



Press Note

Two candidates for FIM Europe Presidency

On July 3rd the 20th FIM Europe Congress will start in Crakow. It will be a particularly important event: within July 6th the new FIM Europe President will be elected. Two are the candidades: in alphabetical order, they are Mr. Wolfgang Glas from Germany and Mr. Wolfgang Srb from Austria.

What are their plans for the future if they are elected? And what do they think FIM Europe can do for motorcycling? We have met both and asked them the same questions. Here are their replies.

Interview with Wolfgang Glas

How and when did you approach to the world of motorbikes?

My Club offered Enduro, Trial, Moto Cross and Rally (Car). All the youngsters began to ride on bikes in different sports. I road motorbike just for fun on club and regional level and Rally on national and international level as Co-pilot. The club organised also World Championship Meetings on track racing and it was usual to work in the staff. And I did it.

Are you a motorcyclist, too?

I stopped some years ago, when a friend of my brother having on a fatal accident on an excursion without own fault.

What do you think are the main subjects matters on which the new Fim-Europe president must intervene?

Motorcycling decrease in whole Europe since a lot of years and cannot correct only by FIME. We will be a partner in a concerted action of all interested in motorcycling. Motorcycling is attractive for job, holiday and sport. I.e. we all complain about the traffic and parking situation in our cities. Motorbikes need half space of cars.

What are your goals?

The reliable cooperation with our Federations. Federations are the owner of FIME. Have contacts to the politic. Connections to associations with an interest on Motorcycling to emphasise with their support the advantages of motorcycling.

What can you say about the role of Fim-Europe president?

The role of the president FIME is fixed in the statutes and the Standing orders. I would like to use this position offensively for motorcycling.

What do you think has changed from Uem to Fim-Europe and what do you think should change in the next future?

With the changes of the statutes in 2010 the federations have fixed the duties of the FIM and FIME. This is now on the table. If improvements are necessary, it can happen only in close cooperation between FIM, FIME and Federations.



Press Note

What can Fim-Europe do for increasing motor sport?

We must widen our offers. Also go to niches. The demographic factor is to be considered. The people become older and older; also for these motorcyclists we must find attractive offers. The European championships must be moved more in the interest of TV, newspapers, magazines and public. Our Championships must remain attractive and payable for organizers and riders as a step on the way to World-Championships.

What can Fim-Europe do for motorcycling in general, to increase the number of motorcyclists in Europe and, at the same time, increasing the market, which at the moment is profoundly in crisis?

Cooperation with manufacturers, importers and dealers. With attractive complete packages, e.g., in tourism, extra driving schools for newcomers and beginners.

As for off road, is there any plans about increasing the opportunities for common motorcyclists to go off-road more easily and with less normative limitations than now?

On safety nothing is to decrease. Politic gives the framework. We have to use in this frame all our possibilities. The use of circuits and tracks off road will be more and more reduced by environmental rules, noise restrictions, and duration of races. We have to follow these regulations but we have also to save our rights by contracts. Verbally assurances are not enough. Things which happen now well can be changed in a short time. We have to be aware on this. We have to accept the reality, but more important for me is it to save the future of Motorcycling in all its areas.

Interview with Wolfgang Srb

How and when did you approach to the world of motorbikes?

In the early eighties. I used to be a Sporting Steward of the Austrian Federation, both for car as well as for motorcycle events. One day Heinz Kinigader (250cc Motocross World Champion 1984 + 1985) spoke in an interview about the fact that for the first time an Austrian was leading the Motocross World Championship, but the Federation did not send a Jury Member to the races to support him. To make a long story short: I was asked if I would be interested and I simply said yes. This is how it started.

Are you a motorcyclist, too?□

I ride a scooter, just for fun.

What do you think are the main subjects matters on which the new FIM-Europe President must intervene?□

My main target is to strengthen the position of FIM Europe within the FIM family. FIM Europe is not only the biggest Continental Union in terms of affiliated Federations, but also in terms of the biggest number of riders, licences, organisers and events. There is an urgent need for a bigger financial support from FIM for European projects. There are plenty of ideas in Europe and we simply want a fair share of the subventions, taking into account that we are the biggest and most active CONU. We need to give more help to developing Federations, who have financial problems. The financial crisis, that has hit the world as of 2008, is still not over.



Press Note

What are your goals?□

Once the financial support has grown to a fair level, things will be a bit easier. We need to develop and grow the sport in all disciplines in close cooperation with FIM, Federations and promoters, especially for young riders. A very good example is the European Motocross Championship, which is organised together with the Motocross World Championship at the same venue and on the same weekend. We need more training camps for riders as well as national coaches and trainers. We need to find a solution for the European Road Racing Championship.

Another important field of activity is the motorcycle tourism. We must become more attractive for all these riders. We need to work in closer cooperation with FIM and other CONUs. In other words: FIM Europe needs to be more active and stronger, but at the same time the management has to work efficient and cost effective. We have to listen to the needs of our affiliated Federations and have to help and support them as much as we can.

What can you say about the role of FIM-Europe President? □

The President has to work with all his power, relations and energy for the above mentioned targets. He represents FIM Europe in front of governments, institutions, manufacturers, sponsors, etc. at various meetings and occasions, might they be sporting as well as political. He represents FIM Europe in the Board of Directors of FIM and at meetings with the other CONUs. It is simply a full time job.

What do you think has changed from UEM to FIM-Europe and what do you think should change in the next future?□

The vote of the European Federations for the change of the name was very clear, so this is a done deal. We do not need to look back, but focus on the future and make FIM Europe stronger. Federations need to send their best people to the various Commissions, „Sporting“ as well as „Non-Sporting“. Things will then go automatically in a good direction.

What can FIM-Europe do for increasing motor sport? □

Be more active. Work harder. Listen to the stakeholders. Keep your passion.

What can FIM-Europe do for motorcycling in general, to increase the number of motorcyclists in Europe and, at the same time, increasing the market, which at the moment is profoundly in crisis?□

Be the advocate for motorcycling. Be active and credible. Be creative. Communicate our activities in permanent contact with the media. Support the young generation. Keep as well as improve and generate contacts and relations on all levels. Never give up.

As for off road, is there any plans about increasing the opportunities for common motorcyclists to go off-road more easily and with less normative limitations than now?□

All stakeholders, including FIM, Federations, manufacturers, promoters and supporters have to work in this direction; however, this is not an easy task in times of more and more legislation from governments as well as in Brussels. All our efforts are needed. This is not a job for one day and for one single person, but for all of us and ongoing for the years to come.



**RIDE
WITH US!**

FIM EUROPE - 27/06/2014