

FIM
EUROPE



MAGAZINE

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FIM EUROPE MAGAZINE

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POINT OF VIEW MARTIN DE GRAAFF

FIM EUROPE PRESIDENT

Planning in our Federation is important. One year ago FIM Europe had planned all events, meetings and communication. But from March we could not plan anymore and had to act from week to week. The first lock-down was terrible in some countries, especially for Italy. We never

forget the disastrous images and the sorrow of inhabitants of many regions. Last summer we felt safer, but then a second wave hit us. It's a miracle to watch the strength of our biggest promoters with riders and officials in order to save a great part of our competitions with a very

good testing and controlling system. Lovers of our sport could watch television, but were not allowed to join races. Visiting friends and seeing your colleagues in meetings also only by video screens: in fact, all groups and commissions had to meet, make proposals and take decisions only in a virtual way. That's become a necessity. For the first time FIM and FIM Europe will organize a remotely General Assembly, as meetings and congresses had to be postponed or cancelled. Informing our member federations and taking decisions for the year 2021 will take place in the last week of January in the so called FIM Family week, originally a plan to meet our friends and colleagues. Again, it will be



only by computer screen. What is the next step, not to make plans for 2021? Of course we have to go on. We have made plans for a more positive season, let's hope. In all European countries inhabitants are waiting for vaccines, this could be one of the possibilities to stop the pandemic. This is not enough, we have to take care in the coming period for relatives, friends and ourselves. A positive view on the future after this year must give us courage and enthusiasm to go on with motorsport and

motorcycling. At this moment, the end of the year, the Board of FIM Europe is grateful to our commissions and volunteers, the promoters and partners, they kept us in the right direction and position. The staff in Rome (Fiumicino) did also a great job and were taking care of the connection between all involved parties in our organisation.

I wish you all a beautiful period around Christmas and a happy New Year!





EDITORIAL



by Dalila Agrati - FIM Europe Press Officer

Here we are at the end of this different 2020. It has been a tough season, like never one before. We had to deal with a virus, a pandemic, a new way to face our life, new schedule, cancellations, and postponements.

Each country and Government faced this situation in different ways and times, but always with the same goal: defeat the outbreak of this pandemic and go back to the normal life. A life made of routine, dreams, passions. Like the passion for sport, and in our case for motorsport. The world of the two wheels had to stop, reflect, adjust, but then it started again, full of the enthusiasm typical of the riders.

Communicating this year has been fundamental, as it is the only way to confront each other. Every day we have continued to keep you updated with details and information. Institutional communication became the basis for clear and precise information about what was happening around us.

The way to interact with all of you has changed, evolved, adapting to the crisis that the world has lived: we have faced the silence with a thousand voices, giving life to a multifaceted communication scenario that is the result of the reactions that we have built up over time with such initiative.

The most important thing was to keep the attention high, without mistakes and fake news, with interesting topics, promoting responsible and attentive behaviour. It was important to turn the moment of crisis into an opportunity. So, we became more and more digital, meeting not only colleagues but also friends and family on virtual platforms.

And in the end, despite the problems we had to face, we can say that we came out victorious from this challenge, because we were able to seize a great opportunity, that of improvement, demonstrating that we can face any challenge and reality, not only by adapting, but also by finding solutions.

The emergency is not over yet: the road to normality is still long and there will probably be many other obstacles. We will continue to work to keep you updated and provide you with clear and comprehensive information, with the hope of coming back soon to discuss this in person.

In the meantime, I wish you a happy Christmas with your family and the best for the 2021.

SPECIAL CONTENT

THE WORD FROM THE OFFICE



AFTER THE COVID-19 EMERGENCY: AN OPPURTUNITY TO CHANGE



by **Alessandro Sambuco** | FIM Europe Secretary General

I felt the need to examine what happened during and what will happen after the COVID-19 emergency, following my personal feeling of optimism regarding an imminent solution to this serious crisis that has afflicted us in this difficult 2020.

The scientific community has proved to be very efficient and well coordinated in the search for treatments and in the implementation of vaccines in a short time, never recorded until today. At the same time, the hospital facilities had to adapt their organization, staff and tools to the enormous demand for hospitalization and intensive care.

In the next month, almost every Country will start vaccination prophylaxis following the Great Britain that has started in recent days.

The solution is therefore in sight even if the timing to complete vaccination coverage and reach the so-called "herd immunity" will probably take up most of 2021.

In order not to be caught unprepared for the resumption of our activities in a very changed scenario compared to the past, it is therefore good to make some considerations on what happened in order to seize the opportunity to make structural what good has been provisionally adopted during the COVID-19 emergency.

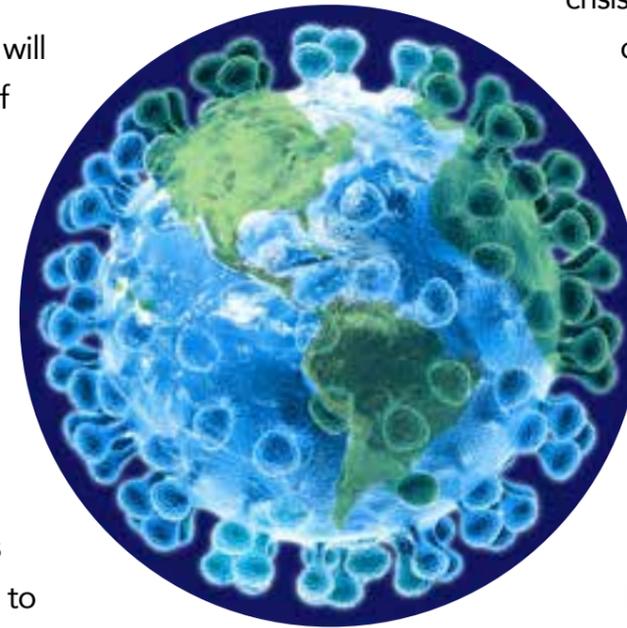
IMPACT ON A GLOBAL LEVEL

In a recent New York Times article David Leonhardt speculated what the World will look like in 2022:

- there will be a large reduction in business travel;
- in-person meetings and conferences will be accompanied, if not replaced, by virtual meetings;
- many companies will stabilize the use of smart working for their employees (those of Facebook and Twitter will even be allowed to make their choice independently);
- the structures more easily subject to crowds, especially cinemas and shopping centers, could be seriously threatened in the short term by alternative structures and online commerce. To this we can add that:
- long journeys will be more expensive and tiring, so only the indispensable ones will be used, putting travel and holidays abroad at risk;
- many restaurants will be forced to close or

will be replaced by structures more suited to new needs and organized for home deliveries;

- for some team sports, economic sustainability may be lacking;
- less solid companies from an economic point of view will not survive the crisis in favour of larger companies;
- telemedicine will spread rapidly in the provision of healthcare services;
- the psychology sessions will be held more and more in videocall;
- justice will also be increasingly administered with digital hearings;
- shows and concerts will be unlikely to take place as before, making more and more use of holograms and digital broadcasts;
- in the context of digital transformation, the figure of the Digital Evangelist will emerge more and more, who will work for digital literacy of all the companies lagging behind from this point of view.



SPECIAL CONTENT THE WORD FROM THE OFFICE



IMPACT ON THE WORLD OF SPORT

The economic impact that the crisis has had on the world of sport is there for all to see because it has hit even more all those disciplines that enjoy a large public presence at events (Soccer, Formula 1, MotoGP, Rugby, Baseball, American Football, Basketball, Volleyball, Tennis, etc). Having to renounce the income deriving from the spectators have left an indelible mark on the balance sheets of clubs and organizers.

The survival of these disciplines has been granted only where the television rights have been guaranteed by the activities carried out in any case, albeit limitations and strict health protocols.

Hereafter the declaration of the IOC President Mr. Thomas Bach: "The post-coronavirus world will benefit from sport. And we are ready to help shape it, we are ready to make the world a better place through sport. Sport creates jobs, generates entrepreneurial activity, plays a significant economic role in many countries, all vital elements as Countries try to reopen their economies".

However, sport has fundamental values such as loyalty, fairness and respect for the opponent. At this moment, it is very important to ensure that these values are not lost and that they represent an absolute reference point for young people who will be the protagonists of tomorrow's society.



IMPACT ON THE WORLD OF MOTORCYCLING

It is evident that the above has also had repercussions on Motorcycle Sport, especially in the specialties with more paying spectators (Road Racing, Motocross and Speedway).

Here too, the great commitment of the FIM and the iron will of the major Promoters to complete the World Championships, despite great economic and organizational sacrifices, made it possible to save a season from the most given initially for compromised.

But motorcycling is not only sport but also tourism and motorcycle industry. Also here the crisis has hit hard:

- suspension for 2020 of the major bike shows like, among the others, INTERMOT in Cologne (GER), suspended by German Motorcycle Industry Association (IVM) and EICMA in Milan (ITA) postponed to 2021;
- gatherings cancellation like BMW's annual Motorrad Days in Garmisch-Partenkirchen, with a regular attendance of over 40,000 visitors from all over the World;
- it is now almost impossible to ride a motorcycle for leisure until the restrictions in your Country are eased. Even if there is not an absolute ban on riding, at the moment in many Countries for the most part of leisure riders there is no valid excuse to be on the road;
- the restrictions on movements severely impacted on the crucial motorcycle and bike component production in Japan, Italy and China.



IMPACT ON FIM EUROPE

The impact on the European Championships was equally strong:

- out of 48 European Championships held in 2019 this year we completed "only" 19;
- 14 Cups were concluded compared to the 20 of the last year;
- 133 races per class were carried out instead of the 469 in 2019.

Similarly to what happened worldwide, the commitment of the FMNs, the Organizers, our volunteers and the Promoters were also decisive for the conclusion of the European Championships.

It is especially thanks to the latter, in particular Dorna (Road Racing), Infront Moto Racing (Motocross), One Sport (Speedway) and XIEM (Supermoto) that the 2020 Championships will go down in history.

The effort of our Promoters has seen them busy in considerable economic, logistical and organizational sacrifices to guarantee the usual safety and quality of events and the application of strict protocols for the prevention of COVID-19. All this was possible by concentrating the races in Countries where the individual disciplines enjoy particular consideration and therefore negotiations at the government level to obtain authorizations are easier:

- Spain for Road Racing;
- Italy, Belgium and Lithuania for Motocross;
- Poland and the Czech Republic for Speedway;
- Italy for Supermoto.

Institutional activities saw the cancellation of the following events in person:

- the Prague Congress;
- the two sessions of the Sporting Commissions in Fiumicino (Ita);
- the Management Council Meetings in March, July and December.



However, it should be emphasized that the aforementioned meetings were still successfully carried out using the Zoom platform for digital meetings, respecting the provisions of our Statutes.

Activities such as the FIM Europe Club Snowmobile Tour in Finland, the FIM Europe Tour in Austria and the Tour Assistant Training Course in Spain have also been postponed to 2021.

The General Secretariat was also impacted by the COVID-19 emergency. We adopted from the very first moment all the precautions dictated by common sense first and our internal security protocol as required by law. Smart Working was used in relation to the succession of different levels of risk indicated by the Government, always trying to ensure, when possible, a minimum of daily presence at the office. All employees in Smart Working diligently performed their duties at the service of the FMNs and each of them has also been assigned additional tasks.

CONCLUSIONS

Although certainly not exhaustive, this analysis of the impact that COVID-19 has had on our World, indicates that it is necessary to think carefully about our future trying to avoid or repeat those that have clearly proved to be mistakes but at the same time saving what is or is turning out to be an opportunity.

And there are many opportunities:

- improve the ability to react to unforeseeable events, by taking adequate preventive measures;
- improve our digital knowledge to make the most of all that technological development makes available to us;
- make the most of the agile work tools that the experience of recent months has made us concretely known in the field;
- greater ability to discern between what, while representing a cost, nevertheless represents an indispensable form of remuneration for our irreplaceable volunteers;
- greater ability to select activities that require indispensable work trips;
- greater emphasis on the role of human resources and their needs within our organization;
- increase the perception of the pleasure of sharing human activities and relationships.

WISH YOU ALL TO END THIS BAD 2020 WELL AND TO START 2021 MUCH BETTER.

RIDER LICENCES: STATISTICS ON THE LAST 10 YEARS, CONSEQUENCES OF COVID-19 AND FORECAST 2021



by **Silvia Monatti** |
FIM Europe Secretariat Coordinator
Head Financial & Accounting Department

Aim of the Study

Rider Licences are a question always on the agenda of FIM Europe, Federations and Commissions for several reasons, regarding insurance matters, how to promote some disciplines or new Championships/Cups, how to simplify procedures for riders and teams...etc.

Furthermore, licences represent also an important indicator of the motorcycling activity throughout Europe, in order to understand where some disciplines are more developed and where less, how these data are changing along time and what current and future opportunities are available for Federations and Promoters.

In fact, to analyze the geographic distribution of the rider licences and their trend along the years for the different disciplines represents an important managerial instrument. It is essential to understand where it is necessary to promote & develop more our sport, which is a primary duty for our CONU. On the other hand, it is equally important also for understanding where determined disciplines are particularly strong, in

order to take wise decisions about where to hold the events, choosing venues representing "strong epicenters" able to attract as many riders as possible and from as many Countries than possible. Therefore, the aim of this study is:

- To supply precise information about the trend of the rider licences, in the different Countries and for the different disciplines, on the last 10 years;
- To analyze the impact caused by COVID-19 pandemic;
- To try to formulate a forecast for the next sporting season 2021.



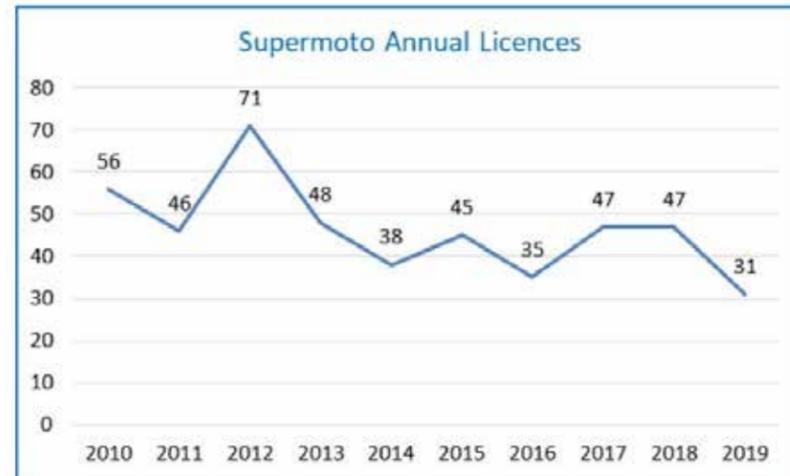
Total number of FIM Europe licences issued from 2010 until 2019:

The trend shows a slow but steady growth, despite the economic crisis of recent years. The decrease highlighted between 2018 and 2019 is probably attributable to the only factor of diversity, namely the introduction of the new insurance system, now included within the Continental licenses (with the exception of the few Federations not having joined it). However, normally, the decreases determined by particular conditions are then absorbed in 1-2 years and this is the reason why the trend (highlighted by the green line) is in any case a growth trend.

TREND OF THE FIM EUROPE RIDER ANNUAL LICENCES ON THE LAST 10 YEARS – ANALYSIS PER DISCIPLINE



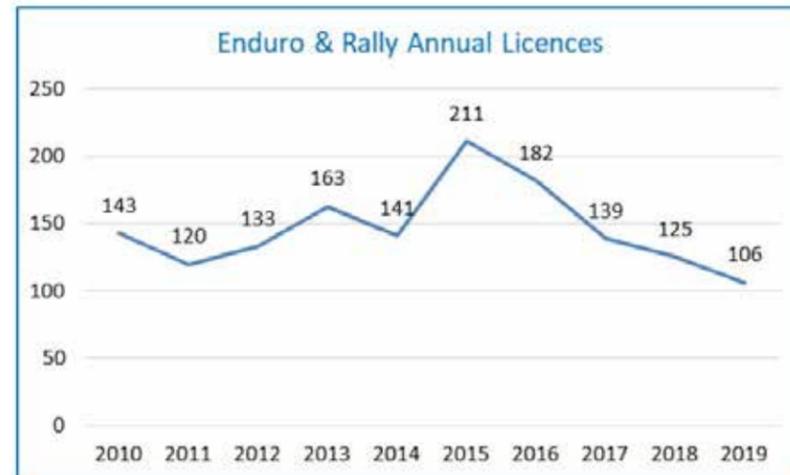
The decrease in the number of licences, from 2016, is due to the introduction of the Drag Racing licences (on the previous years the Road Racing licences were valid also for the Drag Racing events).



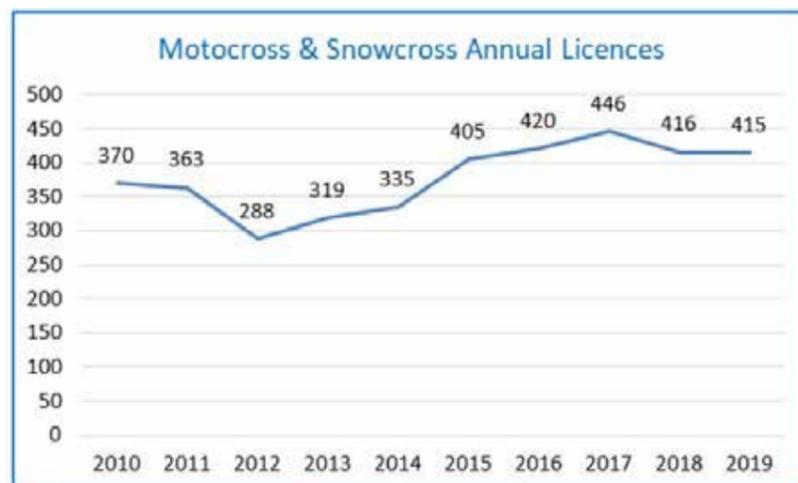
With the exception of some upward or downward peaks, the trend for this discipline appears substantially constant.



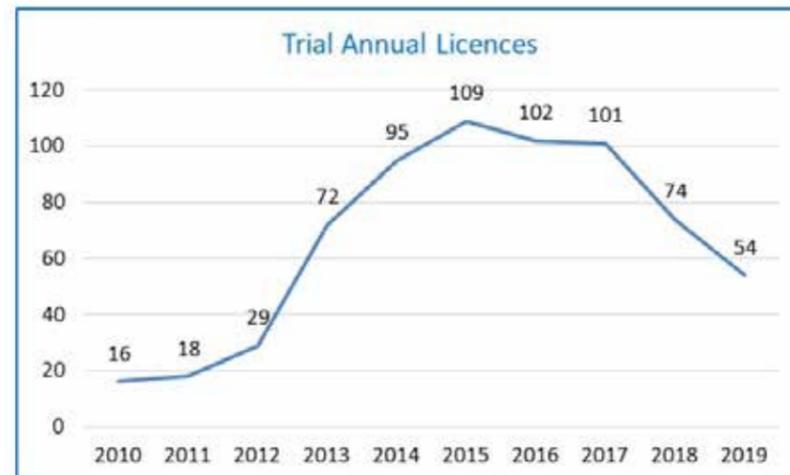
From their introduction (2016) the Drag Racing licences registered a constant growth.



The trend for this discipline seems to be going slightly downwards; therefore it is advisable to carefully observe its future progress.

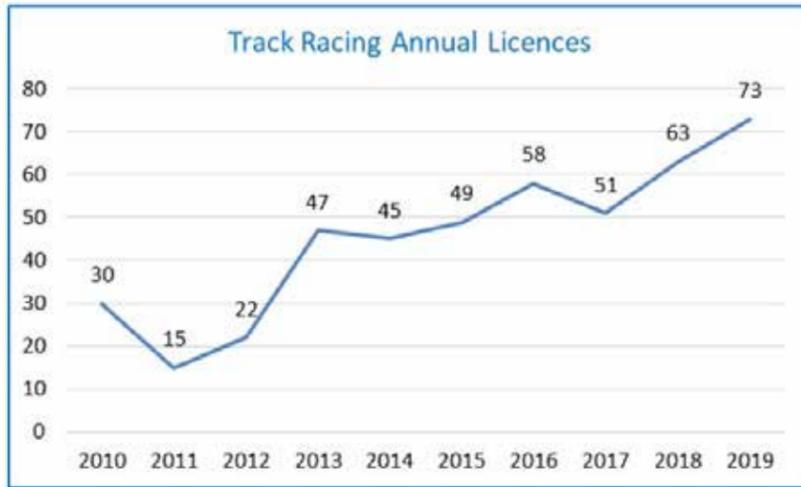


Motocross & Snowcross confirms to be, along the years, one of the stronger disciplines of the European motorcycling.



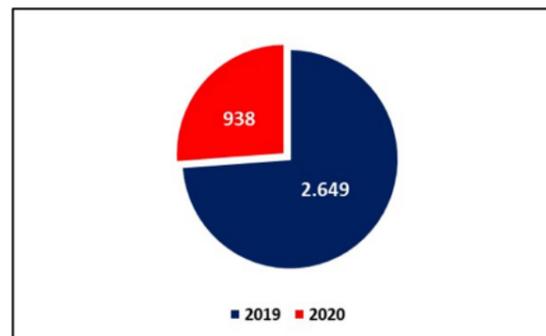
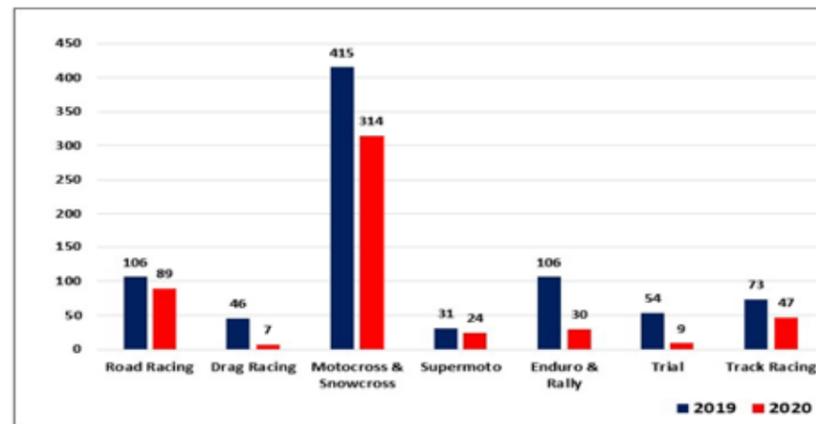
This discipline registered an evident growth from 2010 until 2015, then 2 years of substantial keeping of the reached level, followed by a progressive decrease on the subsequent 2 years. Therefore, also in this case, it is advisable to carefully observe the future progress.

SPECIAL CONTENT THE WORD FROM THE OFFICE



Track Racing registered a constant and relevant growth along the last 10 years.

CONSEQUENCES OF COVID-19 PANDEMIC ON THE RIDER ANNUAL LICENCES PER DISCIPLINE



Consequences of Covid-19 pandemic on the Rider Licences: Overall numbers, including One Event & Promotional licences.

CONSEQUENCES OF COVID-19:
Geographic Maps of the distribution of FIM Europe Licenses throughout Europe before and after the Pandemic.

YEAR 2019 - Total 2.649 Licences - MAP



Federations	2019
Italy	235
Germany	228
France	224
Great Britain	208
The Netherlands	192
Sweden	167
Czech Republic	129
Finland	121
Denmark	112
Poland	111
Russia	109
Spain	80
Switzerland	72
Estonia	69
Norway	64
Belgium	63
Latvia	60
Austria	46
Hungary	42
Croatia	41
Slovak Republic	39
Bulgaria	36
Ukraine	32
Slovenia	31
Lithuania	29
Portugal	22
Belarus	21
Turkey	19
Greece	17
Romania	10
North Ireland	8
Israel	6
Monaco	2
Moldova	2
San Marino	2

YEAR 2020 - Total 938 Licences - MAP



Federations	2020
Italy	134
France	105
Germany	72
Great Britain	59
Czech Republic	56
The Netherlands	54
Sweden	45
Switzerland	45
Poland	44
Denmark	37
Belgium	33
Portugal	29
Austria	28
Spain	27
Estonia	23
Latvia	22
Russia	20
Bulgaria	18
Finland	15
Hungary	15
Slovak Republic	15
Norway	7
Ukraine	7
Slovenia	7
Croatia	5
Monaco	4
Romania	3
Lithuania	2
Turkey	2
Belarus	1
Israel	1
Serbia	1
Liechtenstein	1
Luxembourg	1

The 12 Federations that in 2019 issued more FIM Europe licences, in order: FMI/Italy, DMSB/Germany, FFM/France, ACU/Great Britain, KNMV/Netherlands, SVEMO/Sweden, ACCR/Czech Rep., SML/Finland, DMU/Denmark, PZM/Poland, MFR/Russia and RFME/Spain
Registered in 2020 a dramatic reduction in the number of issued licences, reaching even the 88% for Finland and 82% for Russia. It is evident, in fact, the difference between the two geographical representations.

FORECAST FOR THE SPORTING SEASON 2021

Now the most difficult question: what we have to expect for the next sporting season? It is not easy to foresee what will happen in terms of level of activity, depending from COVID-19 pandemic, but also from other exogenous factors that make each year different from the previous ones. As usually, the Administration together with the FIM Europe Management Council, for the preparation of the 2021 Budget, will estimate prudentially the level of activity and therefore the income deriving both from licences and from all the other Revenues. Equal attention, on the other side, will be given to the Expenditures, trying to keep them as much low than possible, as always done, but in particular during this year, characterized by a pandemic causing not only human tragedies all over the World, but also an economic crisis which will bring his consequences for several years.



COMMUNICATION-SUPPORTING AND PROVIDING UP TO DATE INFORMATION TO THE FMNS AND SPORTING COMMISSIONS DURING THE CORONAVIRUS PANDEMIC



by Paola Bianchetti | Head of Sport Department

2020 was the year when all major parties involved in motorcycle sport (FIM, FIM Europe, the Sporting Commissions and the promoters), had to focus on the two major aspects affecting our sport:

1. To save the events (including organisers, teams, riders and the tradition), where ever possible and.....
2. To protect the health of the participants and officials who were involved in the staging the various Championships/Cup competitions during the Covid-19 pandemic.

Saving scheduled events was the hardest job of the season because it required the focus and commitment from everyone involved. This was achieved by good communication, the synchronisation of existing and upcoming restrictions from local and international authorities, the evaluation of potential financial losses and the possibilities of providing the correct



support and services in relation to hosting and running a European Championship/Cup event. There was a view that the FIME could have taken the easy route and just cancelled a Championship/Cup event (or even a series), especially those that are run without a promoter. Unfortunately, some events were cancelled, however there was a commitment for a large percentage of the Commissions to produce their 2020 champions and with commitment by a great number of people, the season was saved.

There are many factors that define an event, and "saving an event" is not a one-sided process as we witnessed during 2020. Events are organised and staged for competitors as well as spectators, and here we saw the two major factors being affected by the worldwide pandemic. Each country was affected differently by Covid-19 and as a result, each government had to create their own set of rules and restrictions, together with travel controls and limitations – with these rules being reviewed, and on occasions being changed daily. All this 'fall out' had a direct impact on the possibility of running motorcycle events in each country.

As we are all aware the staging of sporting events is generally held in places that can accommodate a large number of people, but with Covid-19 now spread across Europe, a number of governments imposed restrictions varying from a total ban on any sporting event to events being allowed, but without the attendance of spectators. This in turn created problems for the organisers of FIME events, as to whether or not they could fulfil their responsibilities in hosting these championships as well as being able to survive any financial shortfall.

This situation resulted in a lot confusion for the sporting calendars – not only international events but also on a national level – so, in order to provide support for FIME organisers, the role of the General Secretariat was key in communicating information between the Promoters, the Sporting Commissions, the national federations (FMN's) and sometimes between the organisers themselves.

As a result of these focused communications during the lockdown periods of March, April, May and June – together with the support of FMNs, the Promoters and the organisers – the motorcycling 'world' received an updated calendar, as well as modifications to the various

discipline rules (reflecting how to run an event safety whilst meeting both local and national government Covid-19 guidelines). With this information and support in place it was envisaged that a complete season's 'sporting lockdown' could be avoided.

In recent years, FIM Europe has created a web site that is being constantly updated and is now considered to be an essential tool in the modern-day communication process – and this proved so, especially during the recent months.

FIM Europe has also been working hard on creating a working social media presence (via Facebook), and again this platform is being constantly updated with a variety of posts relating to the sporting, non-sporting and general information within the organisation. In times when the majority of the actual work and communication had to be done online – and most people were just discovering the phenomenon of working at home – the ease of access to FB was also considered an important tool for information sharing'.

Last but not least, the 'Covid situation' has certainly helped to improve the overall communication with promoters and their existing webpages and social media platforms, which in turn has had a substantial impact on the communication process and made information available for much larger audiences around the world.

So, we now have new tools in the "2020 Communication Revolution" which have evolved due to the restrictions on travel (both nationally and internationally), as well as other obstructions that are now in place across the globe.

These tools include a new way of 'meeting' for the various FIM Europe Commissions who still need guide and monitor their respective sports. This was achieved by the use of various online meeting platforms like Zoom, Teams and Skype, and although these meetings were not what some might call 'traditional', we still managed to achieve regular meetings of both the Management Council as well as the various Sporting Commissions – with all 'ongoing work and business' being agreed and achieved.

So, looking forward 2021 good luck, take care and more importantly – stay safe.

MICHAL SIKORA

CHAIRMAN OF THE SPORTING COUNCIL



It was finally so nice to finally hear the revving of engines during this strange year. When the pandemic started back in March, we could not have expected how complicated and restricted our lives would become. As a consequence, we all needed to evolve and to change our behaviours and habits in both everyday life as well as at work. We were lucky enough to have access to great information technology as well as the internet which enabled

the majority of us to work effectively from home. Thanks to the agreed sanitary procedures, we were able to run shorter championships, but of course what we all miss so much is meeting with our friends across Europe and watching live sporting competition. I do hope that 2021 will bring new light in our lives and we will come back what we hope will be a return to normality!



MARTIN HEJDUK

ROAD RACING COMMISSION



On 13th of June and 24th of October our first digital commission meetings were again via ZOOM. The complete season 2020 was standing under the restrictions of COVID 19 pandemic. Although the season started late, all organisers and promoters were handling the situation very professional. I am happy that all working groups did a good job during these difficult times and we are

planning an interesting season 2021 with new projects. Moto Guzzi fast Endurance Cup: a new series starting in Italy with big plans for the future! European Superbike Cup: a project which will be worked out during the next weeks! European Handy Cup: New project with handy race. 4 races are planned, one round will be together with EWC 24 hours of Le Mans. We are looking forward to 21!





SPECIAL CONTENT
THE WORD FROM THE OFFICE

JOB HEEZEN

DRAG RACING COMMISSION



Instead of travelling to Rome for the traditional commission's meeting, we used modern communication and it turned out pretty well. It may not be able to compete with face-to-face gatherings but it is a powerful replacement. In a difficult year like this with no international competition at all we had a small agenda but nevertheless it was good to talk to each other and nice to have a chat with the people of the Rome office. It is a silly situation, at the moment of

this writing we are still in the middle of the pandemic, yet we have to talk about next season, not really knowing what the new season will bring. We are aware that we may face some serious issues coming up but we are ready to go full throttle again like the provisional 2021 schedule shows. All usual events have made their entry plus we might get back to race in Scandinavia again. A lot to hope for I would say and we are ready to make it happen. Let 2021 roll on....



EDDIE HERD

MOTOCROSS & SNOWCROSS COMMISSION



Unfortunately the Covid virus had a huge effect on the 2020 calendar which resulted in the cancellation of all the EMX65/85 zone rounds plus the Finals, the Women's EC, the National team races, the Snowcross EC and all but one of the EMX Quad EC. But it was not all bad news. The EMX125, EMX250, EMX Open and EMX2T ECs which are combined with MXGP events, were all successfully organised with a strict Covid protocol at

all events. This was possible thanks to the tremendous work done by our promoter Infront Sport Racing, together with the local organisers, the FMN's involved, the FIM Medical Commission Director and CMI members and also Moving onto 2021, the full calendar is now published and hopefully we can return to some sort of normality I look forward to meeting everybody during the 2021 Congress in Serbia in July.



IVO TSVETANOV

SUPERMOTO COMMISSION



In the given circumstances of 2020, the FIM Europe SuperMoto Commission highly appreciates the effort done by FMI, BMF and the Promoter XIEM for being able to save the European SuperMoto championships for the classes S2, S3, SM Junior, OPEN and Senior. With the cooperation and understanding of all the issues in the pandemic year, all the parties concerned managed to avoid a void year which could have been

devastating for the series. 2021 will be considered a "recovery season", without any changes in the Regulations and hopefully with a calendar that will remain stable through the season, having in mind the current uncertainties related to the epidemic as of this moment.



MARCO BOLZONELLO

ENDURO & RALLY COMMISSION



What to say?! 2020 is certainly a year that all will remember, not only in Sport. We got off to a good start, with splendid Superenduro races, closed with the last one in Budapest in February. Then, unfortunately, and despite many attempts, one after the other the enduro races were cancelled. As well as the TT Rally Cup and Cross Country races. The European Bajas Championship, thanks to the Portuguese and Spanish Federation and their organizers, has just ended. So much the desire to restart,

organizers ready. Hoping to find again riders, marshals, staff, teams, on the race tracks and in the paddocks. As always, even from a distance, many contacts with colleagues of the Commission, reviewed (even if through the screen of a PC) with great pleasure. It won't be easy, proof of this are the cancellations of the two of Superenduro 2021 events, but I'm sure that, as for the other disciplines, and with a bit of courage, we will have our races again!





SPECIAL CONTENT
THE WORD FROM THE OFFICE

MAGNUS LILJEBLAD

TRIAL COMMISSION



The Trial commission had two meetings during this year both on digital format. During the spring when we had our first cancelation, we believed that this year would be very difficult. When we in June realized that August was no option for organizing, we decided to cancel the whole championship for security and practical reasons. Of course it is very sad that we couldn't organize any championship and especially for those in the youth category. Luckily, our organiser for 2020 were also willing to

organize in 2021, therefore we had a draft calendar very early, only waiting for the world trial championship to finalize it. We do not have any change in the rules for 2021. A working group has been established, together with Mr Sikora, for organizing the "Trial Des Nations Europe" in Krakow 2023 during the European Games. The competition is going to be in teams of two persons per country and with Electric bikes only. The team will consist of one male and one female rider.



PIOTR SZYMAŃSKI

TRACK RACING COMMISSION



During their June 'Zoom' meeting, the Track Racing Commission (TRC) discussed the importance of having safety measures in place during all the 2020 Track Racing meetings in order to avoid any possible risk to both the competitors and officials being infected by Covid-19. The restrictions depended on the situation in each country at the time of the meeting and varied from simple measures like the wearing of face masks, gloves, and the use of hand sanitiser to competitors being

required to have compulsory Covid-19 tests. There were no reports of any restrictions being broken during the season which ultimately proved that the policy was effective. The TRC Chairman (during the autumn Commission Zoom meeting), thanked everyone within the Commission for their responsible and positive attitude in helping to control the situation. Should the Covid-19 situation continue into 2021, similar procedures will need to be implemented again next year.



IGOR BOŠKOVIĆ

VINTAGE COMMISSION



When this strange situation was at the their beginning, (March 2020.) it was hard to believe that it will develop till today's dimension. But, during the season we adopt our calendar as the races was cancelled, one by one. At the end we made season as it was, if only one single race was possible. And

what was missing, the meeting with friends at the Congres (which was also canceled) and our regular Autumn meeting. We prepare our calendar for 2021. and we hope that 2021 will be back to normal. We all looking forward optimistically to 2021.



PASCALE RESCHKO JACQUOT

MOTOBALL COMMISSION



2020 is a catastrophic year for motoball because covid has strongly impacted our sport and our discipline on the international level with the cancellation of the European senior and junior championship event which was to take place in Vidnoe in Russia in August 2020 not far from a hundred riders who were impacted. In the different countries, the teams have organized themselves with their different

health protocols to organize some championships in more or less suitable formats because sport must remain stronger in order to defeat this virus all together. This is a message of hope that I want to deliver to everyone today so that 2021 will be a year filled with happiness for all, good health and above all many great motorcycle competitions in all disciplines.





TRAVELS: CURRENT SITUATION AND CONSEQUENCES OF COVID-19 ON OUR ACTIVITIES



by **Andrea Diamantini** | FIM Europe Travel & Logistics Dept. – Financial & Accounting Dept.

The FIM Europe Travel Department is responsible for arranging the travels for all the Officials designated for the various races and for the meetings to be held throughout Europe.

The focus of this service is to offer the best travel solution, especially keeping costs as cheaper than possible for FIM Europe. Nevertheless, all Officials are volunteers, they spend their time, energies and skills for us, therefore it is our duty to make their trips as much comfortable as possible. Unfortunately, for the most part of this year, it has been very difficult to organize their travels: races confirmed and then cancelled, others confirmed at the last moment or rescheduled in other locations. Definitely because of these changes and for the necessity to run as many events than possible, some Officials had to manage multiple consecutive events, staying away from home for many days. Almost all of them had to undergo the Covid-19 test before their departures or returning back home and often also during the running of the events. In some cases, to schedule a trip by plane was impossible, also considering the decrease of connections and even the cancellation of many air routes. The consequence was that some Officials had to cross

half of Europe by car to reach the venues, thus also trying to limit the probability of contagion. Numbers speak by themselves: in 2019, the FIM Europe Travel Department issued 146 plane tickets and 82 car rentals, while this year only 39 plane tickets and 15 car rentals. Before the start of this pandemic, it was essential to contact the Officials in advance, in order to plan their travels on time and to save money considerably. This necessity remains valid, now more than ever, but buying plane tickets or renting cars in this period, well in advance, could be counterproductive. It is now fundamental to find the best possible compromise and to evaluate with extreme attention and foresight case-by-case.

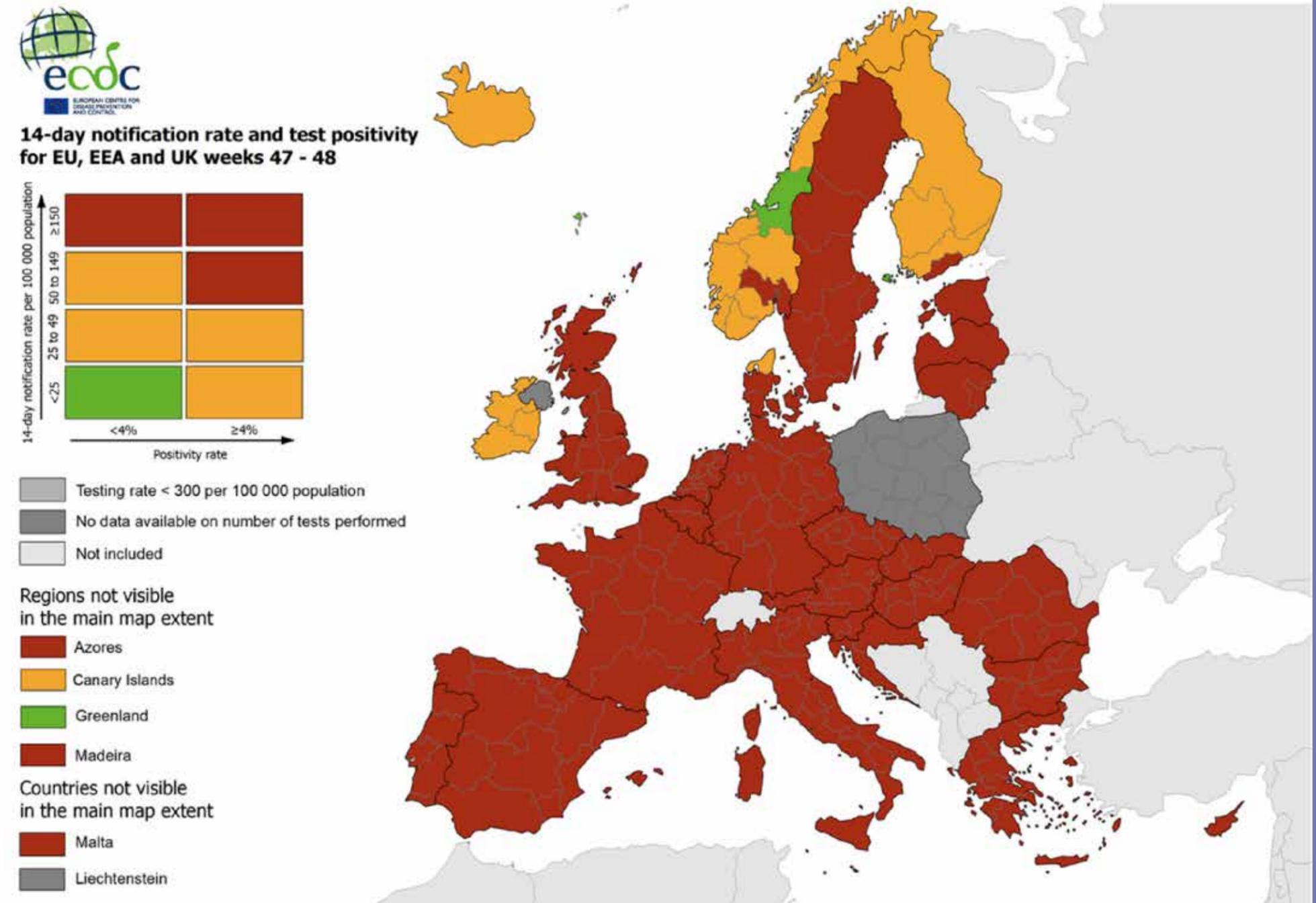
In fact, in case of cancellation, not all airlines and rental companies promptly refund the bookings. This year, in most cases, it was necessary to wait many months to get a refund, soliciting the suppliers countless times. Each company, albeit following the European guidelines introduced for this emergency, adapted them to the own rules, that in the recent months changed continuously, even weekly, because of the uncertainty of what would have happened on the following days.

Even if, with time, the companies showed an alignment in their conducts and rules, the situation remains extremely complicated also now, not being all services re-established as it was in the past.

In anticipation of the next sporting season, it will be therefore essential to understand, from the official governmental channels, the health conditions of the various Countries where the events will be assigned and to constantly monitor their evolution. In this way, we will be able to inform the Officials on the procedures to follow in order to travel safely and quickly, choosing as much as possible those companies that will apply the less restrictive rules in case of cancellation.



SPECIAL CONTENT
THE WORD FROM THE OFFICE



Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat © Kartverket © Instituto Nacional de Estatística - Statistics Portugal.
The boundaries and names shown on this map do not imply official endorsement or acceptance by the European Union. ECDC. Map produced on: 3 Dec 2020

The different Geographical Areas are marked in the following colours:

Green
if the 14-day notification rate is lower than 25 cases per 100 000 and the test positivity rate below 4%;

Orange
if the 14-day notification rate is lower than 50 cases per 100 000 but the test positivity rate is 4% or higher or, if the 14-day notification rate is between 25 and 150 cases per 100 000 and the test positivity rate is below 4%;

Red
if the 14-day notification rate is 50 cases per 100 000 or higher and the test positivity rate is 4% or higher or if the 14-day notification rate is higher than 150 cases per 100 000;

Grey
if there is insufficient information or if the testing rate is lower than 300 cases per 100 000.

TRAVEL SAFETY

The European Aviation Safety Agency (EASA) has decided to intensify its efforts to ensure a safe travel experience for passengers during this period. EASA and the European Centre for Disease Prevention and Control (ECDC) have therefore developed protocols for the measures that airports, airlines and operators must respect.

The guidelines regulate the entire journey considered from the passenger's point of view, taking care of what happening at the airports of departure, on board the aircrafts and at the arrivals. In particular, they contain specific measures designed to ensure the protection of passengers and crews against the transmission of the virus.

Furthermore, Airlines and airports were asked to follow advanced cleaning and disinfection procedures, as well as to follow specific guidelines aimed to ensure the best possible ventilation on board the aircrafts. In fact, the air quality on board is one of the most important factors against the spread of the coronavirus and most aircrafts have HEPA (High Efficiency Particulate Air) filters capable of sterilizing cabin air over 99.9%.

Useful links:
www.easa.europa.eu | www.ecdc.europa.eu | www.iatatravelcentre.com

How good is cabin air?

The modern cabin environment offers a low risk of transmission, for a number of reasons: **passengers face the same direction, seatbacks act as barriers, air flow is top to bottom, but is also very clean...**

2-3 mins.

Cabin air is **fully renewed** about every 2-3 minutes
Hospitals = 10 minutes
Offices = 20 minutes.

99.97%

overall removal efficiency rating when tested using a DOP challenge or 99.99% when tested with a sodium flame challenge.

50/50

Mix of **HEPA-filtered** and **fresh air onboard** And this is completely changed 20-30 times per hour.

99.993%

bacteria/virus removal efficiency rate Including SARS, which is similar to COVID-19, according to independent testing.



HEPA filters perform as well as hospital theatres and industrial clean rooms.

Source: Pall Aerospace



DAMAGE TO MOTORCYCLING AND ITS RELATED ACTIVITIES

The desire to start the various European Championships was very high and full of expectations, but Covid-19 postponed the start of the sports season.

The cancellation of practically all races scheduled in the first half of the year was a great damage, especially for those subjects living of this, but also for the huge economic loss of the subordinated activities/companies (e.g. hotels, campsites, restaurants...).

Moreover, being used to crowded cheering arenas and circuits, it is now quite impressive to see that, due to the pandemic, only a limited number of spectators is allowed.

It is not in our nature of sports fans to accept not to see the smiles of the winning riders on the podium, now hidden by the masks. No hugs, no handshakes and few people to share the joy...

The hope is that with the arrivals of the vaccines and with a shared respect of the Governmental rules, we will be able to return quickly to enjoy newly our sport as we were habited to do and even with more enthusiasm, after this bad period of privations.



THE YEARBOOK: A USEFUL TOOL. PAST, PRESENT AND FUTURE



by **Silvia D'Amico** | Sports Dpt Assistant
Marketing & Communication Dpt Assistant

Since the birth of the first UEM, and then FIM Europe, the yearbook has represented and still represents one of the cornerstones of our Organization. In fact, it is a faithful ally for all the members of our "Big Family" as it contains all the information necessary to have a 360° view of all the direct and collateral activities that revolve around our reality. Although the digitization of the last decade has now taken over most of the printed publications, it is important to observe how much, for example, in the specific case of the yearbook, this rule is at least partially refuted.



FROM THE PAST TO THE PRESENT



The importance of the yearbook within a Sports Federation, which is projected, as in the case of FIM Europe, at a European level, lies above all in the purpose of collecting overall and analytically, a collection of news and statistical data on facts held in the previous sporting season with the intention of offering an easily accessible overview of everything that has characterized the sporting and non-sporting activity of our organization.

The first yearbook of FIM Europe, at the time UEM, was published in 1997, and certainly many things have changed since then but the common thread that connects present to past remains firm: providing all our members with the information necessary for their activities within FIM Europe and above all to ensure the ease of use of the same.

If we look at the first copy of our yearbook, we can certainly notice how the number of pages was much lower than the current one, mainly due to the fact that the information to be communicated to the user was significantly lower, as well as the number of cups and championships held whose results are reported.

In the following years, we were able to observe how, gradually, the number of pages has significantly increased, therefore in proportion to the amount of information transcribed and therefore to the activity of FIM Europe itself, which becomes more and more significant every year.

From this last observation we can therefore deduce, how the yearbook accompanies our history and our identity and expressly represents our mirror and above all the concretization



of the work that our Management Council, our sporting and non-sporting commissions, our General Secretariat in Fiumicino and above all the 47 European Motorcycle Federations carry out very well and constantly to guarantee the success of the whole European motorcycle activity which fascinates many people and above all sees the birth and growth of a significant number of Champions.

Over the years, the yearbook has clearly undergone a progressive transformation. Initially, its only purpose was precisely to report and collect the championship or cups events that held in the previous year and above all to collect the results and therefore the Roll of Honor. Subsequently, we note how the number of pages grows generously, and its contents range from the description, history and structural organization of FIM Europe, to the list of all its members, to the sporting part with calendars, results and champions and we observe in particular as well as the "non-sporting" part has acquired a predominant role, through the sections dedicated to tourism, environment, marketing and communication.

Today, therefore, our yearbook can be considered part of our mission, aimed at communicating not only our future goals and projects, but above all aimed at representing a point of reference within the organization itself.

This year, our yearbook will undergo small graphic changes and stylistic choices that will allow greater usability and easier consultation with the future prospect of improving its appearance and functionality more and more.

As already stated previously, publications such as the yearbook have not suffered the penalization of digitization because their strength lies precisely in the "pocket" format that characterizes it and therefore makes it versatile, easy to consult and transportable anywhere.

For several years now, parallel to the paper version, the digital version has also been created to be published on our website, which is also very successful because, like all digital publications, it has the enormous advantage of being available anytime and anywhere.

The future prospect, in anticipation of a restyling of the yearbook, could be to make the digital version more interactive, more responsive and adaptive also for smartphones and tablets as the current version certainly has the disadvantage of being too static and with some difficulties in the consultation.

So what could be the future prospects for our yearbook?

To conclude this observation study, we can certainly say that at the present time it is difficult to know what will be the changes and the modalities of evolution of this instrument, but we are sure that the identity of the yearbook will not be distorted because as already stated at the beginning of this work, it corresponds to the identity and work of all the people who daily and with dedication actively participate in all direct and collateral activities that characterize and constitute the whole of European motorcycling.

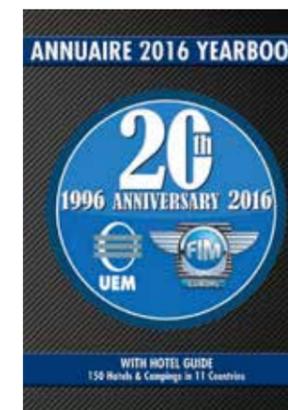
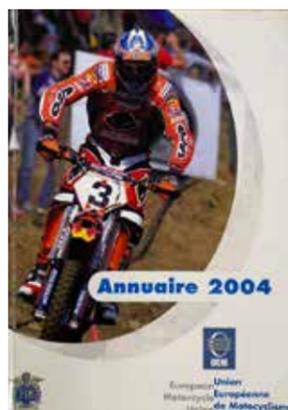
2000

2004

2006

2012

2016





R3 *blu cru* EUROPEAN CUP



PRESENTING THE YAMAHA BLU CRU PROJECT: HELPING THE NEXT GENERATION



What is the bLU cRU?

FIRST INTRODUCED IN 2015, YAMAHA'S bLU CRU PROGRAMME PROVIDES THE PERFECT FIRST STEP FOR THE NEXT GENERATION OF ON-TRACK AND OFF-ROAD RACERS, ON THEIR PATH TO WORLD CHAMPIONSHIP COMPETITION, WHETHER THAT BE IN MOTOGP, THE FIM SUPERBIKE WORLD CHAMPIONSHIP OR FIM MOTOCROSS WORLD CHAMPIONSHIP.

Initially launched to give amateur riders the opportunity to race official Yamaha machinery, the bLU cRU platform was redesigned as Yamaha strengthened its focus on developing young talents from within its own junior programme.

Since then, the bLU cRU programme has continued to expand and in 2020 it supported 436 riders across road racing and motocross championships, up from 30 when it was first launched.

The bLU cRU platform helps create a safe and professional environment on a young rider's path to motorcycle racing stardom. For many aspiring riders, making the step towards world championship racing can be a daunting one, but with unparalleled support from Yamaha, it provides the perfect atmosphere to showcase their abilities.

Youngsters will also benefit from the official Yamaha bLU cRU ambassadors; made up of the manufacturer's top riders from MXGP, WorldSBK, Dakar, FIM Endurance World Championship and WorldSSP. These elite racers stand as an example for the young racing generation of tomorrow, upholding key values such as performance, education,

dedication, respect and fitness. It's not just on-track performances that the bLU cRU programmes focuses on. It includes everything from media training, organisation, and mental preparation, which Yamaha believes is pivotal in becoming a more complete rider.



PAOLO PAVESIO

DIRECTOR, MARKETING & MOTORSPORT,
YAMAHA MOTOR EUROPE

“The whole bLU cRU project actually started in the United States. There, they offered a service to the amateur riders, with no restrictions on the riders age. This involved Yamaha sending a technician with some on-site support, and discounts on parts, as well as results-based bonuses.

In 2015, we introduced the bLU cRU into Europe, but this time focused exclusively on giving young riders a start on their path toward world championship racing. We understand how difficult it is to progress onto the next stage, so our priority was to hold the hand of the riders and their families to help them progress to the next level in the most cost-effective way.

Being a part of the bLU cRU programme doesn't mean we just give them a bike and offer them a few tips, we extend that support to their travel, hospitality, everything to make them feel as comfortable as possible, because we understand that if the rider feels happy off the track it will translate into performances.

In 2017, Dorna introduced the new WorldSSP300 class, which was great for us as we were able to link this with our bLU cRU programme as we shared the same ethos. It gave us a good chance to integrate the bLU cRU within the World Superbike paddock, where the youngsters had unprecedented access to the official Yamaha WorldSBK riders and teams”.



”

The bLU cRU programme in road racing

The bLU cRU platform is available to riders at national level, supporting youngsters in local championships with the various R3 and R125 bLU cRU Cups in road racing, and across many national motocross championships.



In road racing, after the launch of the Supersport 300 World Championship in 2017, Yamaha saw this new class as a perfect opportunity to place its bLU cRU riders. Supporting rounds of WorldSBK, the youngsters have an opportunity to show their worth in front of the world championship riders and teams.

Riders who contest the championship with bLU cRU support are automatically entered into the Yamaha R3 bLU cRU Challenge. There, the youngsters will compete for internal honours, with the winner offered the chance to race in WorldSSP for the following season. Other benefits of the bLU cRU programme are track support, professional coaching, racing kit parts, full paddock blue, monetary prizes, and media and off-track guidance.



In 2020, the bLU cRU project was extended into WorldSSP, with Andy Verdoia, winner of the R3 bLU cRU Challenge and fourth in the overall 2019 WorldSSP300 standings, and Galang Hendra Pratama, who finished second in the R3 bLU cRU Challenge, riding for the bLU cRU Yamaha WorldSSP Team by MS Racing. They continued to benefit from Yamaha's support package, with Frenchman Verdoia taking a maiden victory in Barcelona.

Riders can qualify for the R3 bLU cRU Challenge via the end-of-season Masterclass event, where the Yamaha ambassadors will give them guidance, with the top performers earning support for the following season.



In 2021, Yamaha has created another new opportunity for young riders with the launch of the Yamaha R3 bLU cRU European Cup. This championship will run alongside six WorldSBK rounds and is open to competitors aged 12-20. Riders will be given a Yamaha R3 race bike, as well as a full riding package including Pirelli tyres, fuel, coaching and technical assistance for an inclusive cost of Euro (€) 27,900 per season, allowing them to simply turn up and race.

More details of what's included for entrants into the Yamaha R3 bLU cRU European Cup can be found at yamaha-racing.com.

bLU cRU in motocross

Like in road racing, the bLU cRU applies the same principles to its motocross programme with the aims of taking a Yamaha youngster to MXGP. All of this begins with the bLU cRU FIM Europe Cup, providing the perfect entry into Yamaha's racing pyramid.

Initially, Yamaha ran two classes for bLU cRU riders inside the bLU cRU FIM Europe Cup – the YZ65 for 65cc and YZ85 for 85cc – but this was extended in 2019 to include the YZ125 class. These classes are available to race in several local European championships, with riders benefitting from Yamaha Racing Paddock Blue clothing, a bLU cRU sticker set for their YZ65, YZ85 or YZ125 machines, national bLU cRU mastercamps, VIP visits to local MXGP rounds and more.

The top bLU cRU performers from their local championships will be automatically entered into the bLU cRU FIM Europe Cup SuperFinale, which runs alongside the blue-ribboned Motocross of Nations event, with 40 from each class eligible to enter.

The top three riders, alongside a selection of wildcard youngsters, will then be invited to the Masterclass event. These aspiring motocross stars will have a chance to showcase their skills in front of the Yamaha ambassadors and the one who impresses the most will earn a supported ride in the 125cc European Motocross Championship for the following season.

Riders and the success of the bLU cRU programme

Since its inception, more than 1,400 riders have joined the bLU cRU programme across all of its disciplines. When road racing was included in 2017, the number of entries tripled from the previous season and it's continued to grow ever since, with 436 riders forming Yamaha's expansive programme in 2020, including many riders from outside of Europe.

Although the bLU cRU programme is still developing, a number of riders in both motocross and road racing have already begun their journey towards the top of the racing pyramid. Verdoia and Hendra Pratama now have a year's experience in WorldSSP, with the former becoming the youngest ever winner in the championship, and in motocross 2015 bLU cRU graduate Tim Edberg continues to progress and finished third in the EMX250 championship last season.

For 2021, Yamaha is looking for its next rider to support in EMX, while it will retain Bahattin Sofuoğlu and Unai Orradre, two young riders with exceptional talents, for a second WorldSSP300 season, with both expected to be title contenders. Yamaha will then focus on promoting the top performers in the new R3 bLU cRU European Cup to WorldSSP300, acting as the perfect bridge between national and world championship racing.



ALBERTO BAROZZI

YAMAHA MOTOR EUROPE BLU CRU RACING MANAGER

"In motocross, the step up from national championships to MXGP isn't as heavily restricted by budget. But what is important is that the riders and their families are given clear guidance on what the best options are. The bLU cRU offers advice on things like whether the rider should do another year in the 125cc class, or whether they should make the step up, what teams are right for them, and so on.

It's great to see riders from all of Europe come together for the SuperFinale at the Motocross of Nations. They love it because they're able to race on the same weekend as their idols on some of the most famous motocross tracks. We don't just evaluate their performances in the SuperFinale and Masterclass, we make a decision on who we will officially support based on the whole package. We've seen numerous examples of good progression, for example Galang Hendra Pratama joined us in WorldSSP300 and after a strong 2019 season, he stepped up to the WorldSSP paddock with Andy Verdoia. Galang will also continue again next year in the championship to keep gaining experience, which is vitally important in road racing to reach the next level.

Edberg was winner of the bLU cRU YZ Cup in 2015 and joined EMX125 in 2016, where he finished eighth. Then he went to EMX250 with Yamaha in 2017 and has stayed in the Yamaha family ever since, finishing third in the championship this year. There are some riders who are no longer part of the bLU cRU programme and are also enjoying success, but whenever I see any of them, they still tell me how much the bLU cRU helped them develop into a more complete rider."



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EMX 250 EUROPEAN CHAMPIONSHIP



ITALIANS RULE IN MANTOVA!

#07 MANTOVA

 04th October

 Mantova, Italy

 Weather

Mattia Guadagnini of Husqvarna Junior Racing Maddi took his second consecutive overall victory in the EMX250 class, with a perfect double race win score on home soil.

In the opening EMX250 race, it was Marcel Conijn who led the way, with Guadagnini second and Tom Guyon of Team VRT Nordpesca Holland in third. Guadagnini wasted no time to get around Conijn, as he passed him on the second lap of the race. It then didn't take long for Guadagnini to get ahead and lead the race by 5.642 seconds. Meanwhile Hakon Fredriksen of Yamaha SM Action MC Migliori J1 Racing was looking to pass Guyon for fourth in the race. Championship leader Thibault Benistant of the Hutten Metaal Yamaha Racing squad had a tough start to the race as he was forced to make his way back up from the back of the pack. He managed to get up to 14th and still had plenty of time to keep

climbing up the field. On lap 5 of the race, Pierre Goupillon of BUD Racing Kawasaki caught and passed Emil Weckman, the rider of Honda Racing Assomotor for 6th in the race. Meanwhile Rockstar Energy Husqvarna Factory Racing's Kay De Wolf crashed out twice in the first half of the race, eventually dropping down to 15th. On lap 6, after several attempts, Fredriksen was finally able to pass Guyon and get up into 4th. While Talviku was battling with Conijn for 2nd place. With 5 minutes and 2 laps to go the top 10 was comfortably led by Guadagnini, who was followed by Conijn, Talviku, Fredriksen, Guyon, Goupillon, Weckman, Tomass Sileika, Lorenzo Corti and Tim Edberg. Talviku then moved into P2 past Conijn, though not long after crashed which allowed Conijn and Fredriksen back through. Fredriksen then crashed himself, though only losing one position to Talviku. In the end it was Mattia Guadagnini who won the race by an impressive 17.882

margin, with Marcel Conijn and Hakon Fredriksen behind in P2 and P3.

In EMX250 race two, it was Talviku and BUD Racing Kawasaki's Lorenzo Locurcio who led the way, meanwhile Guadagnini and Benistant were down in 4th and 5th. Talviku was then getting caught by Locurcio, while Gianluca Facchetti of Hutten Metaal Yamaha Racing was sitting in 3rd place. Guadagnini then made a mistake, which allowed Benistant through. Benistant was then the fastest rider on track as he went

after his teammate to move into the top 3. Locurcio and Facchetti then crashed out of 2nd and 3rd, as Guadagnini forced his way past the championship leader, Benistant, to move into 2nd. Keen to get another win, Guadagnini then went on to set the fastest lap of the race – a 1:59.301, which was immediately bettered by Benistant as he clocked a 1:58.597 as he put the hammer down to catch the Italian and go for the lead. Guadagnini then became the new race leader, pushing Talviku to 2nd, with Benistant pushing the Estonian another

position as he went through as well. As the race progressed Guadagnini continued to lead the way with Benistant 2nd. Though the rider in P3, Talviku, started to come under pressure from Locurcio, with the BUD Racing Kawasaki rider eventually passing him for 3rd. In the end it was Mattia Guadagnini who won the race, with Thibault Benistant in P2 and Locurcio in P3. On the podium it was Guadagnini who occupied the top step of the podium for the second time in a row, with Talviku 2nd overall and Fredriksen 3rd.

With three rounds left, Thibault Benistant leads the championship with 286 points, with Guadagnini 28 points down in second and De Wolf third.



EMX250 - Race 1 – Top 10 Classification: 1. Mattia Guadagnini (ITA, Husqvarna), 31:18.374; 2. Marcel Conijn (NED, KTM), +0:17.882; 3. Hakon Fredriksen (NOR, Yamaha), +0:19.212; 4. Jorgen-Matthias Talviku (EST, Husqvarna), +0:22.668; 5. Tom Guyon (FRA, KTM), +0:25.422; 6. Pierre Goupillon (FRA, Kawasaki), +0:29.091; 7. Emil Weckman (FIN, Honda), +0:40.652; 8. Thibault Benistant (FRA, Yamaha), +0:41.122; 9. Tim Edberg (SWE, Yamaha), +0:45.944; 10. Lorenzo Corti (ITA, KTM), +0:49.744.

EMX250 - Race 2 – Top 10 Classification: 1. Mattia Guadagnini (ITA, Husqvarna), 30:19.951; 2. Thibault Benistant (FRA, Yamaha), +0:04.667; 3. Lorenzo Locurcio (VEN, Kawasaki), +0:31.658; 4. Jorgen-Matthias Talviku (EST, Husqvarna), +0:38.804; 5. Hakon Fredriksen (NOR, Yamaha), +0:51.121; 6. Tom Guyon (FRA, KTM), +0:53.208; 7. Gianluca Facchetti (ITA, Yamaha), +0:53.662; 8. Bastian Boegh Damm (DEN, KTM), +1:09.387; 9. Kay de Wolf (NED, Husqvarna), +1:13.804; 10. Marcel Conijn (NED, KTM), +1:14.362.

EMX250 - Overall Top 10 Classification: 1. Mattia Guadagnini (ITA, HUS), 50 points; 2. Jorgen-Matthias Talviku (EST, HUS), 36 p.; 3. Hakon Fredriksen (NOR, YAM), 36 p.; 4. Thibault Benistant (FRA, YAM), 35 p.; 5. Marcel Conijn (NED, KTM), 33 p.; 6. Tom Guyon (FRA, KTM), 31 p.; 7. Lorenzo Locurcio (VEN, KAW), 27 p.; 8. Tim Edberg (SWE, YAM), 22 p.; 9. Lorenzo Corti (ITA, KTM), 20 p.; 10. Bastian Boegh Damm (DEN, KTM), 19 p.

EMX250 - Championship Top 10 Classification: 1. Thibault Benistant (FRA, YAM), 286 points; 2. Mattia Guadagnini (ITA, HUS), 258 p.; 3. Kay de Wolf (NED, HUS), 198 p.; 4. Hakon Fredriksen (NOR, YAM), 188 p.; 5. Jorgen-Matthias Talviku (EST, HUS), 180 p.; 6. Tim Edberg (SWE, YAM), 174 p.; 7. Lorenzo Locurcio (VEN, KAW), 141 p.; 8. Tom Guyon (FRA, KTM), 137 p.; 9. Meico Vettik (EST, KTM), 137 p.; 10. Isak Gifting (SWE, KTM), 128 p.



GUADAGNINI WIN THE ROUND OF SPAIN

#08 SPAIN

📅 11th October

📍 Xanadù, Spain

☀️ Weather

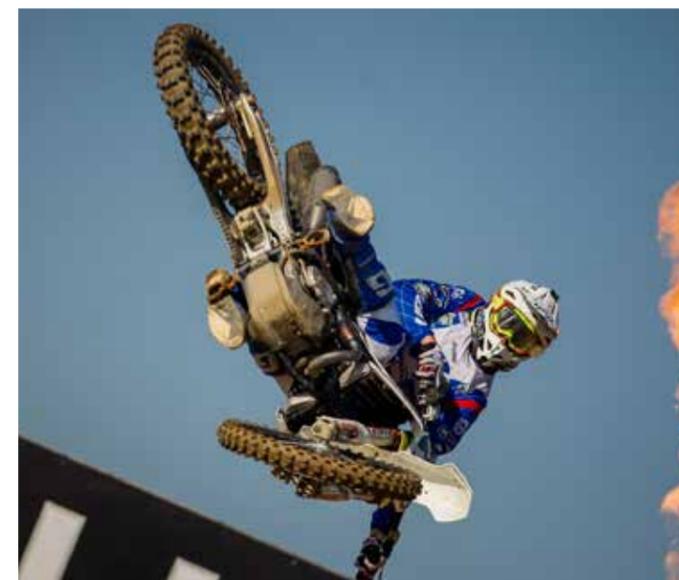
The European riders of the the EMX250 were the first to ride the brand-new circuit in Spain, with Husqvarna Junior Racing Maddii's Mattia Guadagnini taking a third consecutive overall victory in the EMX250 category.

As the gate dropped for the **opening EMX250 race**, it was Hutten Metaal Yamaha Racing's Gianluca Facchetti who led the rest of the field into the first corner, with Kay de Wolf of Rockstar Energy Husqvarna Factory Racing in second and Guadagnini third. Series leader, Thibault Benistant of Hutten Metaal Yamaha Racing didn't have the best start to the race, as he was down in 7th on the opening lap. It didn't take long for Guadagnini to go down the inside of de Wolf for second and then apply the pressure onto Facchetti for the lead. Though it took him a couple of laps to finally make the pass stick. Tom Guyon from Team VRT Nordpesca Holland had a good start and was in fourth, though within a

couple of laps he came under pressure from Tim Edberg and later Benistant, with both riders going through on the Frenchman. On lap six, de Wolf was finally able to find a way to get around Facchetti for second, and Edberg followed too, as he launched past the Italian. This pushed Facchetti down to fifth. Guadagnini then led by 10.788 seconds, with de Wolf and Benistant behind him. Not long after the gap was halved, as Guadagnini made a mistake and went down, though managed to hold on to that first place. And while de Wolf and Benistant battled to get closer to the race leader, Pierre Goupillon and Lorenzo Locurcio from BUD Racing Kawasaki were locked in a close battle for sixth, as Hakon Fredriksen of Yamaha SM Action MC Migliori J1 Racing took ninth from Guyon. Eventually, Guadagnini crossed the line to take his fifth consecutive race win, with de Wolf holding on to second and Benistant finishing third.



Race two saw Facchetti take the holeshot once again as he was closely followed by Guadagnini and de Wolf. Meanwhile, Benistant struggled once again in the mid-field, as he started the race in eighth. This time around, Guadagnini wasted no time to get into the lead as he got around Facchetti on the opening lap. ASA United Husqvarna rider Jorgen-Matthias Talviku then moved himself into third, though crashed not long after and would drop down to 18th. As the race progressed, De Wolf then lost third to Locurcio, while Benistant caught on to the back of the home rider, Oriol Oliver, to pass him for 5th place and then set his sights on de Wolf who was ahead. Guadagnini then continued to lead Facchetti and Locurcio by 9.445 seconds, while Benistant was putting the work in to catch up to de Wolf and edge closer to the top 3. The pair were then locked in an incredibly close battle for the next few laps, with De Wolf having to ride defensive. And this was not the only battle between the top 5, as Locurcio went after Facchetti for P2, which he managed to take with 3 laps on the clock. Things only continued to get tougher for the Italian, with the #22 crashing out with just one lap to go, and eventually finishing 4th in the race. His teammate though had his eyes set on a podium finish, as he did his best to get around de Wolf and take 4th, but of course with Facchetti also crashing out, this moved him up another position which put him in 3rd. In the end it was Guadagnini who won the race with an 8.695 second gap to Locurcio and Benistant finishing 3rd, just 4 seconds behind. In terms of the overall, it was Mattia Guadagnini who claimed his 3rd consecutive overall victory, with Thibault Benistant taking to the 2nd step of the podium, while Kay de Wolf claimed the 3rd spot, making a comeback to the podium since Latvia.



EMX250 - Race 1 – Top 10 Classification:

1. Mattia Guadagnini (ITA, Husqvarna), 29:21.366;
2. Kay de Wolf (NED, Husqvarna), +0:06.868;
3. Thibault Benistant (FRA, Yamaha), +0:09.171;
4. Gianluca Facchetti (ITA, Yamaha), +0:18.853;
5. Tim Edberg (SWE, Yamaha), +0:19.997;
6. Lorenzo Locurcio (VEN, Kawasaki), +0:21.420;
7. Jorgen-Matthias Talviku (EST, Husqvarna), +0:37.358;
8. Hakon Fredriksen (NOR, Yamaha), +0:53.576;
9. Oriol Oliver (ESP, KTM), +0:55.845;
10. Tom Guyon (FRA, KTM), +1:00.825.

EMX250 - Race 2 – Top 10 Classification:

1. Mattia Guadagnini (ITA, Husqvarna), 29:13.866;
2. Lorenzo Locurcio (VEN, Kawasaki), +0:08.695;
3. Thibault Benistant (FRA, Yamaha), +0:13.083;
4. Gianluca Facchetti (ITA, Yamaha), +0:19.511;
5. Kay de Wolf (NED, Husqvarna), +0:21.063;
6. Oriol Oliver (ESP, KTM), +0:31.287;
7. Hakon Fredriksen (NOR, Yamaha), +0:55.705;
8. Axel Louis (FRA, Honda), +0:59.323;
9. Maximilian Spies (GER, Husqvarna), +1:03.487;
10. Tim Edberg (SWE, Yamaha), +1:09.718.

EMX250 - Overall Top 10 Classification:

1. Mattia Guadagnini (ITA, HUS), 50 points;
2. Thibault Benistant (FRA, YAM), 40 p.;
3. Kay de Wolf (NED, HUS), 38 p.;
4. Lorenzo Locurcio (VEN, KAW), 37 p.;
5. Gianluca Facchetti (ITA, YAM), 36 p.;
6. Oriol Oliver (ESP, KTM), 27 p.;
7. Hakon Fredriksen (NOR, YAM), 27 p.;
8. Tim Edberg (SWE, YAM), 27 p.;
9. Maximilian Spies (GER, HUS), 22 p.;
10. Jorgen-Matthias Talviku (EST, HUS), 21 p.

EMX250 - Championship Top 10 Classification:

1. Thibault Benistant (FRA, YAM), 326 points;
2. Mattia Guadagnini (ITA, HUS), 308 p.;
3. Kay de Wolf (NED, HUS), 236 p.;
4. Hakon Fredriksen (NOR, YAM), 215 p.;
5. Tim Edberg (SWE, YAM), 201 p.;
6. Jorgen-Matthias Talviku (EST, HUS), 201 p.;
7. Lorenzo Locurcio (VEN, KAW), 178 p.;
8. Tom Guyon (FRA, KTM), 157 p.;
9. Meico Vettik (EST, KTM), 137 p.;
10. Gianluca Facchetti (ITA, YAM), 134 p.



BENISTAT WIN IN THE SAND OF BELGIUM

#09 BELGIUM

 18th October

 Lommel, Belgium

 Weather

The first burst of action in Lommel, Belgium, saw Hutten Metaal Yamaha Racing's Thibault Benistant make a return to the top of the box in the EMX250 class, as he looked for every advantage over his championship rival Mattia Guadagnini of Husqvarna Maddii Racing Junior.

The European Championship riders were the first to test out the changes made to the circuit here in Lommel, to kick off along with the next two rounds coming up, are vital for the EMX pilots as they give their final push for top championship positions, and in the case of Benistant and Guadagnini, fight it out for the title.

As the gate dropped for the opening race of the day, all eyes were on the championship rivals Thibault Benistant and Mattia Guadagnini of Husqvarna Maddii Racing Junior, as Benistant grabbed the holeshot and led Marcel Conijn, Jorgen-Matthias Talviku and Gianluca Facchetti of

Hutten Metaal Yamaha Racing. Though Facchetti didn't hold on to the position, as he crashed out and re-joined the race way down the order and eventually did not finish the opening heat. Kay De Wolf of Rockstar Energy Husqvarna Factory Racing had a good jump out of the gate, but a couple of corners later dropped it and as a result was way down the order in the beginning of the race. Benistant, Conijn and Talviku led the opening laps, as Guadagnini fought his way up to fifth and set his sights on Tim Edberg who was just ahead. A few laps later and Edberg crashed out of fourth, which allowed Guadagnini and Hakon Fredriksen of Yamaha SM Action MC Migliori J1 Racing through. Talviku then took second from Conijn, with Guadagnini doing the same not too long after, to move into the top three. Benistant then led the race by 6.560 seconds. Knowing how vital every point is at this stage in the championship, Guadagnini continued to push forward as he



squeezed past Talviku to take second. Benistant then responded by setting the fastest lap of the race, a 2:06.072 as he extended his lead to 10.625 seconds. Though Guadagnini wasn't going to give in easy, as he set his personal best lap of the race towards the end, taking three seconds out of the race leader. The Italian then worked away at the gap, to shrink it even further, but with just 2 laps to go, made a mistake which was the deciding moment of the race. Eventually, Benistant went on to win the opening race, with Guadagnini finishing second and Fredriksen third.

In the second EMX250 race it was Guadagnini who grabbed the holeshot from Talviku and Benistant. He didn't hold on to the lead for long, as a small mistake cost him valuable positions and saw him drop down to 6th. Talviku then led the race, with Benistant and Oriol Oliver second and third. Guadagnini though was making quick moves as he passed two riders in a single lap to get into 4th. On lap 3, Benistant then took the lead from Talviku, with Guadagnini looking to do the same as he set the fastest lap of the race, to bring the gap down to 4 seconds between himself and the pair in front of him. Meanwhile De Wolf was edging closer to Oliver for fourth place. Guadagnini then caught and passed Talviku,

with the Estonian then losing two spots to De Wolf and Oliver. Back at the front though, Benistant had an impressive 14.617 second lead as 9 minutes plus 2 laps remained. Guadagnini and De Wolf then battled amongst themselves, with the pair coming together at one point, with the factory Husqvarna rider going through on the Italian to steal 2nd place. And he didn't hold on to it for long, as he crashed a couple of corners after the finish jump, which allowed Guadagnini back into P2. With 3 laps to go, Benistant was already 32 seconds ahead, so the battle heated up behind him as De Wolf caught onto the rear wheel of Guadagnini once again. In the end, it was Benistant who was victorious, with Guadagnini holding on to second and De Wolf finishing third.

In terms of the podium, Benistant had the perfect day, taking two race wins as well as the overall victory, along with the red plate as he continues to lead the championship by 24 points over Guadagnini, who was second overall and Fredriksen getting his turn on the podium once again, as he took to the third step of the podium.

EMX250 - Race 1 – Top 10 Classification: 1. Thibault Benistant (FRA, Yamaha), 29:38.518; 2. Mattia Guadagnini (ITA, Husqvarna), +0:11.720; 3. Hakon Fredriksen (NOR, Yamaha), +0:20.408; 4. Jorgen-Matthias Talviku (EST, Husqvarna), +0:29.392; 5. Kay de Wolf (NED, Husqvarna), +0:53.802; 6. Bastian Boegh Damm (DEN, KTM), +0:55.832; 7. Marcel Conijn (NED, KTM), +0:56.676; 8. Rick Elzinga (NED, KTM), +1:18.899; 9. Albin Gerhardsson (SWE, Husqvarna), +1:20.550; 10. Pierre Goupillon (FRA, Kawasaki), +1:26.653.

EMX250 - Race 2 – Top 10 Classification: 1. Thibault Benistant (FRA, Yamaha), 30:30.524; 2. Mattia Guadagnini (ITA, Husqvarna), +0:29.958; 3. Kay de Wolf (NED, Husqvarna), +0:30.496; 4. Hakon Fredriksen (NOR, Yamaha), +0:45.403; 5. Jorgen-Matthias Talviku (EST, Husqvarna), +0:46.847; 6. Marcel Conijn (NED, KTM), +0:55.859; 7. Oriol Oliver (ESP, KTM), +0:57.120; 8. Emil Weckman (FIN, Honda), +1:00.340; 9. Tom Guyon (FRA, KTM), +1:06.708; 10. Tim Edberg (SWE, Yamaha), +1:08.121.

EMX250 - Overall Top 10 Classification: 1. Thibault Benistant (FRA, YAM), 50 points; 2. Mattia Guadagnini (ITA, HUS), 44 p.; 3. Hakon Fredriksen (NOR, YAM), 38 p.; 4. Kay de Wolf (NED, HUS), 36 p.; 5. Jorgen-Matthias Talviku (EST, HUS), 34 p.; 6. Marcel Conijn (NED, KTM), 29 p.; 7. Oriol Oliver (ESP, KTM), 24 p.; 8. Bastian Boegh Damm (DEN, KTM), 23 p.; 9. Albin Gerhardsson (SWE, HUS), 21 p.; 10. Camden Mc Lellan (RSA, HUS), 17 p.

EMX250 - Championship Top 10 Classification: 1. Thibault Benistant (FRA, YAM), 376 points; 2. Mattia Guadagnini (ITA, HUS), 352 p.; 3. Kay de Wolf (NED, HUS), 272 p.; 4. Hakon Fredriksen (NOR, YAM), 253 p.; 5. Jorgen-Matthias Talviku (EST, HUS), 235 p.; 6. Tim Edberg (SWE, YAM), 212 p.; 7. Lorenzo Locurcio (VEN, KAW), 193 p.; 8. Tom Guyon (FRA, KTM), 173 p.; 9. Meico Vettik (EST, KTM), 137 p.; 10. Gianluca Facchetti (ITA, YAM), 134 p.

EMX250 - Manufacturers Classification: 1. Yamaha, 405 points; 2. Husqvarna, 402 p.; 3. KTM, 332 p.; 4. Kawasaki, 204 p.; 5.



#10 BELGIUM

 21st October

 Lommel, Belgium

 Weather

The European Championship have concluded another race day in Lommel, Belgium, this time for the round of Limburg.

It was a special day for Hutten Metaal Yamaha Racing's Thibault Benistant who clinched the EMX250 title in style with a race win in the second heat, and an overall victory. This gave the Frenchman the best opportunity to celebrate his gold plate on the top of the box as he claimed his sixth-round win of the season.

This season Thibault Benistant showed great form, which all began at the Latvian triple-header, where the Frenchman swept the podium at all three rounds after he missed the podium in Valkenswaard by 1 point. His closest rival, and this year's vice champion, Mattia Guadagnini of Husqvarna Junior Racing Maddii then responded with his own string of race wins and podiums in Mantova, as he won the rounds of Città di Mantova, Europe and then also the round of Spain. The

championship chase came down to the wire here in Lommel, with Benistant having the perfect day during the first round of Flanders, as he secured two strong race wins. Guadagnini was looking to respond and give it his best shot for today's races though it didn't work out. Despite winning the opening race, while having a close battle with the series leader, the second race was much different for the Italian, who crashed out of the race and did not score any points. And while the focus was on who the winner will be this season, the third spot of the championship also opened up, after an unfortunate crash sidelined Rockstar Energy Husqvarna Factory Racing's Kay de Wolf, who was absent from the races today. The third-place medal ended up going to Hakon Fredriksen of Yamaha SM Action MC Migliori J1 Racing, who in the second half of the series was showing some strong results, finishing on the podium a total of five times, three of those times consecutively.

BENISTAT CLAIMS THE TITLE IN THE EMX 250 CLASS!

During today's races, the Norwegian put in an impressive performance, finishing the races in fourth and then second, which also put him on the second step of the box. Though with Guadagnini unfortunately not scoring any points in the second race, this left another spot on the podium up for grabs. And it was Jorgen-Matthias Talviku who confirmed his second

podium of the season, with a third and a seventh-place finish in the races, to also secure fifth in the championship this year, a brilliant position to build upon as he plans to enter the series once again in 2021.



EMX250 - Race 1 – Top 10 Classification:

1. Mattia Guadagnini (ITA, Husqvarna), 29:57.541;
2. Thibault Benistant (FRA, Yamaha), +0:09.329;
3. Jorgen-Matthias Talviku (EST, Husqvarna), +0:19.802;
4. Hakon Fredriksen (NOR, Yamaha), +0:20.573;
5. Marcel Conijn (NED, KTM), +0:27.386;
6. Gianluca Facchetti (ITA, Yamaha), +0:29.752;
7. Albin Gerhardsson (SWE, Husqvarna), +0:32.004;
8. Lion Florian (GER, KTM), +0:34.492;
9. Anthony Bourdon (FRA, Husqvarna), +0:50.292;
10. Oriol Oliver (ESP, KTM), +0:52.331.

EMX250 - Race 2 – Top 10 Classification:

1. Thibault Benistant (FRA, Yamaha), 30:34.916;
2. Hakon Fredriksen (NOR, Yamaha), +0:07.820;
3. Tim Edberg (SWE, Yamaha), +0:14.687;
4. Bastian Boegh Damm (DEN, KTM), +0:29.301;
5. Marcel Conijn (NED, KTM), +0:37.160;
6. Albin Gerhardsson (SWE, Husqvarna), +0:44.335;
7. Jorgen-Matthias Talviku (EST, Husqvarna), +0:53.340;
8. Rick Elzinga (NED, KTM), +0:57.739;
9. Maximilian Spies (GER, Husqvarna), +1:07.822;
10. Lorenzo Locurcio (VEN, Kawasaki), +1:09.185



EMX250 - Overall Top 10 Classification:

1. Thibault Benistant (FRA, YAM), 47 points;
2. Hakon Fredriksen (NOR, YAM), 40 p.;
3. Jorgen-Matthias Talviku (EST, HUS), 34 p.;
4. Marcel Conijn (NED, KTM), 32 p.;
5. Albin Gerhardsson (SWE, HUS), 29 p.;
6. Bastian Boegh Damm (DEN, KTM), 27 p.;
7. Mattia Guadagnini (ITA, HUS), 25 p.;
8. Lion Florian (GER, KTM), 23 p.;
9. Gianluca Facchetti (ITA, YAM), 23 p.;
10. Tim Edberg (SWE, YAM), 20 p.

EMX250 - Championship Top 10 Classification:

1. Thibault Benistant (FRA, YAM), 423 points;
2. Mattia Guadagnini (ITA, HUS), 377 p.;
3. Hakon Fredriksen (NOR, YAM), 293 p.;
4. Kay de Wolf (NED, HUS), 272 p.;
5. Jorgen-Matthias Talviku (EST, HUS), 269 p.;
6. Tim Edberg (SWE, YAM), 232 p.;
7. Lorenzo Locurcio (VEN, KAW), 211 p.;
8. Tom Guyon (FRA, KTM), 178 p.;
9. Bastian Boegh Damm (DEN, KTM), 160 p.;
10. Gianluca Facchetti (ITA, YAM), 157 p.



EMX 125 PRESENTED BY FMF RACING EUROPEAN CHAMPIONSHIP



#05 MANTOVA

ITALIANS RULE IN MANTOVA!

04th October

Mantova, Italy

Weather

The first race of the EMX125 Presented by FMF Racing class, saw Raul Sanchez of Team Yamaha Ausio, who grabbed the

holeshot. Meanwhile series leader, Andrea Bonacorsi of Fantic Racing was caught out in the first corner and have to fight through from the very back of the field. Early on in the race, Pietro Razzini passed Karlis Alberts Reisulis for second, with Valerio Lata

from Marchetti Racing Team KTM and ASA United Husqvarna Team's Bobby Bruce, closely behind in fourth and fifth. Razzini then got caught out by Reisulis, who fought back to move back into second, while also going after the race leader, Sanchez,

**EMX125 Presented by FMF Racing - Race 1 – Top 10**

Classification: 1. Meico Vettik (EST, KTM), 30:26.795; 2. Valerio Lata (ITA, KTM), +0:02.975; 3. Max Palsson (SWE, KTM), +0:04.716; 4. Cas Valk (NED, KTM), +0:09.968; 5. Pietro Razzini (ITA, Husqvarna), +0:12.837; 6. Bobby Bruce (GBR, Husqvarna), +0:20.598; 7. Karlis Alberts Reisulis (LAT, KTM), +0:21.417; 8. David Braceras (ESP, GASGAS), +0:30.827; 9. Andrea Roncoli (ITA, Husqvarna), +0:31.191; 10. Quentin Marc Prugnieres (FRA, KTM), +0:34.576.

EMX125 Presented by FMF Racing - Race 2 – Top 10

Classification: 1. Valerio Lata (ITA, KTM), 31:17.186; 2. Andrea Roncoli (ITA, Husqvarna), +0:04.500; 3. Max Palsson (SWE, KTM), +0:07.330; 4. Meico Vettik (EST, KTM), +0:43.011; 5. Saad Soulimani (FRA, Husqvarna), +0:49.117; 6. David Braceras (ESP, GASGAS), +0:56.302; 7. Karlis Alberts Reisulis (LAT, KTM), +0:59.193; 8. Pietro Razzini (ITA, Husqvarna), +1:04.482; 9. Quentin Marc Prugnieres (FRA, KTM), +1:12.112; 10. Andrea Bonacorsi (ITA, Fantic), +1:21.309.

EMX125 Presented by FMF Racing - Overall Top 10

Classification: 1. Valerio Lata (ITA, KTM), 47 points; 2. Meico Vettik (EST, KTM), 43 p.; 3. Max Palsson (SWE, KTM), 40 p.; 4. Andrea Roncoli (ITA, HUS), 34 p.; 5. Pietro Razzini (ITA, HUS), 29 p.; 6. David Braceras (ESP, GAS), 28 p.; 7. Karlis Alberts Reisulis (LAT, KTM), 28 p.; 8. Quentin Marc Prugnieres (FRA, KTM), 23 p.; 9. Bobby Bruce (GBR, HUS), 23 p.; 10. Andrea Bonacorsi (ITA, FAN), 20 p.

EMX125 Presented by FMF Racing - Championship

Top 10 Classification: 1. Andrea Bonacorsi (ITA, FAN), 186 points; 2. Pietro Razzini (ITA, HUS), 153 p.; 3. Meico Vettik (EST, KTM), 147 p.; 4. David Braceras (ESP, GAS), 137 p.; 5. Guillem Farres (ESP, GAS), 132 p.; 6. Valerio Lata (ITA, KTM), 120 p.; 7. Kevin Brumann (SUI, YAM), 117 p.; 8. Max Palsson (SWE, KTM), 116 p.; 9. Andrea Roncoli (ITA, HUS), 109 p.; 10. Quentin Marc Prugnieres (FRA, KTM), 95 p.

straight away. Bonacorsi then charged through from the back of the field as he got into the top 20. With 15 minutes plus 2 laps on the clock, Bonacorsi was up in 15th, though still with a long way to go. There was drama at the front of the field, which Sanchez and Reisulis down, which allowed Bruce into the lead, as he was followed by Lata, Meico Vettik, Razzini and Cas Valk of TBS Conversions Racing Team.

Bruce then extended his lead to 4.576 seconds, as Vettik passed Lata for second. At the same time, Reisulis set the fastest lap of the race and was down in 7th. It looked like Vettik stepped it up a gear, as the gap between him and the race leader, Bruce, came down to 2.7 seconds. Vettik then continued to charge after Bruce for the race win as less than a second separated the two. Bruce then managed to

pull the gap back to 1.777 seconds. Though that didn't stop Vettik, who with 2 laps to go moved into the lead. Bruce then crashed out of P2, to eventually finish the race in 6th. Meico Vettik was the race 1 winner, with Valerio Lata second and Max Palsson of WZ Racing having a strong ride to finish third.

In the second EMX125

race it was Valk with the holeshot, while Bonacorsi had another unlucky start to the race and was down in 35th. Valk then led Lata, Palsson and Andrea Roncoli, though Lata was able to find a way through into the lead, and Palsson followed the Marchetti Racing KTM rider too,

pushing Valk down to 3rd within a few corners. Valk then lost another spot to Palsson and was down in P4. At the same time, Bonacorsi was making his way through the field to move into 25th, as Bruce fell out of 10th. With 10 minutes plus 2 laps on the clock, Lata continued to lead, though Roncoli was the rider in 2nd place, 5.621 seconds down. Meanwhile Vettik was pushing to pass David Braceras of RFME GasGas MX Junior Team for 6th in the race. Valk then rode into the pits with a bike issue, which forced the Dutch rider out of race two. Further down the field Bonacorsi got himself back into points in 19th and he picked up a few more

positions towards the end of the race to eventually finish in 10th. With just a few laps to go, Palsson and Roncoli were locked in a battle for 2nd, with Roncoli going through into P2 towards the end. Valerio Lata went on to take his first race win of the season, with Roncoli crossing the line 2nd and Palsson 3rd.

In terms of the overall, Lata took to the top step of the podium, with Vettik finishing 2nd and Palsson occupying the 3rd step of the podium. As it stands, Bonacorsi leads the championship by 33 points, with Razzini second and Vettik third. There are still four rounds of the championship left to go.



#05 MANTOVA

ITALIANS RULE IN MANTOVA!

04th October
Mantova, Italy
Weather

The first race of the **EMX125 Presented by FMF Racing class**, saw Raul Sanchez of Team Yamaha Ausio, who

grabbed the holeshot. Meanwhile series leader, Andrea Bonacorsi of Fantic Racing was caught out in the first corner and have to fight through from the very back of the field. Early on in the race, Pietro Razzini passed Karlis Alberts Reisulis for second, with

Valerio Lata from Marchetti Racing Team KTM and ASA United Husqvarna Team's Bobby Bruce, closely behind in fourth and fifth. Razzini then got caught out by Reisulis, who fought back to move back into second, while also going after the race leader,

Sanchez, straight away. Bonacorsi then charged through from the back of the field as he got into the top 20. With 15 minutes plus 2 laps on the clock, Bonacorsi was up in 15th, though still with a long way to go. There was drama at the front of the field, which Sanchez and Reisulis down, which allowed Bruce into the lead, as he was followed by Lata, Meico Vettik, Razzini and Cas Valk of TBS Conversions Racing Team.

Bruce then extended his lead to 4.576 seconds, as Vettik passed Lata for second. At the same time, Reisulis set the fastest lap of the race and was down in 7th. It looked like Vettik stepped it up a gear, as the gap between him and the race leader, Bruce, came down to 2.7 seconds. Vettik then continued to charge after Bruce for the race win as less than a second separated the two. Bruce then managed to pull the gap back to 1.777 seconds. Though that didn't stop Vettik, who with 2 laps to go moved into the lead. Bruce then crashed out of P2, to eventually finish the race in 6th. Meico Vettik was the race 1 winner, with Valerio Lata second and Max Palsson of WZ Racing having a strong ride to finish third.

In the second EMX125 race it was Valk with the holeshot, while Bonacorsi had another unlucky start to the race and was down in 35th. Valk then led Lata, Palsson and Andrea Roncoli, though Lata was able to find a way through into the lead, and Palsson followed



EMX125 Presented by FMF Racing - Race 1 – Top 10 Classification: 1. Meico Vettik (EST, KTM), 30:26.795; 2. Valerio Lata (ITA, KTM), +0:02.975; 3. Max Palsson (SWE, KTM), +0:04.716; 4. Cas Valk (NED, KTM), +0:09.968; 5. Pietro Razzini (ITA, Husqvarna), +0:12.837; 6. Bobby Bruce (GBR, Husqvarna), +0:20.598; 7. Karlis Alberts Reisulis (LAT, KTM), +0:21.417; 8. David Braceras (ESP, GASGAS), +0:30.827; 9. Andrea Roncoli (ITA, Husqvarna), +0:31.191; 10. Quentin Marc Prugnieres (FRA, KTM), +0:34.576.

EMX125 Presented by FMF Racing - Race 2 – Top 10 Classification: 1. Valerio Lata (ITA, KTM), 31:17.186; 2. Andrea Roncoli (ITA, Husqvarna), +0:04.500; 3. Max Palsson (SWE, KTM), +0:07.330; 4. Meico Vettik (EST, KTM), +0:43.011; 5. Saad Soulmani (FRA, Husqvarna), +0:49.117; 6. David Braceras (ESP, GASGAS), +0:56.302; 7. Karlis Alberts Reisulis (LAT, KTM), +0:59.193; 8. Pietro Razzini (ITA, Husqvarna), +1:04.482; 9. Quentin Marc Prugnieres (FRA, KTM), +1:12.112; 10. Andrea Bonacorsi (ITA, Fantic), +1:21.309.

the Marchetti Racing KTM rider too, pushing Valk down to 3rd within a few corners. Valk then lost another spot to Palsson and was down in P4. At the same time, Bonacorsi was making his way through the field to move into 25th, as Bruce fell out of 10th. With 10 minutes plus 2 laps on the clock, Lata continued to lead, though Roncoli was the rider in 2nd place, 5.621 seconds down. Meanwhile Vettik was pushing to pass David Braceras of RFME GasGas MX Junior Team for 6th in the race. Valk then rode into the pits with a bike issue, which forced the Dutch rider out of race two.

Further down the field Bonacorsi got himself back into points in 19th and he picked up a few more positions towards the end of the race to eventually finish in 10th. With just a few laps to go, Palsson and Roncoli were locked in a battle for 2nd, with Roncoli going through into P2 towards the end. Valerio Lata went on to take his first race win of the season, with Roncoli crossing the line 2nd and Palsson 3rd.

In terms of the overall, Lata took to the top step of the podium, with Vettik finishing 2nd and Palsson occupying the 3rd step of the podium. As it stands, Bonacorsi leads the championship by 33 points, with Razzini second and Vettik third. There are still four rounds of the championship left to go.



EMX125 Presented by FMF Racing - Overall Top 10 Classification: 1. Valerio Lata (ITA, KTM), 47 points; 2. Meico Vettik (EST, KTM), 43 p.; 3. Max Palsson (SWE, KTM), 40 p.; 4. Andrea Roncoli (ITA, HUS), 34 p.; 5. Pietro Razzini (ITA, HUS), 29 p.; 6. David Braceras (ESP, GAS), 28 p.; 7. Karlis Alberts Reisulis (LAT, KTM), 28 p.; 8. Quentin Marc Prugnieres (FRA, KTM), 23 p.; 9. Bobby Bruce (GBR, HUS), 23 p.; 10. Andrea Bonacorsi (ITA, FAN), 20 p.

EMX125 Presented by FMF Racing - Championship Top 10 Classification: 1. Andrea Bonacorsi (ITA, FAN), 186 points; 2. Pietro Razzini (ITA, HUS), 153 p.; 3. Meico Vettik (EST, KTM), 147 p.; 4. David Braceras (ESP, GAS), 137 p.; 5. Guillem Farres (ESP, GAS), 132 p.; 6. Valerio Lata (ITA, KTM), 120 p.; 7. Kevin Brumann (SUI, YAM), 117 p.; 8. Max Palsson (SWE, KTM), 116 p.; 9. Andrea Roncoli (ITA, HUS), 109 p.; 10. Quentin Marc Prugnieres (FRA, KTM), 95 p.



#06 SPAIN

BONACORSI WIN THE ROUND OF SPAIN

11th October
Xanadù, Spain
Weather

The first EMX125 Presented by FMF Racing heat saw Meico Vettik lead the way out of the start, with Fantic Racing's Andrea Bonacorsi 2nd and

Gerard Congost of RFME GASGAS MX Junior Team 3rd. Fellow RFME GASGAS MX Junior Team rider, David Braceras, then went after Congost and passed him for 3rd on the opening lap, with the #24 then going after the leaders shortly after. Bonacorsi then

picked up his pace after going purple in sector 1 as he took a little bit of time out of Vettik who led the way by 3.730 seconds on lap 4. A nice battle then formed from 4th to 8th, as Max Palsson of WZ-Racing, Congost, Valerio Lata of Marchetti Racing Team



KTM, Andrea Roncoli and Saad Soulimani from Team VRT Nordpesca Holland, closely fought for top positions. And as Roncoli pushed Lata for 6th, the Husqvarna rider then crashed out, to re-join the race in 10th. Vettik then continued to lead Bonacorsi and Braceras, as Palsson was looking to close in on the top 3. Though Bonacorsi then made a mistake and lost a load of time, as Braceras and Palsson started to edge closer. Meanwhile further down the field, things were getting interesting between Lata, Congost and Quentin Marc Prugnieres of BUD Racing Kawasaki for 5th. At the same time Braceras and Palsson continued to go at it for 3rd, while Bonacorsi was closing in on the race leader, as just 1.200 seconds separated them. For the last two laps of the race Bonacorsi pushed hard to go for the win, even going on to set the fastest lap of the race on the last lap, as he clocked a 2:02.523. Though it was not enough and Vettik managed to hold on to that win. The Estonian won by just 0.5 seconds, with Bonacorsi in P2 and Braceras P3.

In race 2, it was Roncoli who took the holeshot as he led Braceras, Bonacorsi and Ivano Van Erp of Yamaha Europe EMX125 MJC. It didn't take long for Roncoli to extend his lead to 3.8 seconds, with Braceras staying ahead of Bonacorsi. Prugnieres then took 4th from Van Erp, while Congost lost two places to Soulimani and Palsson. By lap 5, Congost looked in trouble as he dropped from 7th to 10th and then

21st as his holeshot device looked to be stuck as he came past pitlane. There was no change in the top 5 for the next couple of laps and Roncoli continued to lead the way by 6 seconds over Braceras who was still in 2nd place. But, Bonacorsi then started to pick things up as he chased down Braceras. 4 laps from the end, Bonacorsi was finally able to get around the Spaniard for P2 in the race, though Braceras was not ready to give up so easily, with the pair eventually finishing the race separated by 1 second. Eventually, the race win went to Roncoli who led every lap of the race, with Bonacorsi 2nd and Braceras 3rd. With a consistent 2-2 result, Andrea Bonacorsi took the overall victory, while Meico Vettik finished on the 2nd step of the box, while David Braceras made this home round a memorable one, as he finished on the 3rd step.

With 3 rounds remaining, Bonacorsi continues to lead the championship with a 42-point advantage to Vettik who has moved up into 2nd place, while David Braceras is a further 11 points down in 3rd.



EMX125 Presented by FMF Racing - Race 1 – Top 10 Classification: 1. Meico Vettik (EST, KTM), 30:24.742; 2. Andrea Bonacorsi (ITA, Fantic), +0:00.500; 3. David Braceras (ESP, GASGAS), +0:10.652; 4. Max Palsson (SWE, KTM), +0:15.202; 5. Valerio Lata (ITA, KTM), +0:24.015; 6. Quentin Marc Prugnieres (FRA, KTM), +0:25.045; 7. Saad Soulimani (FRA, Husqvarna), +0:27.939; 8. Haakon Osterhagen (NOR, KTM), +0:29.022; 9. Andrea Roncoli (ITA, Husqvarna), +0:30.161; 10. Gerard Congost (ESP, GASGAS), +0:44.780.

EMX125 Presented by FMF Racing - Race 2 – Top 10 Classification: 1. Andrea Roncoli (ITA, Husqvarna), 30:10.971; 2. Andrea Bonacorsi (ITA, Fantic), +0:02.757; 3. David Braceras (ESP, GASGAS), +0:04.093; 4. Quentin Marc Prugnieres (FRA, KTM), +0:05.005; 5. Meico Vettik (EST, KTM), +0:05.514; 6. Saad Soulimani (FRA, KTM), +0:10.529; 7. Max Palsson (SWE, KTM), +0:11.968; 8. Ivano Van Erp (NED, Yamaha), +0:30.589; 9. Pietro Razzini (ITA, Husqvarna), +0:34.706; 10. Valerio Lata (ITA, KTM), +0:49.143.

EMX125 Presented by FMF Racing - Overall Top 10 Classification: 1. Andrea Bonacorsi (ITA, FAN), 44 points; 2. Meico Vettik (EST, KTM), 41 p.; 3. David Braceras (ESP, GAS), 40 p.; 4. Andrea Roncoli (ITA, HUS), 37 p.; 5. Quentin Marc Prugnieres (FRA, KTM), 33 p.; 6. Max Palsson (SWE, KTM), 32 p.; 7. Saad Soulimani (FRA, KTM), 29 p.; 8. Valerio Lata (ITA, KTM), 27 p.; 9. Pietro Razzini (ITA, HUS), 20 p.; 10. Raul Sanchez (ESP, YAM), 20 p.

EMX125 Presented by FMF Racing - Championship Top 10 Classification: 1. Andrea Bonacorsi (ITA, FAN), 230 points; 2. Meico Vettik (EST, KTM), 188 p.; 3. David Braceras (ESP, GAS), 177 p.; 4. Pietro Razzini (ITA, HUS), 173 p.; 5. Max Palsson (SWE, KTM), 148 p.; 6. Valerio Lata (ITA, KTM), 147 p.; 7. Andrea Roncoli (ITA, HUS), 146 p.; 8. Guillem Farres (ESP, GAS), 132 p.; 9. Quentin Marc Prugnieres (FRA, KTM), 128 p.; 10. Saad Soulimani (FRA, KTM), 119 p.



#07 BELGIUM

FARRRES WIN IN THE SAND OF BELGIUM

📅 **18th October**
 📍 **Lommel, Belgium**
 ☀️ **Weather**

The opening race of the **EMX125 Presented by FMF Racing** category saw Haakon Osterhagen of Creymert Racing who grab the holeshot, as he led

RFME GasGas MX Junior Team's David Braceras and Radek Vetrovsky from JD Gunnex KTM Racing Team. It didn't take long for Braceras to take the lead, as he passed Osterhagen on the opening lap. Meanwhile the championship leader,

Andrea Bonacorsi of Fantic Racing was down in 20th. Vetrovsky then had a big moment as he crashed out of third place. He did not re-join the race. Osterhagen then also crashed out, as he dropped from P2 to P10. Braceras then held a nice 4 second

EMX125 Presented by FMF Racing - Race 1 – Top 10 Classification: 1. David Braceras (ESP, GASGAS), 30:20.905; 2. Florian Miot (FRA, KTM), +0:05.604; 3. Max Palsson (SWE, KTM), +0:07.386; 4. Meico Vettik (EST, KTM), +0:07.891; 5. Guillem Farres (ESP, GASGAS), +0:13.870; 6. Haakon Osterhagen (NOR, KTM), +0:14.664; 7. Andrea Bonacorsi (ITA, Fantic), +0:15.543; 8. Martin Venhoda (CZE, KTM), +0:21.718; 9. Scott Smulders (NED, Husqvarna), +0:22.185; 10. Kay Karssemakers (NED, Yamaha), +0:35.597.

EMX125 Presented by FMF Racing - Race 2 – Top 10 Classification: 1. Guillem Farres (ESP, GASGAS), 31:20.517; 2. Haakon Osterhagen (NOR, KTM), +0:08.231; 3. Max Palsson (SWE, KTM), +0:14.553; 4. Andrea Bonacorsi (ITA, Fantic), +0:19.860; 5. David Braceras (ESP, GASGAS), +0:32.772; 6. Florian Miot (FRA, KTM), +0:34.417; 7. Cas Valk (NED, KTM), +0:36.682; 8. Quentin Marc Prugnieres (FRA, KTM), +0:43.350; 9. Kay Karssemakers (NED, Yamaha), +0:51.886; 10. Sampo Rainio (FIN, Husqvarna), +0:52.829.

EMX125 Presented by FMF Racing - Overall Top 10 Classification: 1. Guillem Farres (ESP, GAS), 41 points; 2. David Braceras (ESP, GAS), 41 p.; 3. Max Palsson (SWE, KTM), 40 p.; 4. Haakon Osterhagen (NOR, KTM), 37 p.; 5. Florian Miot (FRA, KTM), 37 p.; 6. Andrea Bonacorsi (ITA, FAN), 32 p.; 7. Cas Valk (NED, KTM), 23 p.; 8. Kay Karssemakers (NED, YAM), 23 p.; 9. Andrea Roncoli (ITA, HUS), 18 p.; 10. Scott Smulders (NED, HUS), 18 p.

EMX125 Presented by FMF Racing - Championship Top 10 Classification: 1. Andrea Bonacorsi (ITA, FAN), 262 points; 2. David Braceras (ESP, GAS), 218 p.; 3. Meico Vettik (EST, KTM), 206 p.; 4. Max Palsson (SWE, KTM), 188 p.; 5. Pietro Razzini (ITA, HUS), 186 p.; 6. Guillem Farres (ESP, GAS), 173 p.; 7. Andrea Roncoli (ITA, HUS), 164 p.; 8. Valerio Lata (ITA, KTM), 147 p.; 9. Quentin Marc Prugnieres (FRA, KTM), 141 p.; 10. Saad Soulimani (FRA, KTM), 126 p.

EMX125 Presented by FMF Racing - Manufacturers Classification: 1. KTM, 299 points; 2. Fantic, 262 p.; 3. GASGAS, 252 p.; 4. Husqvarna, 235 p.; 5. Yamaha, 165 p.



gap to Florian Miot of KTM DIGA Junior Racing, with Rasmus Pedersen of W-Z Racing just behind in third at the time. Miot then started to close in on the race leader, as he brought the gap down to 1.5 seconds. The pair needed to be careful as W-Z Racing's Max Palsson made his way up into third and was all over the back of the two, which meant that there was no room for error. And Palsson continued to apply the pressure for a few laps until he managed to squeeze past Miot for P2. The battle for second gave Braceras a big more breathing room as he was able to get his head down and focus. Towards the end of the race he had a 6.711 second lead to Miot, who was able to pass Palsson back and that's how the top 3 remained until the chequered flag dropped.

The start of the **second race** was a repeat of the first one as Osterhagen claimed another holeshot. He led Scott Smulders of No Fear/Jumbo BT Racing Team, Farres and Cas Valk of TBS Conversions Racing Team who got a fantastic start. Osterhagen immediately pulled a 4.7 second lead to the group, while race one winner, Braceras, was down in 6th on the opening lap. Bonacorsi got a much better start in the second heat as he was already up in 3rd place within the first few laps, as he passed Smulders and Valk. Farres then took the lead from Osterhagen, as he set his best lap of the race, a 2:11.321,

as Osterhagen made a small mistake but managed to keep it on two wheels. Bonacorsi though needed to work on the large gap between him and the top 2. Further down the order, Braceras was coming under pressure from Palsson for P4, as Farres extended his lead to 9.539 seconds with 10 minutes plus 2 laps on the clock. And Palsson was charging, as he passed Braceras, though the Spaniard responded immediately. The two then went at it for a little while longer, before Palsson was able to make the pass stick. Miot then went after Braceras, though the GasGas rider was able to get back around the Frenchman a few laps later towards the end of the race. Meanwhile, Palsson continued his journey forward as he passed Bonacorsi for third place, which also got him on the podium. In the end though it was Farres who took his first race win of the year, while Osterhagen crossed the line in second and Palsson finishing third.

The EMX125 Presented by FMF Racing saw Guillem Farres take his first overall win, while his teammate David Braceras finished second and Max Palsson third. In terms of the championship, Andrea Bonacorsi continues to lead the series with a steady 44-point advantage over Braceras, while Meico Vettik is a further 12 points down in third.



#08 BELGIUM

BONACORSI RULES IN LOMMEL

📅 **21st October**
 📍 **Lommel, Belgium**
 ☀️ **Weather**

In the EMX125 Presented by FMF Racing category, it was David Braceras of RFME GasGas MX Junior Team, who took the top step of the podium for the

very first time this season and he did so with a second and a race win. For Braceras, this was his fifth podium of the year, and his second race victory, which also helped him keep the championship chase alive, as the Spaniard whittled down on the lead of Fantic

Racing's Andrea Bonacorsi who now heads into the final round on Saturday with a 38-point advantage.

In the first race, the Spaniard had to work hard to fend off the championship leader, for quite some time, and

would eventually drop a position after eight laps, as Bonacorsi carried out with his charge for the win. Bonacorsi finished second overall, after a confident race win in the opening race, which saw him get a good start and work his way around Braceras for the victory. The Italian then struggled in the **second heat** with the start and finding his flow and would finish down in fifth. Despite that, it was his fifth podium of the year and he now has one hand on the EMX125 Presented by FMF Racing title, as we head into the

final round of the championship in four-day time. Podium saw a new face in the mix, as Haakon Osterhagen of Creymert Racing celebrated his first top three of the season. The Norwegian started well in the opening race, though eventually dropped to eighth after a brief moment off track. The KTM rider was able to make up for it in the season heat though, where he really showed his skills in the sand to finish the race in second place. There's now just one round remaining, and the door for the championship is still open, as Braceras

has a shot of going after the title. Third in the championship is Meico Vettik, who has two podium finishes under his belt. Though he cannot afford to relax as Pietro Razzini is just a further eight points adrift and could get himself a medal this season. He showed his strength as he challenged for the win in the opening race, which he finished fourth. So in terms of the championship nothing is concrete and the next few races will be interesting.



EMX125 Presented by FMF Racing - Race 1 – Top 10 Classification:

1. Andrea Bonacorsi (ITA, Fantic), 30:13.254;
2. David Braceras (ESP, GASGAS), +0:06.282;
3. Max Palsson (SWE, KTM), +0:06.532;
4. Pietro Razzini (ITA, Husqvarna), +0:12.286;
5. Andrea Roncoli (ITA, Husqvarna), +0:13.833;
6. Florian Miot (FRA, KTM), +0:16.353;
7. Karlis Alberts Reisulis (LAT, KTM), +0:18.642;
8. Haakon Osterhagen (NOR, KTM), +0:23.314;
9. Saad Soulimani (FRA, KTM), +0:35.363;
10. Martin Venhoda (CZE, KTM), +0:41.924.

EMX125 Presented by FMF Racing - Race 2 – Top 10 Classification:

1. David Braceras (ESP, GASGAS), 31:16.907;
2. Haakon Osterhagen (NOR, KTM), +0:02.521;
3. Scott Smulders (NED, Husqvarna), +0:09.650;
4. Meico Vettik (EST, KTM), +0:14.087;
5. Andrea Bonacorsi (ITA, Fantic), +0:14.655;
6. Florian Miot (FRA, KTM), +0:18.198;
7. Andrea Roncoli (ITA, Husqvarna), +0:25.085;
8. Quentin Marc Prugnieres (FRA, KTM), +0:31.194;
9. Pietro Razzini (ITA, Husqvarna), +0:36.763;
10. Nikita Kucherov (RUS, KTM), +0:42.723.

EMX125 Presented by FMF Racing - Overall Top 10 Classification:

1. David Braceras (ESP, GAS), 47 points;
2. Andrea Bonacorsi (ITA, FAN), 41 p.;
3. Haakon Osterhagen (NOR, KTM), 35 p.;
4. Florian Miot (FRA, KTM), 30 p.;
5. Andrea Roncoli (ITA, HUS), 30 p.;
6. Pietro Razzini (ITA, HUS), 30 p.;
7. Max Palsson (SWE, KTM), 25 p.;
8. Karlis Alberts Reisulis (LAT, KTM), 23 p.;
9. Nikita Kucherov (RUS, KTM), 21 p.;
10. Scott Smulders (NED, HUS), 20 p.

EMX125 Presented by FMF Racing - Championship Top 10 Classification:

1. Andrea Bonacorsi (ITA, FAN), 303 points;
2. David Braceras (ESP, GAS), 265 p.;
3. Meico Vettik (EST, KTM), 224 p.;
4. Pietro Razzini (ITA, HUS), 216 p.;
5. Max Palsson (SWE, KTM), 213 p.;
6. Andrea Roncoli (ITA, HUS), 194 p.;
7. Guillem Farres (ESP, GAS), 176 p.;
8. Quentin Marc Prugnieres (FRA, KTM), 161 p.;
9. Valerio Lata (ITA, KTM), 156 p.;
10. Saad Soulimani (FRA, KTM), 140 p.



#09 BELGIUM

BONACORSI SECURES THE EMX 125 PRESENTED BY FMF RACING TITLE IN BELGIUM!

📅 **25th October**
 📍 **Lommel, Belgium**
 ☀️ **Weather**

Fantic Racing's Andrea Bonacorsi secured the crown in the EMX125 Presented by FMF Racing class at the final round of the series in Lommel, as he

became this year's European Champion!

The Italian entered in the races with a 38-point advantage over David Braceras of RFME GasGas MX Junior Team and only needed to finish the races with a solid result in order to seal the deal. Bonacorsi

finished **the opening race** of the day third, which was enough for him to claim the title in race one.

The Fantic Racing rider then had a much tougher second race after getting caught out in a first turn crash, which meant he had to start from way back and 11th was the



EMX125 Presented by FMF Racing - Race 1 – Top 10

Classification:

1. Max Palsson (SWE, KTM), 30:26.913;
2. Meico Vettik (EST, KTM), +0:01.510;
3. Andrea Bonacorsi (ITA, Fantic), +0:21.390;
4. Pietro Razzini (ITA, Husqvarna), +0:25.792;
5. Haakon Osterhagen (NOR, KTM), +0:30.573;
6. Guillem Farres (ESP, GASGAS), +0:42.250;
7. Ivano Van Erp (NED, Yamaha), +0:44.203;
8. Florian Miot (FRA, KTM), +0:44.579;
9. Saad Soulamani (FRA, KTM), +0:52.851;
10. Scott Smulders (NED, Husqvarna), +1:00.372.

EMX125 Presented by FMF Racing - Race 2 – Top 10

Classification:

1. Max Palsson (SWE, KTM), 29:32.251;
2. Meico Vettik (EST, KTM), +0:10.944;
3. Guillem Farres (ESP, GASGAS), +0:11.832;
4. Quentin Marc Prugnieres (FRA, KTM), +0:23.529;
5. Haakon Osterhagen (NOR, KTM), +0:29.112;
6. Ivano Van Erp (NED, Yamaha), +0:34.357;
7. Nikita Kucherov (RUS, KTM), +0:37.320;
8. Karlis Alberts Reisulis (LAT, KTM), +0:42.171;
9. David Braceras (ESP, GASGAS), +0:45.491;
10. Xavier Cazal (FRA, KTM), +0:46.701.

EMX125 Presented by FMF Racing - Overall Top 10

Classification:

1. Max Palsson (SWE, KTM), 50 points;
2. Meico Vettik (EST, KTM), 44 p.;
3. Guillem Farres (ESP, GAS), 35 p.;
4. Haakon Osterhagen (NOR, KTM), 32 p.;
5. Andrea Bonacorsi (ITA, FAN), 30 p.;
6. Ivano Van Erp (NED, YAM), 29 p.;
7. Quentin Marc Prugnieres (FRA, KTM), 25 p.;
8. Pietro Razzini (ITA, HUS), 24 p.;
9. Nikita Kucherov (RUS, KTM), 22 p.;
10. Karlis Alberts Reisulis (LAT, KTM), 17 p.

EMX125 Presented by FMF Racing - Championship Top 10 Classification:

1. Andrea Bonacorsi (ITA, FAN), 333 points;
2. David Braceras (ESP, GAS), 282 p.;
3. Meico Vettik (EST, KTM), 268 p.;
4. Max Palsson (SWE, KTM), 263 p.;
5. Pietro Razzini (ITA, HUS), 240 p.;
6. Guillem Farres (ESP, GAS), 211 p.;
7. Andrea Roncoli (ITA, HUS), 194 p.;
8. Quentin Marc Prugnieres (FRA, KTM), 186 p.;
9. Valerio Lata (ITA, KTM), 171 p.;
10. Haakon Osterhagen (NOR, KTM), 167 p.

best he could do. Unfortunately, he missed out on the podium, though the main focus was that he took home that all-important championship gold plate.

Despite a tough day, Braceras held enough of a gap to finish second in the championship with 282 points, ahead of Meico Vettik of TBS Conversions Racing Team who claimed the bronze medal after a solid day, which saw him also second overall on the podium.

The first race of the day saw WZ Racing's Max Palsson lead the way as he was closely followed by Vettik and Scott Smulders of No Fear/Jumbo BT Racing Team on the opening lap. Meanwhile, the then championship leader, Bonacorsi, was down in 9th. Guillem Farres of RFME GasGas MX Junior Team then crashed out of 6th and was down outside the top 20, as Smulders dropped out of 3rd as well and re-joined the race in 12th. Bonacorsi though was wasting no time as by the first full lap he was already in 4th, looking to charge for the leaders as he was keen to wrap up the title in the first heat. Palsson then extended his race lead over Vettik to 2.002 in the early stages of the race, and the gap remained pretty tight until the end of the race, as the two

battled closely together. Bonacorsi came under fire from the Creymert Racing pilot Haakon Osterhagen for 4th, though he was able to defend his position, before going after Pietro Razzini for third a few laps later. It was a tough race for Braceras who had to start the race from outside the top 30 and fight his way through. Eventually the Spaniard finished the race in 16th, not a result he would have wanted after his previous success here in Lommel over the last couple of rounds. Osterhagen then lost a bit of ground as he was getting caught by Romeo Karu and Ivano Van Erp of Yamaha Europe EMX125 MJC team, though he was able to maintain his position until the end of the race, while Karu made a mistake and finished in 15th. On lap 9, Bonacorsi moved himself in 3rd, as Vettik gave it another go at passing Palsson though was not successful. He then gave it one last push on the final 3 laps as the gap was just 0.666 seconds, but Palsson was able to keep control and claim his first race win of the season.

The **second race** started with a little bit of drama in the first turn, which caught out a couple of riders including Karu and the new EMX125 Presented by FMF Racing champion, Bonacorsi. Though it was Van Erp who led the way, with Palsson in second and Valerio Lata of Marchetti Racing Team KTM in third. Vettik started the second heat outside the top 5, though he was on a charge and quickly caught out to the group as he passed Braceras for 5th on lap two. By lap 5 there was a change in the lead, as Van Erp crashed out, which allowed Palsson to make the most of this opportunity to go after another race win. Farres was then on a charge as he had a nice battle with Quentin Prugnieres of BUD Racing Kawasaki. Eventually, the GasGas rider was able to find a way through into fourth on lap 7. With 5 minutes and 2 laps to go, Palsson led the way by an impressive 11.960 seconds, as Osterhagen passed Nikita Kucherov for 7th and then went after Braceras. Not long after, the Norwegian burst down the inside of Braceras for 6th, as Kucherov was able to do the same, with the Spaniard getting pushed down to 8th and then 9th where he would eventually finish. With 2 of laps to go, Florian Miot of KTM Diga Junior Racing was pushing hard to pass Farres for third, though got caught out in a crash and did not finish the race. In the end it was Palsson who was the race winner, with Vettik second once again and Farres having a much stronger ride that time around to cross the line third.

With two race wins, Palsson claimed his first overall victory of the season as he took to the top step of the podium, while Vettik occupied second with two solid second place finishes in the races and Guillem Farres of RFME GasGas MX Junior Team made his 5th podium of the 2020 season as he took to third.



EMX OPEN EUROPEAN CHAMPIONSHIP



#01 ITALY

01st November

Pietramurata, Italy



Weather

Race1 classification:

- 1 Jimmy Clochet (FRA, Kawasaki)
- 2 Davide De Bortoli (ITA, Honda)
- 3 Cornelius Toendel (NOR, Honda)

Race2 classification:

- 1 Jimmy Clochet (FRA, Kawasaki)
- 2 Davide De Bortoli (ITA, Honda)
- 3 Karel Kutsar (EST, KTM)

Championship classification:

- 1 Karel Kutsar (EST, KTM)
- 2 Kim Savaste (FIN, KTM)
- 3 Toms Macuks (LAT, KTM)

The EMX Open Championship made its much-awaited return in Italy for the round of Trentino, which is the fourth instalment of this year's series.

The action saw a brand-new winner in the category, as Frenchman, Jimmy Clochet took two strong race wins, on his wildcard appearance, to claim his first ever European podium as he placed first overall. Joining him on the podium was Italian rider, Davide De Bortoli who had two solid second place finishes, ahead of Toms Macuks who made his third podium appearance of the year for third overall, following two fourths' in the races.

The **opening race** saw Dan Thornhill of Cab Screens Deos Group Honda take the holeshot, though Clochet wasted no time to get around the early leader, to move into the top spot. The Frenchman then checked out of the race, as he pulled a comfortable lead early on, which he maintained until the chequered flag. Though in the early stages of the race Thornhill came under pressure from De Bortoli and eventually Macuks, with the pair getting around the Brit, before he dropped down a further few positions to finish 7th. Clochet led every lap of the race, with De Bortoli behind him. Though it was the battle behind them that was heating up as Cornelius Toendel of JWR Racing pushed for his best result of the season, as he was eventually able to pass Macuks for third. Championship leader, Karel Kutsar had a tough race, as he started down in and around 16th position, to eventually pull his way through to 9th, for vital championship points.

The **second race** saw Clochet out in the lead once again, as he claimed the holeshot that time around. De Bortoli got another good start and so did Kutsar who was in third. In terms of the top three riders, there was no change in positions as the three maintained their spots and that's how they would eventually finish. Martin Michek, Mike Bolink and Macuks were

having a close battle for 3rd, though by the third lap, Macuks was able to pass both riders to get himself into fourth, where he also finished the race. Domantas Jazdauskas was also pushing for the top 5, as he challenged inside the top 10, though he made a mistake, which caused him to crash out of 8th and finish the race in 15th. Meanwhile, Toendel was on a charge in race two after starting the race in the top 15. He fought to make some passes on Stefan Ekerold, Jazdauskas and Kim Savaste of 137 KTM Motorsport, along with others, to finish the race in 6th, with Michek finishing just ahead of him in 5th.

In terms of the championship, despite missing out on a podium spot, Kutsar still leads in the standings by 12 points, with Savaste second, finishing 6th overall today, and Macuks third, a further 21 points behind.

There are now two rounds remaining of the EMX Open championship, with still plenty of points up for grabs, which will make for some interesting races as we reach the closing stages of the opening year of the brand-new series.





#02 ITALY

04th November

Pietramurata, Italy



Weather

Race1 classification:

- 1 Kim Savaste (FIN, KTM)
- 2 Toms Macuks (LAT, KTM)
- 3 Karel Kutsar (EST, KTM)

Race2 classification:

- 1 Jimmy Clochet (FRA, Kawasaki)
- 2 Toms Macuks (LAT, KTM)
- 3 Karel Kutsar (EST, KTM)

Championship classification:

- 1 Karel Kutsar (EST, KTM)
- 2 Kim Savaste (FIN, KTM)
- 3 Toms Macuks (LAT, KTM)

In the EMX Open category, the title chase is just heating up, following some interesting racing during today's penultimate round. There is now just 11 points in it between championship leader, Karel Kutsar and Kim Savaste of 137 KTM Motorsport. Though it was Toms Macuks who was the man of the day, as he claimed his second overall victory this season, with two consistent second place finishes which was enough to put him on the top step of the box. Joining him on the podium was Savaste, who had two different races. The Finnish rider was victorious **in the first EMX Open race**, while in the **second heat**, he struggled with the start, though he managed to get back up into 5th, to claim a podium spot. This was his first podium since the Latvian triple-header. Kutsar was the third rider on the box, with two consistent third place finishes, which gave him his fourth podium of the season and helped him maintain a decent gap for the title, heading into the final round this weekend. Last round winner, Jimmy Clochet had an unlucky day, as he crashed out in the start during the first race, though managed to get back up inside the top 10. However, the Frenchman had a bike issue, for which he claimed sound testing at the end of the race and was docked a couple of positions to 13th. Though in the second race he was back to winning ways, as he got out of the gate well and then consistently led every lap of the race to claim the win with a 10.947 gap to Macuks.

As it stands, Kutsar and Savaste are separated by 11 points in the standings with two more races to go, while Macuks is third a further 18 points down.



#03 ITALY

07th November

Pietramurata, Italy

Weather

Race1 classification:

- 1 Jimmy Clochet (FRA, Kawasaki)
- 2 Toms Macuks (LAT, KTM)
- 3 John Adamson (GBR, KTM)

Race2 classification:

- 1 Cornelius Tøndel (NOR, Honda)
- 2 Jimmy Clochet (FRA, Kawasaki)
- 3 Toms Macuks (LAT, KTM)

Championship classification:

- 1 Karel Kutsar (EST, KTM)
- 2 Toms Macuks (LAT, KTM)
- 3 Kim Savaste (FIN, KTM)

EMX Open action saw Karel Kutsar become the very first European Champion in the brand-new category, as he claimed his maiden EMX title. It was a tough day for the Estonian, who rode tight all day to place 5th and 10th in the races, to miss out on the podium. Though this didn't matter, as he took to the podium anyways, to pick up his championship winning gold plate and medal. **Entering the races**, Kim Savaste of 137 Motorsports KTM was the main championship rival, but unfortunately, we did not see the rider from Finland line-up for the races, due to an injury this morning. With no points scored, this pushed Savaste down to third in the standings, while Toms Macuks moved into the silver medal scoring position. Macuks had two strong races, finishing 2nd and 3rd, despite a small get-off in the second heat that lost him a position or two. These results also handed the Latvian his 5th podium of the season, which was a positive way to end the season. While Kutsar claimed the title, it was Jimmy Clochet who stood on the top step of the podium, after a race win in the opening heat and a second in race two. Clochet had a much tougher **second heat**, after getting another good start, the Frenchman had an off on one of the corners, then fought back to second, to crash in the same spot once again. He could only manage to fight back to P2, while Cornelius Tøndel of JWR Honda took the race win in the second heat. Finishing the day second overall was Macuks, while Martin Michek was the third rider to make it onto the box. It was Michek's first visit to the EMX Open podium this season, and it was a 4th in race one and a 5th in race two that helped him on his way to a trophy scoring overall. Looking back on the first season of the all-new EMX Open, things started in Latvia, for the first triple header of the season. That time around it was Macuks who was victorious on home soil, as he won both races and became the early championship leader. Though this didn't last long, as during the second round he didn't score any points, as Savaste



and Kutsar took a race win each, though it was Kutsar who was the overall winner. The Estonian then became the new series leader by the second round, and he held on to the red plate until today's final round when he swapped the red plate for a gold one. He held on to the red plate through his consistent results, as the champion ended the season with 4 podiums, 2 race wins and one overall victory. In terms of overall victories, Macuks and Clochet were the most successful riders, with two overall victories each, while Kutsar and Savaste were on one each, as they took to the top of the box during the round of Riga and Kegums.



EMX 2T PRESENTED BY FMF RACING EUROPEAN CHAMPIONSHIP



ANDERSON WRAPS UP HIS THIRD EMX2T TITLE A ROUND EARLY IN PIETRAMURATA

 04th November
 Pietramurata,
 Italy
 Weather

Two solid results during EMX2t Presented by FMF Racing heats saw Brad Anderson of Verde Substance KTM claim his third European title, a round early, as he also placed second overall on the day, with two consistent second place finishes. While Anderson sealed the deal in terms of the championship, it was actually Nicholas Lapucci who made a memorable debut in the EMX2t Presented by FMF Racing category with the Fantic Racing team, as he was victorious in both of the races which helped him claim his first

European podium on home soil here in Italy. Lapucci was unmatched in both races, as he won the heats with a 14.628 and 7.142 second gap over the 2020 champion. Meanwhile Husqvarana Junior Racing Maddii's Federico Tuani finished third on the box today, with a 3rd and a 4th in the races, which has also helped him move up into second place of the championship standings. Two tough races have seen his teammate Eugenio Barbaglia drop from second to fifth in the championship, as Loris Freidig has moved

up into the bronze medal position, as we head into the final round this Saturday.

A podium finish was the perfect way for Anderson to claim his 3rd European title, after narrowly missing out on the gold plate last season to Mike Kras. This season the Brit has been strong. He entered the first three rounds in Faenza with confidence, as he claimed 5 out of the 6 possible race wins to win all three rounds and now has secured the title a round early.



EMX2T Presented by FMF Racing - Race 1 – Top 10 Classification:

1. Nicholas Lapucci (ITA, Fantic), 29:07.716;
2. Brad Anderson (GBR, KTM), +0:14.628;
3. Federico Tuani (ITA, Husqvarna), +0:21.667;
4. Kade Tinkler-Walker (CAN, Suzuki), +0:31.005;
5. Manuel Iacopi (ITA, Yamaha), +0:43.649;
6. Loris Freidig (SUI, Yamaha), +0:48.106;
7. Paolo Ermini (ITA, Husqvarna), +0:49.316;
8. Emanuele Alberio (ITA, KTM), +0:56.763;
9. Eugenio Barbaglia (ITA, Husqvarna), +0:59.460;
10. Jonas Nedved (CZE, KTM), +1:00.707;

EMX2T Presented by FMF Racing - Race 2 – Top 10 Classification:

1. Nicholas Lapucci (ITA, Fantic), 29:09.388;
2. Brad Anderson (GBR, KTM), +0:07.142;
3. Manuel Iacopi (ITA, Yamaha), +0:11.395;
4. Federico Tuani (ITA, Husqvarna), +0:24.818;
5. Kade Tinkler-Walker (CAN, Suzuki), +0:35.402;
6. Loris Freidig (SUI, Yamaha), +0:45.682;
7. Emanuele Alberio (ITA, KTM), +0:47.071;
8. Nikolaj Skovgaard Christensen (DEN, KTM), +0:57.225;
9. Martin Michelis (EST, KTM), +0:58.150;
10. Mario Tamai (ITA, KTM), +1:22.665;

EMX2T Presented by FMF Racing - Overall Top 10 Classification:

1. Nicholas Lapucci (ITA, FAN), 50 points;
2. Brad Anderson (GBR, KTM), 44 p.;
3. Federico Tuani (ITA, HUS), 38 p.;
4. Manuel Iacopi (ITA, YAM), 36 p.;
5. Kade Tinkler-Walker (CAN, SUZ), 34 p.;
6. Loris Freidig (SUI, YAM), 30 p.;
7. Emanuele Alberio (ITA, KTM), 27 p.;
8. Nikolaj Skovgaard Christensen (DEN, KTM), 22 p.;
9. Mario Tamai (ITA, KTM), 21 p.;
10. Martin Michelis (EST, KTM), 20 p.;

EMX2T Presented by FMF Racing - Championship Top 10 Classification:

1. Brad Anderson (GBR, KTM), 191 points;
2. Federico Tuani (ITA, HUS), 135 p.;
3. Loris Freidig (SUI, YAM), 124 p.;
4. Kade Tinkler-Walker (CAN, SUZ), 119 p.;
5. Eugenio Barbaglia (ITA, HUS), 111 p.;
6. Mario Tamai (ITA, KTM), 109 p.;
7. Emanuele Alberio (ITA, KTM), 104 p.;
8. Marco Lolli (ITA, YAM), 103 p.;
9. Manuel Iacopi (ITA, YAM), 102 p.;
10. Martin Michelis (EST, KTM), 82 p.



THE FINAL ROUND AT GARDA TRENTINO

 **07th November**
 **Pietramurata, Italy**
 **Weather**

EMX2t Presented by FMF Racing races saw Nicholas Lapucci of Fantic Racing dominated the races once again, as he was victorious in both heats with quite an impressive margin, over the newly crowned 2020 EMX2t Presented by FMF Racing Champion, Brad Anderson of Verde Substance KTM. With two second place finishes, Anderson ended the season with his 5th podium of the series. While, JK Yamaha Racing's Manuel Iacopi was the third rider on the podium today, with some nice battles in the races with

Anderson, which saw him finish 4th and 3rd in heats one and two. With Anderson securing his third EMX title at the previous round of Pietramurata, this shifted the focus onto who would occupy second and third in the championship standings. Two 5th place finishes, were enough for Husqvarna Junior Racing Maddii's Federico Tuani to claim the silver medal, after races that saw him battle with Kade Tinkler-Walker and his teammate, Eugenio Barbaglia. Tuani completed the season with 3 podiums, with his best result in

Faenza during the opening round of the championship, where he finished 2nd overall. Though it was the fight for the third spot that was the main focus in the second race, as there was nothing in between Walker and Loris Freidig. Walker rode a strong race and had some nice battles to claim 5th, while Freidig had a much tougher time and only finished the race in 13th. Eventually, Walker secured third in the standings with a 7-point advantage over the Swiss. Looking back on the season, Anderson dominated the first three rounds in Faenza, as he took 5 race wins and 3 overall victories. His lowest point scoring results came here in Pietramurata, as he finished the two rounds second overall, behind Lapucci, who dominated the last two stages of the championship, winning all 4 races. Apart from Anderson and Lapucci, the only other rider, to win a race, during the 2020 campaign, was Freidig, who was victorious during the first race at the round of Italy.



EMX2T Presented by FMF Racing - Race 1 – Top 10 Classification: 1. Nicholas Lapucci (ITA, Fantic), 29:09.002; 2. Brad Anderson (GBR, KTM), +0:24.588; 3. Kade Tinkler-Walker (CAN, Suzuki), +0:28.366; 4. Manuel Iacopi (ITA, Yamaha), +0:28.760; 5. Federico Tuani (ITA, Husqvarna), +0:40.323; 6. Loris Freidig (SUI, Yamaha), +0:40.948; 7. Eugenio Barbaglia (ITA, Husqvarna), +0:45.696; 8. Emanuele Alberio (ITA, KTM), +0:46.259; 9. Martin Michelis (EST, KTM), +0:54.480; 10. Paolo Ermini (ITA, Husqvarna), +0:55.830

EMX2T Presented by FMF Racing - Race 2 – Top 10 Classification: 1. Nicholas Lapucci (ITA, Fantic), 29:35.389; 2. Brad Anderson (GBR, KTM), +0:12.792; 3. Manuel Iacopi (ITA, Yamaha), +0:16.207; 4. Eugenio Barbaglia (ITA, Husqvarna), +0:26.144; 5. Federico Tuani (ITA, Husqvarna), +0:27.580; 6. Kade Tinkler-Walker (CAN, Suzuki), +0:44.162; 7. Emanuele Alberio (ITA, KTM), +0:48.799; 8. Paolo Ermini (ITA, Husqvarna), +0:54.574; 9. Mario Tamai (ITA, KTM), +0:56.291; 10. Martin Michelis (EST, KTM), +1:15.469

EMX2T Presented by FMF Racing - Overall Top 10 Classification: 1. Nicholas Lapucci (ITA, FAN), 50 points; 2. Brad Anderson (GBR, KTM), 44 p.; 3. Manuel Iacopi (ITA, YAM), 38 p.; 4. Kade Tinkler-Walker (CAN, SUZ), 35 p.; 5. Eugenio Barbaglia (ITA, HUS), 32 p.; 6. Federico Tuani (ITA, HUS), 32 p.; 7. Emanuele Alberio (ITA, KTM), 27 p.; 8. Paolo Ermini (ITA, HUS), 24 p.; 9. Martin Michelis (EST, KTM), 23 p.; 10. Loris Freidig (SUI, YAM), 23 p.

EMX2T Presented by FMF Racing - Championship Top 10 Classification: 1. Brad Anderson (GBR, KTM), 235 points; 2. Federico Tuani (ITA, HUS), 167 p.; 3. Kade Tinkler-Walker (CAN, SUZ), 154 p.; 4. Loris Freidig (SUI, YAM), 147 p.; 5. Eugenio Barbaglia (ITA, HUS), 143 p.; 6. Manuel Iacopi (ITA, YAM), 140 p.; 7. Mario Tamai (ITA, KTM), 131 p.; 8. Emanuele Alberio (ITA, KTM), 131 p.; 9. Marco Lolli (ITA, YAM), 117 p.; 10. Martin Michelis (EST, KTM), 105 p.



CIRCUIT OF ARAGON

Moto2™
EUROPEAN CHAMPIONSHIP

After a month on the side lines the Moto2™ European Championship and Hawkers European Talent Cup riders hit the ground at MotorLand Aragon for another double race day weekend.

The undefeated streak was finally stopped in the Moto2™ ECh race 1 as Alessandro Zaccane (Promoracing) getting the better of Yari Montella (Team Ciatti – Speed Up) after a thrilling four-way scrap. An eventful encounter saw mistakes aplenty with Niki Tuuli (Team Stylobike) enjoying a long spell at the front while Keminth Kubo (VR46 Master Camp Team) kept himself in the mix for the podium with his entertaining and aggressive style. In the end, Zaccane held on with the fastest lap on the last lap, with Montella second for the first time this season while Tuuli won a photo finish with Kubo for the final spot on the podium. A new face also stepped forward in the Superstock 600 class with Alex Toledo (EasyRace Team) on top for the first time this season, finishing eighth overall.

In race 2 rain started to fall in the build-up to Race 1 with drama striking championship leader Yari Montella (Team Ciatti – Speed Up) on the warm-up lap. A collision with Alejandro Medina (Apex – Cardoso Racing) eliminated both riders before the race had



#05

 07th July
 Estoril, Portugal
 Weather

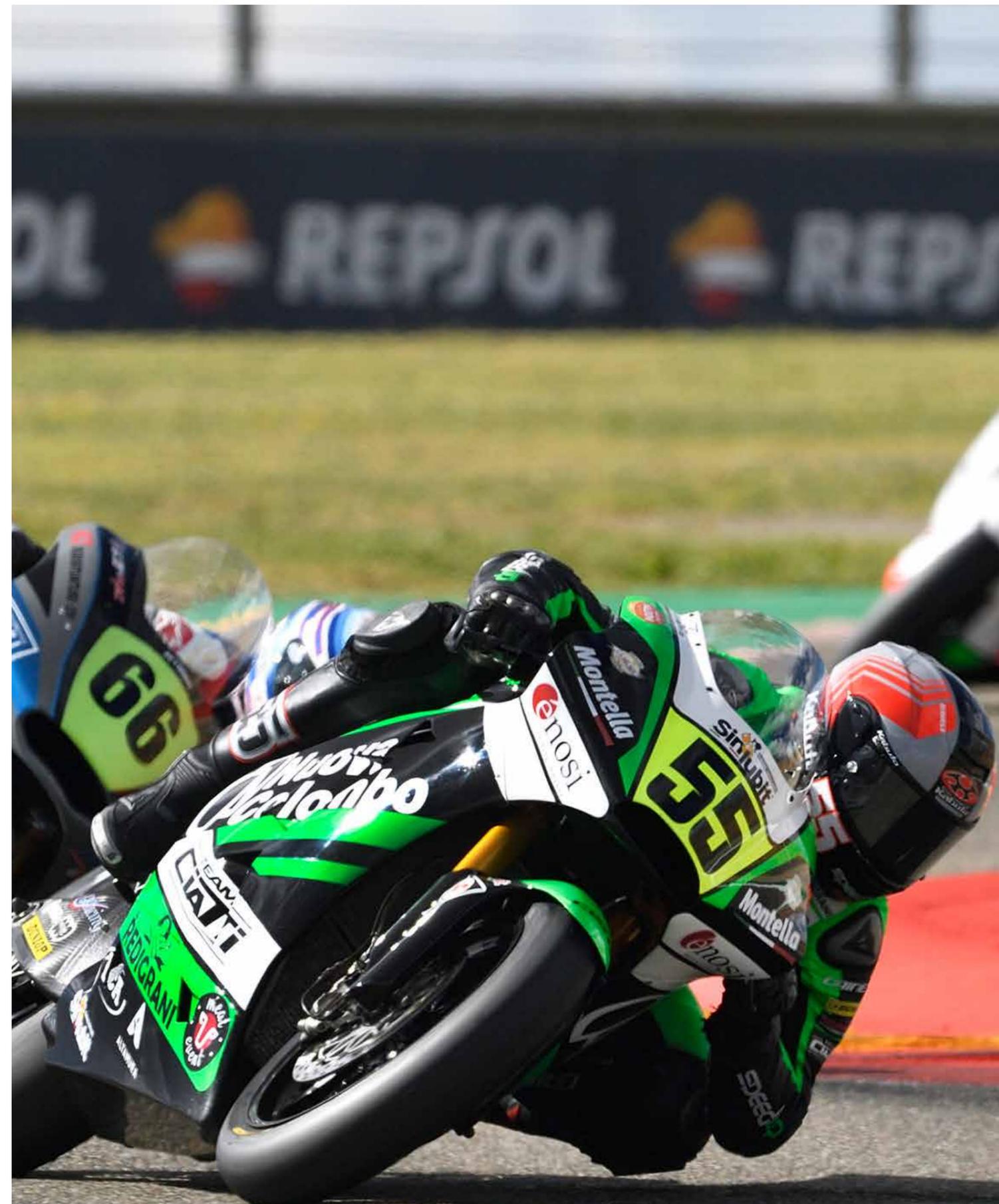


even started. A thrilling scrap followed between Alessandro Zaccane (Promoracing) and Niki Tuuli (Team Stylobike), including contact between the two at Turn 1 which almost unseated the Finn. Zaccane would snatch victory in the end with Tuuli 0.059s adrift. Xavi Cardelus (Team Stylobike) took advantage of the pre-race drama to claim his first podium on 2020 with Alex Toledo (EasyRace Team) the leading Superstock 600 runner after a crash on Lap 1 for Fermin Aldeguer (Fau 55 Tey Racing). Race 2 brought more drama with the championship protagonists going head-to-head at the front, trading fastest laps in a tense finale. Once again, the final corner settled matters with Montella sneaking up the inside of Tuuli to take a hugely significant victory, bouncing back from his Race 1 disappointment and extending his championship lead to 23 points. Zaccane completed the podium in third with a crash involving Cardelus and Taiga Hada (AGR Team) promoting top Superstock 600 rider Alex Toledo to sixth.

EUROPEAN Talent CUP

In the HETC, Zonta van den Goorbergh (Super-B) had a perfect day 1 with two victories in a row as drama struck the series leader. In Race 1, van den Goorbergh proved too strong for surprise challenger Alvaro Carpe (Hawkers Finetwork Junior Team) who secured his maiden HETC podium. Harrison Voight (SIC58 Squadra Corse) won a fierce battle for third which saw Marco Morelli (Talent Team Estrella Galicia 0,0) and Adrian Cruces (Cuna de Campeones) crash at the final corner, while David Alonso (Openbank Aspar Team) was already eliminated following a crash at Turn 13, his first DNF of the season. The Colombian responded in Race 2 although he was still unable to deny van den Goorbergh, who triumphed again. Alonso was embroiled in a battle for second with team-mate Ivan Ortola (Openbank Aspar Team) and Marco Morelli, which he was successful in by just 0.093s.

The HETC title was up for grabs on Sunday but Zonta van den Goorbergh (Super-B) ensured the battle will continue to Valencia with a fourth victory in succession. The Dutch rider was pushed all the way in a nine-lap sprint following a delay due to a brief rain shower. David Alonso (Openbank Aspar Team) ensured he will take a 28-point lead to the final weekend after seeing off his team-mate Ivan Ortola (Openbank Aspar Team) for second with Alberto Ferrandez slipping out of title contention after finishing fourth.





CIRCUITO RICARDO TORMO

Moto2™
EUROPEAN CHAMPIONSHIP

The 2020 FIM CEV Repsol season's penultimate and last day of racing saw breath-taking action and phenomenal twists and turns as the Championship battle lit up the spectacle at the Ricardo Tormo Circuit in Valencia.

With the title on the line, the Moto2 European Championship battle in race 1 was electric from the start. Montella grabbed an early advantage over Nikki Tuuli (Team Stylobike) and Alessandro Zaccane, who burst through early on. He was soon under pressure from Zaccane and in the closing stages, Zaccane hit the front and the Kalex rider broke clear from Montella's Speed Up and the two finished in that order ahead of debutant Dominique Aegerter (Liqui Moly Intact SIC Junior Team) – Montella taking the title. Despite a long lap penalty, Andorra's Xavi Cardelus (Team Stylobike) caught and passed Nikki Tuuli on the final lap as the two completed the top five in that order. There was also late race drama in STK600 as Alex Toledo (EasyRace Team) crashed at

#006

📅 30th October - 01st-02nd
November
📍 Valencia, Spain
☀️ Weather

Turn 6 and took out title rival Fermin Aldeguer (FAU 55 Tey Racing), meaning Aldeguer's debutant teammate Fenton Harrison Seabright took the class victory.

Race 2 saw a masterful performance from Champion Montella, although he did have to fight for it. A bright start for Dominique Aegerter (Liqui Moly Intact SIC Junior Team) saw the Swiss rider in the fight for victory as he hit the front in the closing stages. Alessandro Zaccane (PromoRacing) was a solid third throughout as he aimed to finish runner-up in the title. In the closing laps, Montella hit the front again and the 2020 Champion ended his year as he started it with a win. Aegerter was a high-flying second whilst Zaccane was third. Fourth went to Nikki Tuuli (Team Stylobike), enough to give the Finn second in the title overall, ahead of Zaccane overall in third. In STK600, a last corner showdown saw tensions sore as Alex Toledo (EasyRace Team) took victory on the road but after a collision with Fermin Aldeguer (FAU55 Tey Racing), he was sanctioned so Aldeguer was eventual Champion with one final win.



EUROPEAN Talent CUP

The HETC race 1 offered great racing from the off with a six-rider group throughout. Constant swapping and changing between Marcos Ruda (Team Honda Laglisse) and Marco Tapia (Leopard Impala Junior Team) let the likes of David Alonso come through to be in the mix. Alonso hit the front in the closing stages, taking victory in a final run to the line by 0.021s – the second-closest finish of the HETC season. Second went to Tapia whilst Alberto Ferrandez (Cuna De Campeones) was able to complete the podium for his fifth rostrum of the year. Poleman Ruda secured fourth ahead of Zonta Van Der Goorbergh (Super-B) in fifth and Alvaro Carpe (Hawkers Finetwork ARO Team) in sixth. Alonso and Van Der Goorbergh can't be caught in their positions.

Race 2 provided its drama right from the start and with David Alonso already Champion from Saturday's races and Zonta Van Den Goorbergh (Super B) locked into second, the

main battle was for third between Alberto Ferrandez (Cuna de Campeones) and Ivan Ortola (Openbank Aspar Team). As the race wore on though, there were numerous big battles and Alonso and teammate Ortola collided on the front straight, adding to the drama. Coming out on top however for the first time from a career-first pole, Marcos Ruda (Team Honda Laglisse) beat battling teammates Alonso and Ortola, with Ferrandez in fifth, enough to give him third overall.







02

 **20th-22nd November**

 **Badajoz, Spain**

 **Weather**

The fourth edition of the Baja TT Dehesa Extremadura welcomed the last round of the Bajas European Championship. Thanks to the efforts of the Enduro & Rally Commission, the promoter and the organizers the championship could have two round even if the Coronavirus outbreak. The race was held in Badajoz on 21st and 22nd November in good weather conditions.

Moto classification

Day1/Day2

1. Jose Garcia
2. Tiago Santos

European standings:

1. Jose Garcia; 2. Tiago Santos; 3. Adam Tomiczek.

Quad classification

Day1/Day2

1. Olga Rouckova

European standings:

1. Olga Rouckova; 2. Luis Engeitado; 3. Toni Vingut.

SSV classification

Day1/Day2

1. Joao Dias; 2. Luis Cidade; 3. Pedro Santinho Mendes

European standings:

1. Joao Dias; 2. Luis Cidade; 3. Pedro Santinho Mendes.

Women classification

Day1/Day2

1. Olga Rouckova

European standings:

1. Olga Rouckova; 2. Nelly Caisova; 3. Katerina Siruckova



#04 CZECH REPUBLIC

 02nd - 04th October

 Brno, Czech Republic

 Weather

The last round of the Northern Talent Cup was held last weekend at Brno Circuit, in the Czech Republic.

Thanks to a victory in race 1 and the third position in race 2, the Hungarian Soma Gorbe conquered the European title.

Great challenge for the second position: for just one point the Belgian Luciano Lorenz got the drop on the German Freddie Heinrich, who crashed in the free practice and was declared unfit to race.

Fourth overall position for the Czech Jakub Gurecky, winner of race 2.

Race 1

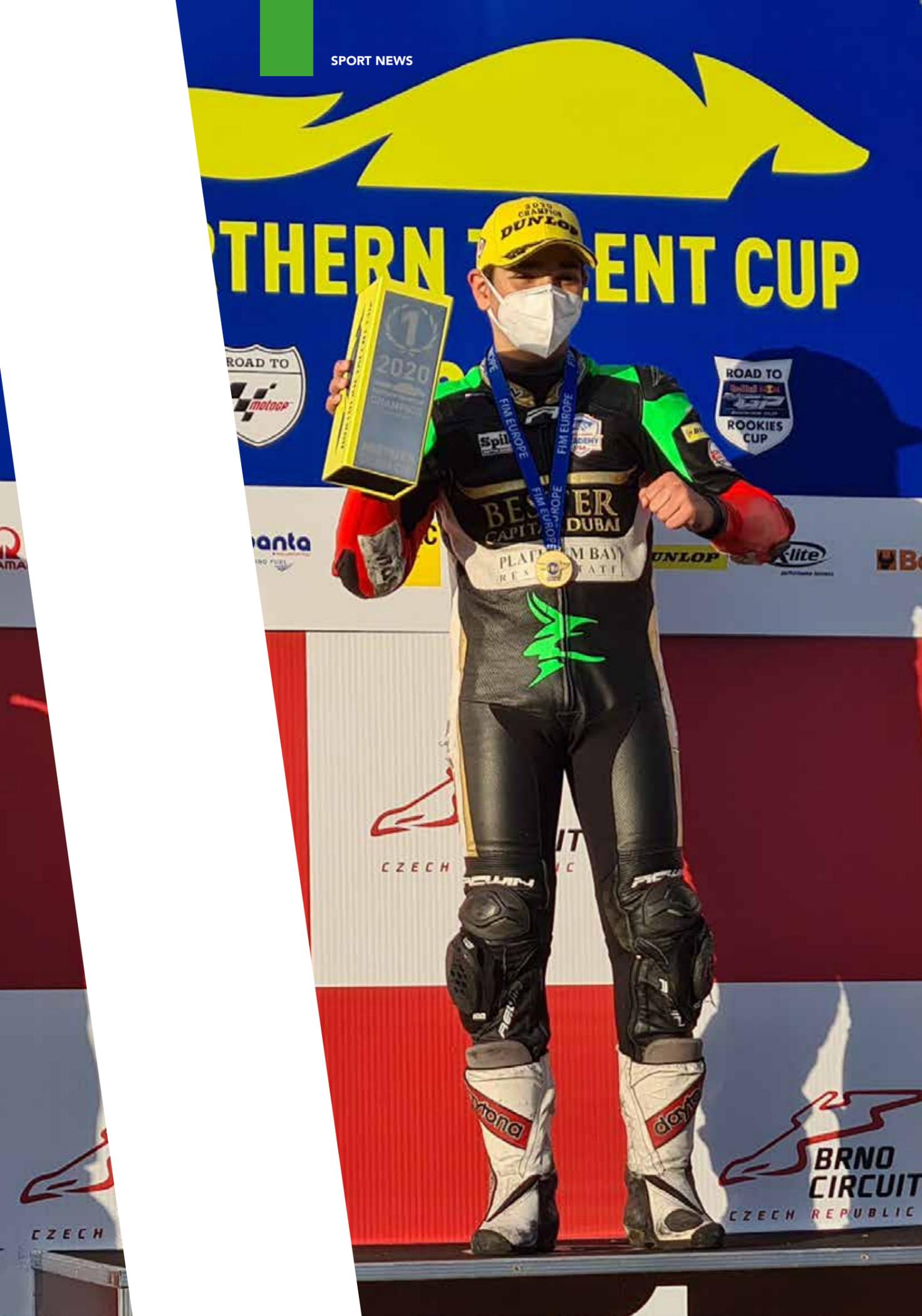
1. Soma Gorbe, HUN
2. Jakob ROsenthaler, AUT
3. Stephan Zuda, CZE

Race 2

1. Jakub Gurecky, CZE
2. Jacopo Hosiuc, ROU
3. Soma Gorbe, HUN

Final standing

1. Soma Gorbe, HUN
2. Luciano Lorenz, BEL
3. Freddie Heinrich, GER







EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP



FINAL

17th October
Terenzano, Italy
Weather

1. Poland
2. Latvia
3. France

EUROPEAN UNDER21 INDIVIDUAL SPEEDWAY CHAMPIONSHIP

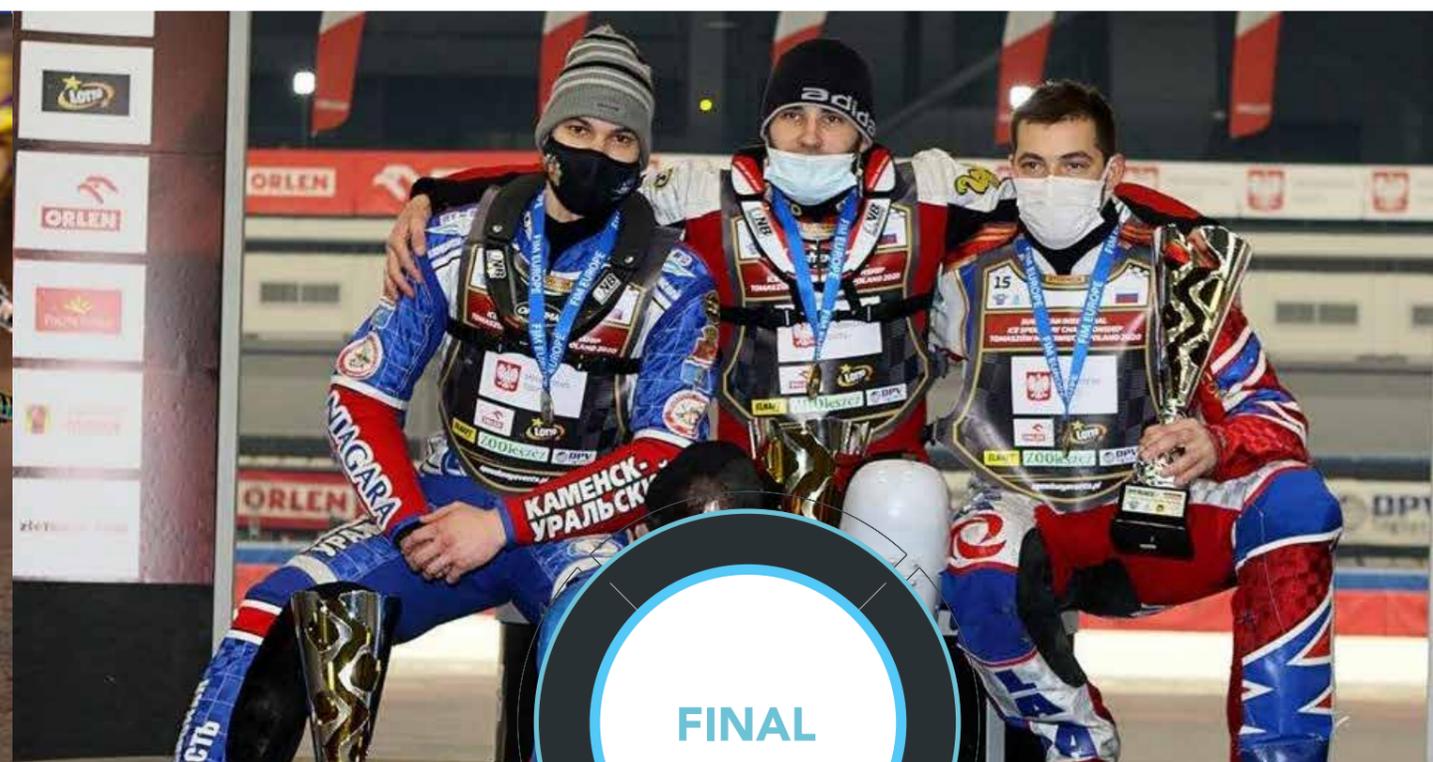


FINAL

12th October
Gdansk, Poland
Weather

1. Marcus Birkemose, Denmark
2. Jakub Miškowiak, Poland
3. Alexander Woentin, Sweden

INDIVIDUAL ICE SPEEDWAY EUROPEAN CHAMPIONSHIP



FINAL

13th December
Tomaszow Mazowiecki, Poland
Weather

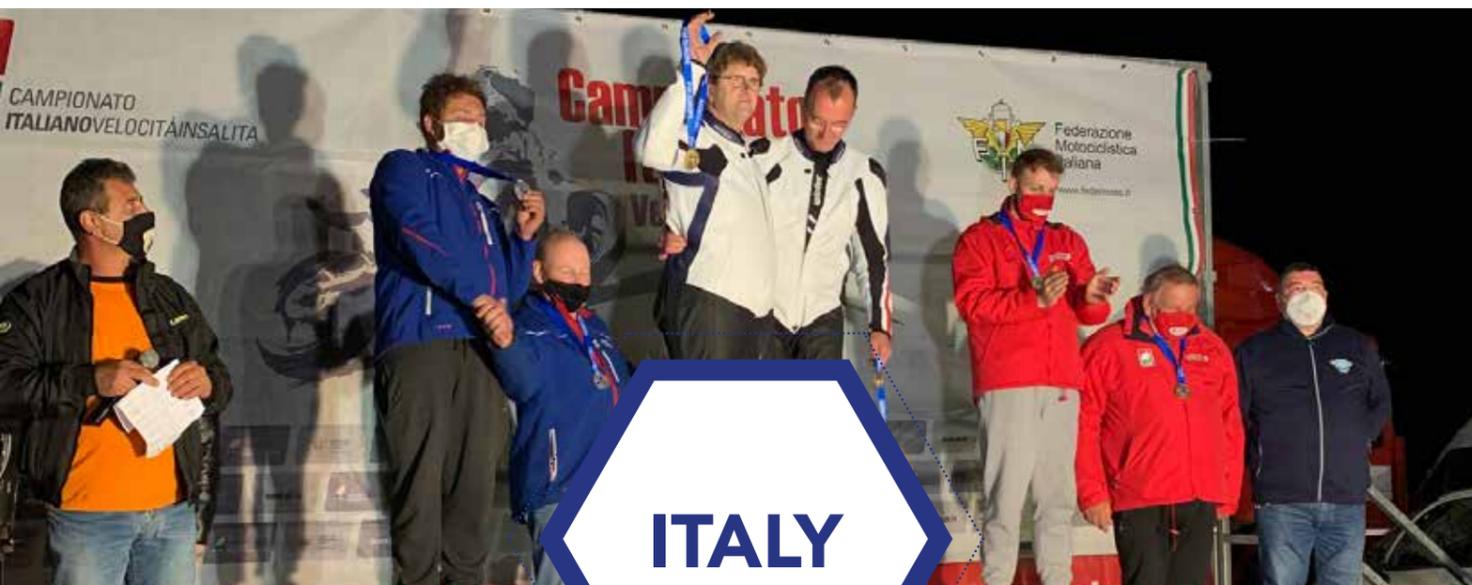
1. Dmitry Solyannikov, Russia
2. Konstantin Kolenkin, Russia
3. Nikita Toloknov, Russia





VINTAGE HILL CLIMB EUROPEAN CHAMPIONSHIP

VINTAGE ENDURANCE EUROPEAN CHAMPIONSHIP

18th October

Isola del Liri-Poggio Vallefredda, Italy



Weather

Race 1 classification**Race 2 classification****Classic 125**

1. Giovanni Lombardi
2. Mario Dolfi

1. Mario Dolfi
2. Giovanni Lombardi

125 GP

1. Pierluigi Mutti
2. Guido Testoni
3. Lucio Laureti

1. Pierluigi Mutti
2. Guido Testoni
3. Lucio Laureti

Classic 250

1. Roberto Della Latta

1. Roberto Della Latta

250 GP

1. Gino Tedeschi

1. Gino Tedeschi

Race 1 classification**Race 2 classification****Classic superbike**

1. Domenico Panicia
2. Giovanni Caschera
3. Massimo Palleschi

1. Domenico Panicia
2. Massimo Palleschi
3. Sauro Valentini

Classic open

1. Stefano Bonetti

1. Stefano Bonetti

Sidecar 8c

1. Befera/Di Berti

1. Befera/Di Berti

09th-10th October

Misano, Italy



Weather

Classe Classic

1. Francesco Greggio, Michele Greggio, Paolo Fanton (ITA)

Classe Formula

1. Ralf Eckert, Thomas Schuler, Bruno Azner (GER)

Classe Maxi

1. Matthieu Sauve, Clement Chevrier (FRA)

Classe Open

1. Greg Fastrè, Strphane Mertens (BEL)

FOCUS ON



EUROPEAN 2020 CHAMPIONS

ROAD RACING

HILL CLIMB - SUPERBIKE

Stefano Bonetti | Italy

HILL CLIMB SUPERMOTO OPEN

Steven Bellavoine | France

NORTHERN TALENT CUP



Soma Görbe | Hungary

CEV MOTO2 | STOCK 600



Yari Montella | Italy
Fermin Aldeguer | Spain

SUPERSTOCK 1000



Máté Laczkó | Hungary

HILL CLIMB - 250 GP/OPEN

Guido Testoni | Italy

HILL CLIMB - SUPERSPORT

Maurizio Bottalico | Italy



CEV ETC



David Alonso | Colombia

WOMEN'S SS 300



Beatriz Neila Santos | Spain

SUPERSPORT 300



Petr Svoboda | Czech Republic

MINI ROAD RACING

JUNIOR A

Tommaso Landoni | Italy

JUNIOR B

Edoardo Savino | Italy

JUNIOR C

Gabriel Tesini | Italy

OPEN 50

Mattia Virone | Italy

MINIGP 50

Lorenzo Cavalletto | Italy

HONDA NSF 100

Jaiden Blokzijl | The Netherlands

OHVALE 110

Cristian Borrelli | Italy

OHVALE 160

Matteo Masili | Italy

OHVALE 190

Attila Moor Rossi | Hungary

MOTOCROSS

EMX 250



Thibault Benistat | France

EMX 125



Andrea Bonacorsi | Italy

EMX 2T



Brad Anderson | Great Britain

EMX OPEN



Karel Kutsar | Estonia

EMX QUAD



Roman Gwiazda | Poland



SUPERMOTO

SM JUNIOR



Jan Ulman | Czech Republic

S2



Diego Monticelli | Italy

S3



Hakan Halmi | Bulgaria

SENIOR



Alexander Latyshev | Russia

S OPEN



Mickael Bryan Amodeo | France



ENDURO & RALLY

BAJA



José Flores García | Spain

BAJA QUAD



Olga Rouckova | Czech Republic

BAJA WOMEN



Olga Rouckova | Czech Republic

BAJA SSV



João Dias | Portugal

SUPERENDURO



Magnus Thor | Sweden



TRACK RACING

UNDER19 PAIRS



Jan Kvech
Petr Chlupac
Daniel Klima
Czech Republic

UNDER19 INDIVIDUAL



Jan Kvech | Czech Republic

125cc YOUTH



Adam Bednar | Czech Republic

UNDER21 INDIVIDUAL



Marcus Birkemose | Denmark

85cc YOUTH



Mikkel Andersen | Denmark

INDIVIDUAL GRASS TRACK



Mathieu Tresarrieu | France

PAIRS



Jakub Jamróg
Victor Trofymov
Mateusz Cerniak
Poland

UNDER21 TEAM



Norbert Krakowiak
Dominik Kubera
Jakub Miskowiak
Mateusz Cerniak
Poland

INDIVIDUAL ICE



Dmitry Solyannikov | Russia

SEC



Robert Lambert | Great Britain



VINTAGE

ENDURANCE

FORMULA

Team Bolipack
Bruno Arzner
Ralf Eckert
Thomas Schuler
Germany

CLASSIC

Padova Motocorse
Francesco Greggio
Michele Greggio
Paolo Fanton
Italy

MAXI CLASSIC

PowerRacing-Japauto Club
Matthieu Sauve
Clement Chevrier
France

OPEN

Team Force
Gregory Fastre
Stephane Mertens
Belgium



HILL CLIMB

CLASS 1

Mario Dolfi | Italy

CLASS 2

Pierluigi Mutti | Italy

CLASS 3

Roberto Della Latta | Italy

CLASS 4

Gino Tedeschi | Italy

CLASS 6

Domenico Paniccia | Italy

CLASS 7

Stefano Bonetti | Italy

CLASS 8A

Roland & Maria Gundinger
Austria

CLASS 8B

Armin Pfalz & Dirk Lüttke
Germany

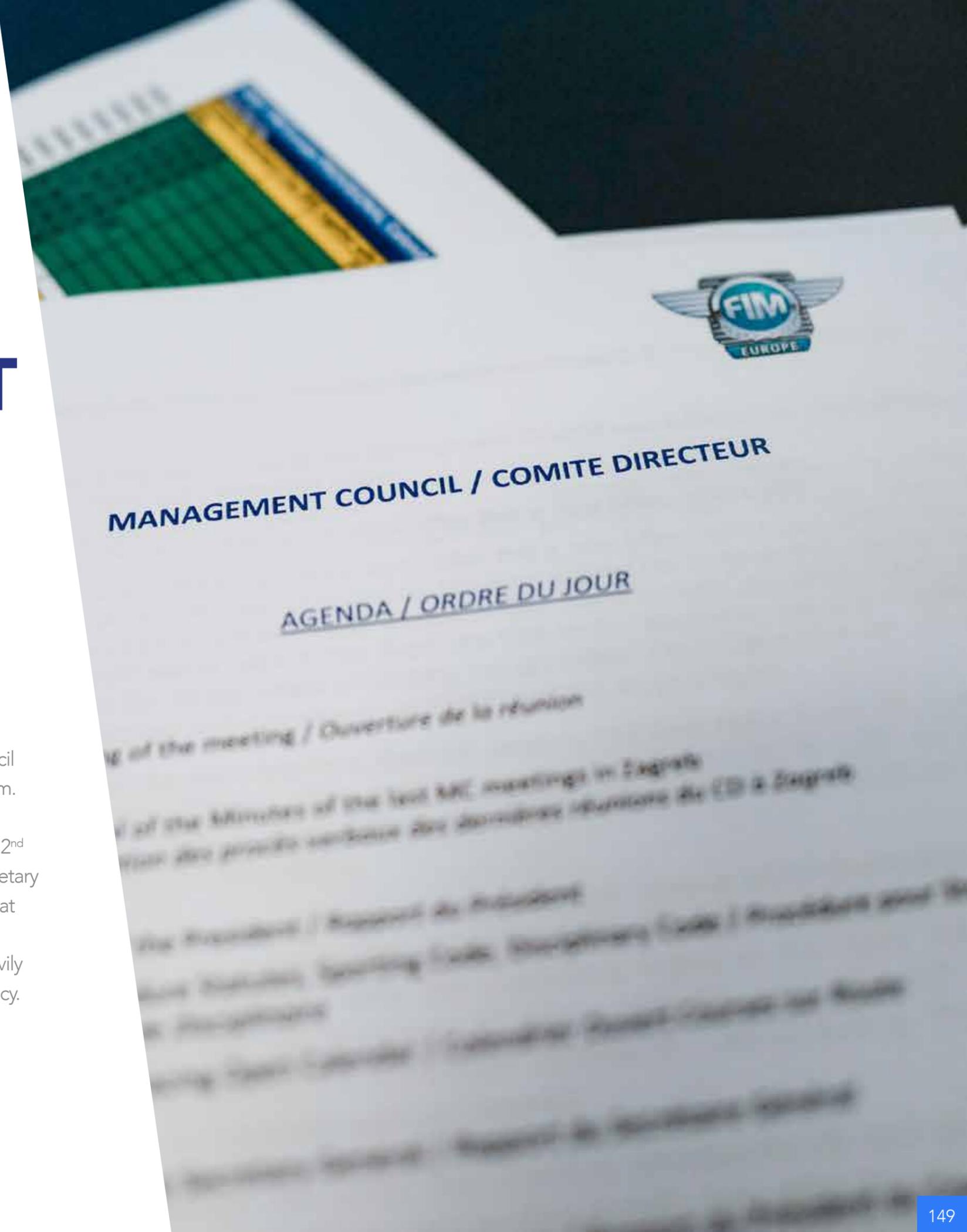
CLASS 8C

Alessandro Di Berti & Diego Befera
Italy

THIRD SEASONAL MANAGEMENT COUNCIL FOR THE FIM EUROPE

On 15th December the last seasonal Management Council was held through Zoom Video Communications platform.

The complete Management Council, President, 1st and 2nd Deputy Presidents, Treasurer, Vice-Presidents and Secretary General, the latter supported by the General Secretariat Coordinator and by the Responsible of the Sporting Department, have drawn up this year's profile so heavily conditioned and afflicted by the COVID-19 emergency.





In the alternation of the Reports of the individual Members of the Council, what will be outlined at the end of the year will represent the sporting, non-sporting and economic-financial results of 2020. This will be the result of the coordinated efforts of all the components of our Organization. The administrative activity, carried out by the General Secretariat between security protocols to protect the employees and a particular

attention to the realization of all possible savings to balance the drastic reduction in revenues, was aimed to obtain a budget result as much as possible close to the 2020 Budget. We will keep the focus on the task until the last minute of the last day of this year in order to reach our challenging goal.



ALESSANDRO SAMBUCCO

FIM EUROPE SECRETARY GENERAL



MARTIN DE GRAAFF

FIM EUROPE PRESIDENT



In the usual time of the year the meeting of the Management Council took place, like we are used to do it this year by Zoom. The important issues were discussed by the Management Council, necessary points at the end of 2020, a year which we will remember a long time. The preparation of the General Assembly, also remotely, from Geneva was an important item. It is the first time to organize a General Assembly in this way. The Management Council agreed unanimously with this idea. Like the FIM and two other CONUs it is a possibility in the FIM Family Week to inform our federations and to deal with all usual agenda points.

The original first idea for this week was totally different, a meeting week for all federations and CONUs. However, the meetings will take place in another way. The FIM Europe congress 2021 with federations and commissions will be held in Belgrade in July, hopefully in that case as physical meeting. All sporting commissions evaluated the past season, the non-sporting commissions will meet in January. Both Council chairmen reported the items and proposals for 2021. The report of the treasurer was more positive than we expected, the financial department has done a great job in order to control the budget.



FIM EUROPE SPORTING COMMISSIONS MEETINGS

Due to the Coronavirus outbreak, this time the commissions did not meet in Fiumicino as in previous years, but virtual meetings were held with Zoom Video Communications platform in order to discuss the current season and future prospects.

Despite the impossibility of physically interfacing, the virtual meetings were also attended by the FIM Europe President Martin de Graaff, the 1st Deputy President Michal Sikora and Paola Bianchetti and Silvia D'Amico, responsible for sport matters in the office.

MR MARTIN DE GRAAFF

FIM EUROPE PRESIDENT



"Our sporting commissions had Zoom meetings in order to evaluate this year, but more important to prepare season 2021. All members would like to have a normal season with exciting events. We had to cancel many events, but a number of competitions could take place. It's a hard time for everyone, but there is the will

to go on. We could not give any official information for the 2021 calendars, but we are working hard to schedule the next season in the safer way. I'm grateful to all our members and volunteers, especially in this strange and tough season. We all wish to meet in person soon".

MR MICHAL SIKORA

FIM EUROPE 1ST DEPUTY PRESIDENT



"Unfortunately, having in mind worsening pandemic situation in Europe, we were not able to meet personally but through video meetings. I'm really happy that we had at least in this mode possibility to see each other in good health. All commissions had discussed current situation in members

countries, summarize the 2020 season and talked about nearest future, especially about calendars which are now really hard to prepare: a first draft was prepared, even if we are still living a tough situation. But we all have to think positive!".



TRACK RACING COMMISSION

The meeting summarized the 2020 season and focused on the new one. Despite the restrictions, most of the planned Championships and Cups took place, including the SEC Final Series, U21 Individual and Team Finals, as well as Grass Track Individual Final.

MR PIOTR SZYMAŃSKI

CHAIRMAN TRACK RACING COMMISSION



“We are very happy the President joined our meeting. We made many efforts in order to make this season like a normal one. We already discussed about the 2021 calendars and we all hope to run the next season in a normal way. Thank you to the Commission's members for their efforts. I hope we'll meet each other soon”.

MR IGOR BOŠKOVIĆ

CHAIRMAN VINTAGE COMMISSION



“We all want to forget this tough year. Coronavirus touched our lives deeply as well as our sport. We are looking forward into the new season and we all hope that this situation won't last long. At the end of the meeting we agreed details and a draft calendar”.

VINTAGE COMMISSION

The virtual Zoom meeting of the Vintage Commission started with a friendly discussion about the strange time we are all living. Many races were postponed or cancelled in 2020 due to Coronavirus pandemic: road racing, hill climb and endurance races took place, even if with just one single event. The Commission agreed small amendments for 2021 rules and a draft of the 2021 calendar has been approved at the end of the meeting.

MOTOCROSS & SNOWCROSS COMMISSION

Unfortunately, at the end of the meeting no calendar can be produced because the promoter, Infront, is unable to produce it as the future is very uncertain due to Covid, but there will certainly be the normal classes in 2021. The same applies to the EMX Quad calendar, because the commission works closely with the FIM Sidecarcross promoter, APO Multicam. 2020 Championship results cannot be ratified because the EMX125, EMX2T and EMX Open are not completed yet. Next year there will be a European Snowcross Championship in Finland in April combined with the FIM World Snowcross Championship and a Snowbikecross Cup in Russia at the same venue as in 2018 depending on how the Covid situation develops.

MR EDDIE HERD

CHAIRMAN MOTOCROSS & SNOWCROSS



“There will be no major changes to the rules next year, even if the calendars are still pending. We are living a difficult situation, but generally the season has been very good for the EMX125, EMX250, EMX2T and EMX Open classes with 9 rounds in EMX125, 10 rounds in EMX250, 5 rounds for EMX2T and 6 rounds for EMX Open, which is the same as on the original calendar at the start of the year. Entries have been at a relatively high level considering the Covid restrictions around Europe. I want to thank Infront Moto Racing for the incredible work that has been done together with National/Regional governments plus the FMN's to make these events happen”.

DRAG RACING COMMISSION

Covid-19 emergency had a strong impact on Drag Racing teams, tracks and sponsor, causing the cancellation of the calendar. Even if the situation is still uncertain, the Commission is determined to carry on and make plans for 2021. Is under evaluation the idea to extend by a year the expiring track and officials licenses in case the Covid situation makes it impossible to hold the needed seminars. Online training licences are also evaluated.

MR JOB HEEZEN

CHAIRMAN DRAG RACING COMMISSION



“I'm happy to confirm we are already working on 2021 season: Hockenheim has already applied for a round on 26-28 of August, Kunmadaras will apply for a round of SSB on 01-03 of May, Santa Pod will apply for two races, the first one on 29-31 of May and the Euro Finals on 09-12 September. There is also the chance of one more round in Tierp on 11-13 June”.

ENDURO & RALLY COMMISSION

The meeting to take stock of the situation for the 2020 season and prepare for next year's season was certainly useful and necessary. The 2020 season has unfortunately seen the cancellation of many races and championships, but the prospect, if it will be possible, is to start again next year with new calendars. The Enduro Championship will start in Italy, then it will move to Czech Republic, Poland and in the Netherlands. The season will begin with the Superenduro, always

combined with the World Cup, with the race in Poland, Germany and Hungary. Very few changes to the regulations, a sign that the current rules are well calibrated for everyone. About the Rally, with the intervention of the promoter Meletis Stamatis, at the moment there are three round: Greece, Romania and Portugal, but there is interest to have another race from other organizers and Federations. Two races are scheduled for 2021 for the Bajas as well as the Cross Country.



MR MARCO BOLZONELLO

CHAIRMAN ENDURO & RALLY COMMISSION

"It was a pleasure to see the commission's colleagues again, even via web, and also Mr Michal Sikora, present at the beginning of the meeting. This year we faced a tough situation, but we are already

working on the next one. We'll have good races and interesting Championships if the situation will allow us to start".

TRIAL COMMISSION

Due to the Coronavirus outbreak, this year the Trial Commission had to cancel the whole European Championships and Cups. The good news is that the 2020 calendar have already been finalized, and soon will be published as official. The meeting was attended by the FIM CTR Director, receiving some information about the World Championship rounds held this year.



MR MAGNUS LILJEBLAD

CHAIRMAN TRIAL COMMISSION

"The current situation did not allow us to a normal meeting, but with a virtual way we had the occasion to discuss and finalize our calendar. The FIM Europe 1st Deputy President, Mr Michal Sikora, attended a part of the meeting and so we could discuss about the European Games in Krakow 2023. Trial is invited as demonstration sport and we are looking forward to work with this event if the situation will allow that".



MR MARTIN HEJDUK

CHAIRMAN ROAD RACING COMMISSION

"The meeting was held in a friendly atmosphere with 25 persons. We discussed about the current year, but for sure the focus is on the next season. Different working groups will be held within the next few weeks in order to propose improvements for the 2021 season".

ROAD RACING COMMISSION

During the meeting all the results of the different European Championships and Cups have been approved. All Jury Presidents reported about the different events held in 2020, but also the tough situation for the sport in Europe has been discussed. There are still no calendars for 2021, as the situation did not allow to make official plans.

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Season's Greetings

*With all good wishes
for the New Year!*