

# UEM MAG 02/2011

## PROJECTS FOR THE FUTURE

### Event Physician Course and "Race Technology"...



*The second issue of the UEM MAG is dedicated to two promising projects. The first is related to the agreements between UEM and FIMS and with the Università degli Studi "Foro Italico" in Rome, respectively for the preparation of doctors operating in the race courses and for the research of new physical training methods for motorcycling riders.*

*The second project refers to an initiative of a group of well-known European engineer designers and constructors, who met on the 2<sup>nd</sup> of April in Rome for a workshop aimed at evaluate the feasibility of the return of 2 stroke engines in Road Racing and, eventually, of the launch of a Championship dedicated to these machines.*

*(In the main picture, the intervention of UEM Vice President, Mr Luigi Favarato, to the workshop held in Rome)*

### EMERGENCY SPORTS MEDICINE COURSE FOR EVENT PHYSICIANS

The UEM Academy, among the initiatives co-ordinated by the Vice-President Mr Wolfgang Glas, seems to have started to walk its first steps. Good ideas and proposals have always been around, but the lack of funds until now did not allow their realizations.

This year presented the same problems, with lack of financial resources also due to FIM delay in assigning subsidies for UEM special projects.

Despite this, Vice-President Glas was not stopped and continued in his activity. For example, on the 14th of March, together with the UEM General Secretary Mr Alessandro Sambuco, he met the dean of the Rome University "Foro Italico" Prof. Fabio Pigozzi, in



Rome University "Foro Italico"

order to assess the possibility to start a collaboration in finding new methods of physical preparation of motorcycling riders. This initiative could be a chance to open the academic world to such a complex sport as motorcycling. The possibility to start degree courses dedicated to high profile athletes of the European motorcycling world as per the project "Dual Careers" was also discussed.

Given that Prof. Pigozzi is also the President of the International Federation of Sports Medicine (FIMS), it was taken the occasion to discuss also on a possible collaboration with UEM in the medical field, which could start with the promotion of an Emergency Sports Medicine Course for Event Physicians, to be held in Imola during the Italian round of the Superbike European Championship on the 22nd and 23rd of September 2011.

Prof. Pigozzi welcomed with enthusiasm this key initiative, explaining that: *"The event physician is a key professional profile in the sport medicine. FIMS is engaged in the training of this profile for various requirements concerning the health organisation of sporting events. In addition to the Team Physician, his roles is to know all aspects linked to the management and prevention of medical-sporting emergencies in races beside, of course, the safety of athletes in the medical aspects. He is a doctor, who beside the capacity to face specific emergencies of the different sporting disciplines, must have strong competency regarding the safety management taking into account that in many races it is the*



Prof. Fabio Pigozzi, FIMS President



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*basis of the organizational and sporting success."*

The value added of this collaboration is made of FIMS capacity to leverage operational competencies already matured in other sporting disciplines and apply them to the motorcycling sports world, which is still not completely familiar to this organisation.

*"FIMS centers its activities"* continued Prof. Pigozzi *"on the collaboration with the international Sporting Federations, as much as that in its Executive Committee there is a representative of summer sports Federations and one of the winter sports ones, in order to better understand the needs of all sporting disciplines."*

The result of a collaboration with UEM, which for the moment will be based essentially on the formation of doctors ready to operate in events held under UEM organisation, could in the future bring even more exciting developments.

Prof. Pigozzi is strongly convinced: *"The future evolution between FIMS and UEM could bring a*



Mr Wolfgang Glas, UEM Vice-President

*closer co-operation in sporting events not only under the prevention aspects, but also with the assistance of riders and organizers through the formation of special task forces in occasion of particular competitions. I am particularly happy to start this collaboration with a Federation of motorcycling sports, where security requirements are extremely important".*

The Emergency Sports Medicine Course for Event Physicians will be held also under the supervision of Infront Motor Sports, promoter of the Superbike World Championship. The Infront general director Dr. Paolo Flammini declared to the General Secretary of UEM: *"Infront has always believed in the importance of motorcycling federations, in particular FIM and Continental Unions, and in the necessity that they should be more involved and qualified in managing not only the sport aspect, but also health issues related to the event. The motorcycling sport of the last fifteen years has grown like no other sport in the world and the professionalism is increased a lot. Therefore,*



Mr Paolo Flammini, Infront

*initiatives like this one promoted by UEM and FIMS need to be encouraged. The formation of an event physician is strictly linked to our efforts in promoting this sport among youngsters and to invite them to come to the race courses in full security, even if nowadays they are distracted by various interests with the motorbike being not anymore their major dream. Infront, as a promoter of one of the major expression of the world motorcycling, has always supported initiatives that improve security of tracks and believe that the long established collaboration with UEM has been very useful to guarantee better security conditions to many young riders".*

The Course will see as speakers Dr. David McDonagh and Dr. Johan Hegvik assisted by the Chairman of the UEM Medical Panel Dr. Reinhard Kraenzler and its members.

To the aforesaid Course one physician for each FMN will be admitted upon request (the Chairman and the Members of the UEM Medical Panel will represent their own FMN).

This Course has been designed offering the UEM event physician an intensive 19 hour practical course on how to diagnose and treat emergency illnesses and injuries at a racing venue. The Course provides an overview of the injuries that can be expected at a motorcycling event, how to make a diagnosis without sophisticated medical equipment, how to initiate basic but correct primary care and finally discusses major difficulties.

Dr. David McDonagh and Dr. Johan Hegvik, both Asst. Prof., National University, Trondheim, Norway, already held similar courses in several European countries and also in other continents.

Dr. David McDonagh is consultant at the Accident and Emergency Dept., University Hospital Trondheim and chairman of the FIBT Medical Committee. He is also the Winter Olympic Federations representative of FIMS, secretary of the Medical Commission of the International Boxing Association (AIBA) and physician for the Olympic Centre in central Norway.

Dr. Johan Hegvik is a consultant at the Anesthetics Dept., at the University Hospital Trondheim. He also works on the Norwegian Helicopter Rescue Service, which covers the central region of Norway and has been a rescue physician at several major World Championships including the Lillehammer Olympic Winter Games.

The Course will be held in two days, Thursday the 22nd and Friday the 23rd September with an intense agenda and will finish on Saturday the 24th September with a visit to the Imola International Circuit, guests of Infront, to assist the qualifying practices of the Superbike World Championship.

### **ROAD RACING PROJECT "CHAMPIONSHIP RACE TECHNOLOGY"**

After the stop from the World Championship of the 250 cc. 2 stroke class in the 2010, substituted by the Moto 2 class, the same fate will be given to the 125 cc. class, which from next year will be substituted, as it has been already announced by Dorna and FIM, by a moto 250 cc. 4 stroke called Moto 3.

This revolution, which declares the end of 2 stroke motorcycles, created some uneasiness among fans of this sport, who did not appreciate the disappearance of categories widely regarded as "classics".

Somebody, therefore, thought that there was a need for a new championship called "Racing Technology", highlighting the technological nature of the project, reserved to 2 strokes 50 cc., 125 cc. and 250 cc. bikes with the ambition to build an ideal bridge between the past and the future leveraging on technology.

The promoters of the project are confident that such a championship could attract new constructors, especially the European ones, who would be able to produce real top performing prototypes at low-cost, investing in innovative technologies.

Several companies also in the automotive business (Volvo, Saab, Fiat, Lotus, etc...), have already invested in bi-fuel or tri-fuel engines, as

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they consider this solution a valid alternative to fossil fuels dependence and a way to significantly reduce CO2 emissions.

This solution, according to the aforementioned promoters, could give birth to the first ecological championship with the faster and cleaner bikes of the world. They have pointed out that ecological does not necessarily mean slow: as a matter of fact, a normal fuel-powered 2 stroke motorcycle, if transformed into an ethanol-powered engine, could actually produce more power, reaching speeds of up to 270 km/h and without any pollution problems.

The promoters of this project sustain that it can be very attractive to industries that produce technology and quite interesting for the numerous professionals who appreciate enough the current motorcycle landscape, emphasizing the unique nature of the technology of a category restricted to pure prototypes.

Such a championship would also serve the purpose of bringing back to the realm of competition the scientific community (Universities and international research organizations), which for years have been completely absent from the race circuit, and many companies in the sector, international

technical organizations and various Universities such as Oxford Brookes University (technological hub of Oxford University) and a number of television networks have shown great interest in the project.

An additional advantage that such a championship could offer would be to allow the recovery of many valid technicians who found themselves not prepared to the stop to two strokes motorcycles.

Lastly, the initiative would also be greatly significant in terms of training young riders, who would have the opportunity to learn from top experts and from those having a greater technical preparation, as well as to train in extremely technical race.

The consensus on this project has apparently been very encouraging and, at the feasibility study stage, a number of illustrious personalities in the worldwide technical landscape gave their support, namely Jan Thiel, Dolph Van der Woude, Joerg Moeller, Franco Barazzutti, Gabriele Gnani, Mike Austin, Loris Reggiani, Eric Saul and others.

On the 2nd of April, the first workshop was held with a round table with well-known European engineer designers and constructors in order to verify how to put in practice the above described idea.

The promoter of the initiative, Mr Franco Barazzutti, showed the project and its objectives, focusing on some technical aspects and on the possibilities that from such a joint



Mr Franco Barazzutti



Mr Dolph van der Woude





Mr Mike Austin

effort could come the bike of the future.

He then focused on the rules of such a new championship should have, not very different from the current world championship, but with important news like the opening to pluricylinders and, above all, the use of biofuels and any natural propeller (bioethanol, biodiesel, hydrogen, biogas) and advanced alimentation technologies like direct injection.

An interesting contribution followed from the rider and constructor Gabriele Gnani, from the designers Dolph van der Woude and Mike Austin, teacher of Mechanics at the Oxford University. Participated also through video conferencing Jan Thiel and Joerg Moeller who also offered some valid ideas.

UEM was also invited to the workshop and its Vice President Mr Luigi Favarato showed interest in the project and availability to support it, given the right conditions. He was in favour also to an eventual championship to be held under the organisation of Alpe Adria or of the same UEM, only after having the certainty of an enough number of adhering constructors and riders.

The workshop ended with a debate with the audience, composed mainly by fans, riders, bike



Mr Jan Witteveen

technicians like Jan Witteveen, famous for his contributions to the winning of 40 world titles, who asked more information on this new championship.

Overall, the workshop was extremely interesting and highlighted the widespread desire to give value to the ecological aspect of the new motorcycles, to reduce costs, to bring back competitions to a feeling of solidarity and friendship among riders and to improve the relationship with the audience and the media.

However, there are also some perplexities. Our impression is that by focusing on ecologic aspects, costs cuttings and improvement of sporting performance of these new motorcycles, there could be surely positive results. If, on the other hand, it will prevail the romantic/nostalgic aspect, as it seemed in some contributions, with an attempt to recreate racing feelings of twenty years ago, then this project could provide limited positive results, because it is unthinkable to return back in time.

In conclusion, this project deserves attention also because it boasts among its main supporters people with high prestige and renowned technical capacities, but it will be needed time before understanding if it will move from the theoretic stage to the realisation of the project.