org/Regulations/02/25/83/36/2258336_DOWNLOADD.pdf</a>
Ice Hockey	IIHF Ice Hockey U18 World Championships	Max. 18 years and min. 14 years	<p>Players participating in all IIHF Ice Hockey U18 World Championships must be of the male gender and have their 18th or earlier birthday in the years/season the respective Championship is held. At the latest, players must have their 15th birthday in the years/season the respective Championship is held. No under-age waiver is permitted.</p> <p>The years/season shall be the two calendar years which correlate to the season the respective championship is held. The maximum age of players and goalkeepers eligible to participate in this championship category is outlined in the following summary:</p> <ul style="list-style-type: none"> <li>· 2014/2015 players born in 1997</li> <li>· 2015/2016 players born in 1998</li> <li>· 2016/2017 players born in 1999</li> <li>· 2017/2018 players born in 2000</li> </ul>	<a href="http://www.iihf.com/fileadmin/user_upload/PDF/The_IIHF/2014-2018_IIHF_Statutes_and_Bylaws_web.pdf">http://www.iihf.com/fileadmin/user_upload/PDF/The_IIHF/2014-2018_IIHF_Statutes_and_Bylaws_web.pdf</a>
Athletics	IAAF World Youth Championship 2015	Min. 15 years and max. 17 years	<p>Competition under these Rules may be divided into age group classifications as follows: under-18 (u18) Boys and girls: <b>Any athlete of 16 or 17 years on 31st December in the year of the competition.</b> An athlete shall be eligible to compete in an age group competition under these Rules if he is within the age range specified in the relevant age group classification. An athlete must be able to provide proof of his age through presentation of a valid passport or other form of evidence as permitted by the Regulations for the competition. An athlete who fails or refuses to provide such proof shall not be eligible to compete.</p>	P. 148 file:///C:/Users/matula/Downloads/IAAF%20Competition%20Rules%202016-2017,%20in%20force%20from%2001%20November%202015%20(1).pdf



<b>Karting</b>	<b>CIK-FIA WORLD KF-JUNIOR CHAMPIONSHIP</b>	<b>Min. 12 years</b>	the C-Junior, exclusively reserved for Junior categories, for Drivers between 13 years old (reaching their 13th birthday during the calendar year) and under 15 years on the date when the Licence is issued. The licence may remain valid beyond the date of a Driver's 15th birthday until the end of the current year	file:///C:/Users/matula/Downloads/2016_international_sporting_code_fr-en-clean_2%20(1).pdf
<b>Olympic Games</b>	<b>Youth Olympic Games</b>	<b>Min. 14 years and max. 18 years.</b>	YOG athletes must be between 15 and 18 years old on 31 December in the year of the YOG. However, depending on the sport and discipline, specific age groups are defined. This is done by the relevant International Federation (IF) responsible for the sport, in close collaboration with the IOC.	<a href="http://www.olympic.org/Documents/Reference_documents/Factsheets/The_Youth_Olympic_Games.pdf">http://www.olympic.org/Documents/Reference_documents/Factsheets/The_Youth_Olympic_Games.pdf</a>

## Conclusion

I have not found any relevant statutory laws dealing with minimum age requirements for sports events on the EU level, but it seems that some of the Member States have already started to adopt laws that regulate the minimum age for certain sports. However, the above-stated activity occurs sporadically. More research into a specific national laws would be welcomed.

Although rules of IFs set different minimum age limits for participation in European or World Championships, it can be inferred that the most common minimum age for participation in such events is the age of 15 (14). As far as I was able to research, only baseball goes significantly lower with World Championships for 11 year-old athletes and karting with 12-year-olds for Junior World Championships.

Thus, in general, it can be concluded that it is up to every IF to set up its own minimum age limits for certain sports (bearing in mind that physical, social and psychological integrity of children should be respected).

## Gary Thompson - ACU, Report

May I start by thanking the FIME for allowing me to be part of this very important working Group.

Having had conversations with John Collins, Dickie Staff and Rowena Perks, whom I am sure most of you will know, I understand the issue to be as follows:

SVEMO have for some time conducted a study in Youth participation in Motorcycle Sport and at the FIME Congress held in Malta last year, SVEMO put forward a proposition to congress that FIME (possibly FIM) Championships should not be allowed for those participants under twelve years of age. Their view was the children under the age of twelve should enjoy the sport and not have the pressure to succeed in International competition thrust upon them.

So far as the ACU is concerned, I have sought the opinion of our Sport Committees. In the main, our Motocross Committee, Road Race Committee and Track Racing (Grass Track) Committee support the view that international competition should be allowed to continue for those competitors under the age of twelve. However, so far as our Trials committee is concerned, they support the view of SVEMO.

The counter-argument for our Motocross, Road Race and Grass committees against the SVEMO proposal is as follows:

- Many of today's successful competitors at all levels, FIM, FIME and national started competing at an early.
- Certainly in Great Britain, had it not been for youth competition at all levels we would not have produced Champions/motorcycle sport stars such as:

Danny Kent  
Scott Redding  
Cal Crutchlow  
James Toseland  
Tom Sykes  
Bradley Smith  
Dougie Lampkin  
Alexz Wigg  
Michael Brown  
Emma Bristowe  
Becky Cook  
Donna Fox  
Zach Wajtknecht

- Provided a child under the age of twelve has the ability, talent and has qualified to race in an international competition, he should be allowed to do so. There is a natural progression in competition which begins in the country of origin with Youth National championships, the child then progresses to European and then onto World level competition.
- This is good character building and gives the child something to aim for-if as said above he has the ability and talent to reach such a level.
- Competing on the international stage exposes the child at an early stage to better competition. This will then form part of the development process as the child progresses in his chosen sport. To restrict competition can only have an adverse effect.
- To deny a child under the age of twelve with such ability to compete at International level may leave the child disillusioned. He may become frustrated



with the Sport and then change his attentions elsewhere. This then might reflect in him leaving motorcycle sport to pursue other interests which again if he has the ability might allow him to reach his potential.

- The ACU has put restrictions in place on age being able to compete in the various capacities. This has been done to minimize the Risk given the potential speeds involved and also that the power ratio of a motorcycle can be satisfactorily paired with the average physical strength of a child of particular age. Again this will minimize the possibility of any potential effect on the skeletal function and not hinder the natural development of the child.

I have attached to this document a summery for each discipline of the Minimun Age requirements in comparison to what Classes/Capacities the Youth Competitor is allowed to complete in, which I hope demonstrates the duty of care the ACU have put in place to safeguard the Youth competitor, in whatever discipline he chooses to compete.

### **Minimun Ages**

1. As a rule Youths partecipate in ACU classes in their respective disciplines determined by date of birth.
2. When a rider reaches the maximun age limit for a particular group, the may continue to complete in that group until the end of the calendar year.
3. On reaching the minimum age for the next group, the rider may upgrade. Any rider who chooses to upgrade once done so, may not move back to lower capacity class once they have competed at the higher level,
4. Any rider upgrading before the minimum age required will face disciplinary action unless specifically upgrated by the ACU.
5. The parent/legal guardian must accompany a youth competitor under the age of 18 to any event and stay for the duration of the time that the rider present.

### **Physical Eligibility/Proficiency Assesment**

All youth riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control the gear lever or the foot brake with other foot.



## Motocross

### Youth Solo Age on 1 Jan

Age on 1 Jan	Grade	Engine Capacity	Maximum Wheel Size/Specification
6–7 years	Automatic A	Minimum 49cc 2 or 4 stroke.	12 inch rear, 15 inch front
6–8 years	Automatic B	Maximum 50cc 2 or 4 stroke single speed automatic, no manual clutch	
7–10 years	65cc Junior	Minimum 60cc 2 stroke or 85cc 4 stroke. Maximum 65cc 2 stroke or 110cc 4 stroke	12 inch rear, 14 inch front
9–12 years	85cc Small Wheel, Intermediate	Minimum 70cc 2 stroke or 125cc 4 stroke. Manual clutch, maximum 85cc 2 stroke or 150cc 4 stroke	14 inch rear, 17 inch front
11–15 years	85cc Big Wheel, Senior	Minimum 70cc 2 stroke or 125cc 4 stroke. Manual clutch, maximum 85cc 2 stroke or 150cc 4 stroke	16 inch rear, 19 inch front
14–17 years	Open (Youth)	Minimum 120cc 2 stroke or 175cc 4 stroke. Maximum 150cc 2 stroke or 250cc 4 stroke. Manual clutch.	19 inch rear, 21 inch front

Youth Solo Riders may continue in the youth open class until the end of the year in which their 18th birthday falls.

### Adult Solo Age on 1 Jan 15 years

#### Engine Capacity

Minimum 120cc up to maximum 650cc 2 stroke

Minimum 175cc up to maximum 650cc 4 stroke

Electric powered machines with an output of up to 16kw (22hp) measured at the rear wheel.



Sidecar	Grade	Specification
Age on 1 Jan 15 years	Driver Passenger	Over 350cc and up to 1000cc 4 stroke and up to 750cc 2 stroke

Adult Quad	Specification
15 years	Up to 550cc max 2 cylinders 2 stroke
15 years	Up to 800cc 4 stroke max 1 cylinder

Youth Quad	Max cc	Type	Specification
6-9 years	50cc standard	50cc Autos	Automatic Production Quads built by the manufacturers. There will be no modifications whatsoever allowed to engine, exhaust, carburettor, air box, clutch, electrics etc. Frame and engine must be by the original manufacturer. Engines must not have exceeded 50cc at time of manufacture.
7-9 years	50cc Modified	50cc Autos	Automatic Quads. Performance Modifications are allowed up to a max of 50cc. Engines must not have exceed 50cc at time of manufacture.
7-13 years	100cc Standard	Max 100cc 2 Stroke Auto Max 150cc 4 Stroke Auto	Automatic Production Quads built by the manufacturers. There will be no modifications allowed to engine, exhaust, carburettor, air box, clutch, electrics etc. Frame and engine must be by the original manufacturer. Engines must not have exceeded 100cc 2 stroke or 150cc 4 stroke at time of manufacture.
9-14 years	100cc Geared	max 100cc str max 150cc 4 str	Geared Production Quads. Performance Modifications are allowed to the engine up to a max of 100cc 2 str or 150cc 4 str.
8-13 years	125cc Geared Standard	Max 125cc air-cooled 4 str	Geared Production Quads. No modifications to engine, exhaust, carburettor, airbox, clutch, electrics etc. Frame must be original.
9-13 years	125cc Geared Modified	Max 125cc air-cooled 4 str	Geared Production Quads. Performance modifications are allowed to the engine up to a max of 125cc 4 str.
11-16 years	150cc 4 str	Max 150cc 4 str	Engines must not exceed 150cc 4 str at time of manufacture.
11-16 years	250cc stock	Yam 250 Raptor	Factory delivered spec + optional steering damper, throttle and handlebar choice.
11-16 years	250cc standard	200cc 2 str 250cc aircooled 4 str	Production Quads built by manufacturer. No modifications allowed to engine, exhaust, carburettor, air box, clutch, electrics etc. Frame and engine must be original.
12-16 years	250cc Race & Production & Modified	200cc 2 str 250cc aircooled 4 str	Modifications allowed to engine, exhaust, suspension etc
14-17 years	250cc Open	250cc 4 str	Modifications allowed to the engine, exhaust, suspension etc

## **Trials**

**Youth Riders:** A rider must be at least 4 years of age to participate on an Electric powered machine and 6 years of age to participate in a Trial using a combustion engine machine. After their 16<sup>th</sup> birthday a rider may compete as an Adult or as A Class Youth until the end of the calendar year that they reach 17yrs and may alternate (on an event basis) between Youth and Adult classes subject to the following:

- Whilst riding as an A class Youth the rider is restricted to machines of an A class Youth.
- Whilst riding as an Adult, capacity restrictions do not apply.

Any rider who competes as an Adult in championship Class of the Adult British solo Trials Championship relinquishes the possibility to revert to Youth in the Future.

**Minders/Assistants:** In events where in Minder/Assistants are allowed, their minimum age must be 18 years.

### **Youth age groups**

A Class born between 01.01.1999 and 31.12.2000  
B Class born between 01.01.2001 and 31.12.2003  
C Class born between 01.01.2004 and 31.12.2006  
D Class born between 01.01.2007 and 31.12.2010

**Note:** To ride a combustion engine machine the rider must have attained 6yrs.

E Class Minimum Age- 4 years and born after 01.01.2011

**Note:** the rider must have attained 4 years at the date of the competition.

### **Engine Capacity/Wheel size for above age groups:**

The maximum permitted for machines used in the Age Groups set out in this regulation are as follows:

A Class-125cc Mono or 250cc Twinshock combustion engine, and Electric up to 10bhp measured at the rear wheel.

B Class-125cc Mono or 250cc Twinshock combustion engine, and electric up to 10bhp measured at the rear wheel.

C Class-80cc combustion engine, and Electric up to 7bhp measured at the rear wheel.

D Class-80cc combustion engine, Maximum Medium wheel. And Electric up to 7bhp measured at the rear wheel.

E Class- Small wheel Electric powered machines up to 2bhp measured at the rear wheel.

The C and D classes may be split by wheel size.

C Class Standard Wheel  
Medium Wheel

D Class Medium Wheel  
Small Wheel  
Wheel sizes

Standard Wheel-21" Front-18" Rear  
Medium Wheel-19" Front -17"Rear  
Small Wheel-16" Front -14" Rear

Criteria for riders wishing to ride in any higher class:

- Events below National Status- A rider may compete in any class higher than that of his/her age group at the discretion of the organizers.
- National status competitors- A rider may at the discretion of the Trials and Enduro Committee be permitted to ride in the higher class. Written application supported by written approval from the riders Centre must support such a request.

Criteria for rider wishing to ride in any lower class

- A rider may enter any event in a class below that of his/her age group on a “no award, no points” basis. In all cases the rider must always comply with the maximum capacity and wheel size for their actual age.

### Track Racing (Grass Track)

No rider may compete before their sixth birthday.

No rider may compete until the end of the year in his/her 15<sup>th</sup> birthday up to maximum of 350cc.

All riders must be able to sit on their machines at the start line (unaided) with the machine in an upright position with one foot firmly on the ground and the other on the footrest.





<b>Class</b>	<b>Capacity</b>	<b>Age on 1<sup>st</sup> Jan</b>
Auto Cadet	50cc Fixed Auto	6-7 years
Cadet	65cc 2 stroke	6-8 years
Junior 65cc MX	65cc 2 str, 110cc 4 str	7 – 10 years
Inter 85cc MX	85cc 2 str, 150cc 34 str, 14" rear, 17" front	9-12 years
Senior 85cc MX	85cc – 2 str, 150cc 4 str 16" rear, 19" front	11-15 years
Junior	100cc 2 str, 200cc 4 str	9 – 11 years
Intermediate	150cc 2 str, 250cc 4 str	12-14 years
Senior A 250cc	250cc 2 str, 250cc 4 str	12-14 years
Senior B 350cc	350cc 4 str	15-18 years
FIME 125cc Cup	125cc 4 str	10 – 16 years
FIME 125cc Gold Trophy	125cc 4 str	12-16 years
FIM 250cc Gold Trophy	250 cc 4 str	14-17 years

## **Road Racing**

### **Solos**

<b>Age</b>	<b>Licence</b>	<b>Machine</b>
11 years	Novice, Clubman or National	Up to 125cc Automatic Production Scooter
12 years	Novice, Clubman or National	Up to 80cc GP spec machine (treaded tyres) Up to 125cc production based machine Up to 250cc single cylinder 4 str production machines (restricted)
13 years	Novice, Clubman or National	Up to 125cc Automatic production scooter Up to 80cc GP spec machine Up to 125cc production machine Up to 350cc single or twin cylinder 4 str production machine (restricted to 37hp) Up to 390cc single cylinder 4 str production machine (restricted) Aprilia RRV450-R (Restricted)
13 years	National	Up to 125cc GP spec Up to 250cc 4 str single cylinder machine (unrestricted)
14 years	Novice, Clubman or National	Up to 125cc GP spec machine Up to 250cc 4 str single or twin cylinder (unrestricted)

14 years	National	Up to F400 spec or 450cc production based machine Up to 500cc single or twin cylinder 4 str machine Up to 650cc twin cylinder 4 str production machine
15 years	Novice, Clubman or National	Up to F400cc spec or 450cc production based machine up to 500cc single or twin cylinder 4 str machine Up to 650cc single or twin cylinder 4 str production based machine
16 years	Novice, Clubman or National	Up to F400 spec or 450cc production based machine Up to 500cc single or twin cylinder 4 str machine Up to 650cc single or twin cylinder 4 str production based machine
16 years	National	Any Classic or Vintage machine Up to F600 or SSP 600 spec machine 675cc 3 cylinder 4 str production based machine Up to 250cc GP machine
17 years	Novice, Clubman or National	Any Classic or Vintage machine Up to F600 or SSP 600 spec machine 675cc 3 cylinder 4 str production based machine Up to 250cc GP machine
17 years	National	Unlimited capacity machine
18 years	Novice	Any Classic or Vintage machine Up to F600 or SSP 600 spec machine 675cc 3 cylinder 4 str production based machine Up to 250cc GP machine
18 years	Intermediate Novice, Clubman, National	Unlimited capacity machine

### Sidecar and Three Wheeler Machines

<b>Driver</b>		
17 years	Novice, Clubman or National	F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4 str or 2 str machine
<b>Passenger</b>		
16 years	Novice, Clubman or National	F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4 str or 2 str machine
<b>Parade</b>		
14-17 years	Single Grade	All Classes

## AGE LIMIT FOR INTERNATIONAL EVENTS

### I. OLYMPIC FEDERATIONS

Fédérations	European Championships	Women	World Championships	Women
FITA (archery)	14	yes	14	yes
FIS (ski)	no championship	no championship	17	yes except freestyle/snowboard
WTF(taikwondo)	13	yes	13	yes
ITF (tennis)	10	yes	10	yes
ITTF (table tennis)	no limit	yes	no limit	yes
FIG(gymnastics)	13	yes	13	yes
IRB(rugby)	18	yes	18	yes
FIE(fencing)	13	yes	13	yes
IWF(weightlifting)	13	yes	15	yes
IGF (golf)	no limit	yes	no limit	yes
ICF (canoe)	15	yes	15	yes
ISU(skating)	14 or 15	yes	14 or 15	yes
FISA( rowing)	no limit	yes	no limit	yes

### II. NON OLYMPIC FEDERATIONS (MECANICAL SPORTS)

Fédérations	European Championships	Open for women	Championnats du Monde	Open for women
FIM	MX : 8(85);11(85);13(125);14(250) CCP : 10(125); 12(85); 13(250)	yes	12	yes
FIA	13( <i>autocross</i> ); 14 ( <i>rally cross</i> ); 15( <i>superkart</i> )	yes	13, 14 or 15	yes
UIM(powerboating)	15	<i>no information</i>	15	<i>no information</i>
IPA(paragliding/kite)	18	yes	18	yes



## Janika Dzeguze - LaMSF, Report

At start I ask the opinions and some simple questions to understand their position and then ask some more questions.

Generally all federations as one replay that they are against to forbid class EMX65. There were lot of reasons why.

Some of them also told- we need to looking forward- who will organize EMX Championship if there will stay just one class EMX85. We will lost lot of organizers (its from Organizer side because I talked with La MSF organizer and he told- if there will be just one class, he will not organize CH in 2017). Also I check and ask for other Federations to check statistic for injuries- in LaMSF, we have no statistic that Young riders would have injuries more than older one. The same information told other Federations. About National Championships- all countries have class 65 in their National Championships. We think that it is like "step" chance, when You can go up to class 85- step by step slowly. Also all Federations (NE) have class MX50, so it means that we all have even more Younger riders than class 65.

Those were short answers from NE side but we all as one don't want to forbid class 65 in Europe. If we stop to use class 65 in Europe it could be great chaos.

MX65- 8-12

MX85-11-14

MX125(2st)-13-17

MX250(4st)-14...

MX450-16....

MXOpen-16....

MXSidecars- 16...both

MXQuads- 16-....

MXWomen- no women class

*EMF- women class from 13 years*

## Evgeny Parshin - MFR, Report

The Motorcycle Federation of Russia does not support the proposal of the Swedish Federation on exception official competition of the FIM and FIM-Europe for sportsmen under 12 years old.

Our reasons are:

1. Statistics on injuries didn't show that athletes younger than 12 years have more accidents than older ones.
2. Also the statistics didn't show that those athletes, who start doing motocross at 6-7 years, finish faster than athletes who started at 10-12 years.
3. Typically the reasons why the young athletes finish the sport are: the lack of financial resources, the puberty period, and new interests in life.

According to surveys, at most cases, young athletes who stop doing motocross professionally, transfer to other disciplines or become amateurs. We believe that the prohibition of the official competitions in class 65cc is not necessary, since the scheme has existed for many years. In many countries there are official championships in this class. According to the results of these competitions, the best sportsmen are preparing for the European and World Championships.

For many years system of training in Motorsport has already established. If we stop it, we can create a great chaos.







Rome, 24 February 2016  
To FIM Europe

**Object . "Age Limit" for International Motorsport.**

Dear Sirs,

with this letter I would like to express the position of the Italian Motorcycle Federation regarding to the minimum age of the riders for participation in competitive events. Italian law requires a minimum of 8 years for holding competitive activities and, based on this legislation, the FMI organizes competitions, starting from these age groups, with the assignation of national titles.

Many years of experience has shown that young athletes have never revealed problems arising from psychological stress of the agonistic commitment, on the contrary these events have helped to build an aggregation relationship between the riders and families; the atmosphere that reigns in these races has always been that of a healthy feast of sport.

We also believe that racing since child in competitions, governed by a national federation, can only help to increase the knowledge of the rules and of the fair-play.

In conclusion, the FMI believes that it is appropriate to allow riders under the age of 12, nominated by their National Federations, to participate in titled International Championships; it is the legitimate conclusion of a sports-training program that starts from the territorial championships. A baggage of experience that will be very valuable in the continuation of their sporting career.

Sincerely,

Paolo Sesti  
FMI President



## Motocross Questionnaire to all European FMNs

1. What classes of Motocross are organised in your Federation?
2. What are the minimum and maximum age limits for each class?

FMNs	COUNTRIES	65cc		85cc		125cc 2 S		250cc 4 S		300cc 2 S		450cc		Open		Sidecarcross		Quadcross		Women's	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
ACCR	Czech Republic	7	13	9	15	13	19														
ACU	*Great Britain	7	10	9	12	15	no limit	15	no limit	15	no limit	15	no limit	15	no limit	15	no limit	14	99	15	99
AMFK	Kazakhstan	6	12	10	15	14	35	14	35												
AMOTOE	Greece	8	12	11	15	14	18	15													
AMSF	Azerbaijan																				
AMSS	Serbia	*6/15	12	11/18	14	14		14													
AMZS	Slovenia	7	12	9	14	13	19	13	23												
ASMK	Malta			11	14	14	21	17	39												
BEMS	Belarus																				
BIHAMK	Bosnia																				
BMF	*Bulgaria	7	12	11	14	13	50	14	50	15	50	22	55					16	50		
CYMF	Cyprus	7	12	9	13	14	25	14	50	14	50	14	50								
DMSB	Germany	8	12	10	16	14		14		16		16		16	16	16	16	14	16	14	14
DMU	*Denmark	8	12	10	15	13	18	13				13		13		13		15		15	13
EMF	Estonia	7	12	10	15	13	19	14				14		14		16		15		15	
FEM	France	8	12	11	15	13	17	15	no limit			15	no limit	16	60	16	no limit	16	no limit	13	15
FMA	Andorra																				
FMB	Belgium			12	14	14	17	15		16	15/16	15		16		16		16		12	
FMI	Italy	8	11	11	14	13	17	15	55	15	55	15	55	14	55	14	55	14	55	13	55
FMP	Portugal	8	12	11	15	14	17	14	60			15	60	15	60	15	60	15	60		
FMRM	Moldavia																				
FMS	Switzerland	7	12	10	15	13/14	25	13/14	no limit	13/15	no limit	13/15	no limit	13/15	no limit	15	no limit	14	50	14	no limit
FMU	Ukraine	8	12	11	14	14	17	14	21			14	50	14	50	16	50	14	50	13	50
FRM	Romania	7	12	11	14	13	18	14	50			15	50	40		15	50	15	50		
FSM	San Marino																				
HMS	Croatia	8	12	11	14			14	23			16		16	55	16	55	16	55		
KNMV	The Netherlands	6/7	11/12	10/11	13/15	13	17	15		16		16		16		16		16			
LAMSF	Latvia	7	12	9	15	13	17	14				15		16		16		14		13	
LMSF	Lithuania	7	12	11	15	13	17	14	no limit			15	no limit	15	no limit	16/17	no limit	15	no limit	14	no limit
LMV	Liechtenstein																				
MAMS	Hungary	7	12	9	15	14		14				15		15		15				9	
MCM	Monaco																				
MCUI	Ireland	6/7	7/8/10	9/11	12/15	14	17	14	17			14	17								
MEMSI	Israel																				
MEM	Montenegro																				
MFMA	Fyrom																				
MFR	Russia	8	12	11	14	13	17	14	19			15		15		18		15		14	
MSI	Iceland																				
MUL	Luxembourg	7	12	10	16	13		14		16		16		13		15		15	99	13	no limit
NMF	*Norway			13	15	14	no limit	15	no limit	16	no limit	16	no limit	16		16		15	99	13	no limit
OeAMTC	Austria	7		10	15	13	23	13	23	16		15		16		16		16		14	
PZM	Poland	8	12	10	14	14	18	14	23			16		16		16		16		14	
RFE	Spain	8	12	11	14	13	17	14				16		16		16		15		14	
SME	Slovak Republic	8	12/13	9	15	13	19	16	40			16	no limit	16	no limit	16	no limit	16	no limit	12	80
SML	Finland	7	11	10	15	13	80	14	80			16	80	16	80	18	80	12	80	12	80
SVEMO	Sweden	5/6	12	8/9	12	13	17	15	16	17	21	17	21	17	21	16	55	16	55	16	55
TMF	Turkey																				

# WORKING GROUP ON AGE LIMIT FOR INTERNATIONAL MOTORSPORT

## CHAIRMAN

**Mr. Martin de Graaff, FIM Europe 1st Deputy President**

## Members

### Representative from Federations:

- South Europe, Mr. Gianluca Avenoso (FMI)
- North-West Europe, Mr. Per Westling (SVEMO)
- North-East Europe, Ms. Janika Dzeguze (LaMSF)
- South-East Europe, Mr. Ivo Tsvetanov (BMF)
- West Europe, Mr. Gary Thompson (ACU)

### Specialized Members:

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- Prof. Fabio Pigozzi, Rector of the University of Rome Foro Italico / Italy
- Mr. Martin van Genderen, Trainer Coach, Coordinator MX Academy / Netherlands
- Mr. Barry Veneman, Trainer / Coach, Road Race / Netherlands
- Mr. Jean-Pierre Mougín, Vice-President of the French Olympic Committee / France
- Dr. David McManus, Director of the FIM CMI / N.Ireland
- Mr. Nicolas Stankov, Motorsport Mental Coach FIM-Latin America, specialized in training parents and children
- Mr. Jan Stovicek, FIM Judicial Panel / Czech Republic
- Mr. Alessandro Sambuco, FIM Europe Secretary General

