



Press Release

Joint statement from Youthstream and FIM Europe



FIM Europe and Youthstream explain the changes to the Regulations for the 2019 FIM Europe Motocross European Championships

Youthstream and FIM Europe work for the overall interest of the sport, therefore some slight adjustments will be made to some of the 2019 European Championship Regulations as explained below.

The European Championships were mainly created to help youth grow and help them prepare for MX2 and then MXGP and be competitive in these classes.

This pyramid system is working well because together with this fact and by having the youth race on the same tracks and same weekends as MXGP and on tracks which are very technically demanding it has permitted all these riders to grow and implement their skills.

Our pyramid system shows its success because it is without any doubt that today the MXGP and MX2 riders are the fastest in the world, and they all have come from the European Championships.

We are seeing more and more riders competing in the European Championships who come from other continents to prepare themselves to become professional. We want this to continue and we strive to improve this.

With the development of MX2 and MXGP and also of the European Championships, over the last few years we have seen some riders aged more than 23 remain or return to the EMX250 and this creates a problem for the young riders in this class to find a good team and to shine in this Championship.



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Therefore, for all these reasons, and in agreement with FIM Europe a decision has been taken to create an age limit of 23 in EMX250 as of 2019.

The goal of this Championship is to prepare young for the World Championship classes.

On top of that, and for the same reason, the 2 stroke Championship is to be re-boosted and in 2019 it will have a new name (EMX 2t), with a new capacity of bike (250cc instead of 300cc) and without age limit in the way to welcome all the riders who are above the age limit for EMX250 and who are not at a level to compete in MXGP. This new class will be strongly promoted in order to give the riders and teams who will take part in it a great visibility.

In order to avoid confusion, from 2019 there will be an increase of the maximum age of the 250cc class in the Motocross of European Nations from 21 years old to 23 years old in order to make it the same maximum age as EMX250.

In the EMX85 class there will also be a slight modification to the age limit in the aim to keep things in line; from 2019 the maximum age will be reduced in the EMX85 championship to 14 years old, making it the same as the maximum age of the 85cc riders in the FIM Junior World Championship.

The actual issue of FIM Europe MAG is online and can be downloaded [here](#).

PRESS RELEASE

nr. 277/2018 - October 16th 2018

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About FIM Europe (www.fim-europe.com) - The FIM Europe (in the past UEM, Union Européenne de Motocyclisme) includes 47 National Federations (FMNs) and 6 Regional Motorcycling Associations and is a European organization acting within its attributions in all matters in relation with motorcycling activities and, as such, in domains ranging from sport, tourism, leisure, environment, mobility, road safety, legislative affairs, protection and defence of the rights and interests of motorcycle users. As far as motorcycle sport is concerned, the FIM Europe is the supreme and sole European authority empowered by the FIM to control European motorcycling sport activities organized under its jurisdiction throughout Europe. The aims of FIM Europe are to develop and promote all forms of motorcycling in Europe as well as the co-operation and friendship between its members, and notably: to examine all questions related to the development of motorcycling in Europe; to organize European Championships and to establish all competitions that appear beneficial subject to the prior approval of the FIM; to co-operate with the FIM in all matters relating to the organization of international events and motorcycling in general; to organize camps and seminars for riders, officials, coaches and administrators of various European FMNs; to support the creation and development of motorcycling activities in all European countries; to promote the co-operation among all European FMNs; to promote motorcycling among young people, both as sport and motorcycling in general; to encourage the use of motorcycles in European countries and to develop motorcycle tourism; to represent the interests of motorcyclists before European authorities; to promote in the media the sport of motorcycling and the use of motorcycles in all of Europe.

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