

Bruno Camozzi reveals how No Stop was introduced by the Fédération Française de Motocyclisme (FFM) Published on www.planetetrial.com Nov 2nd 2013.

The Trial Committee approved the NON STOP - regulations in France for 2014 !!

As delegate of the riders, I have to explain how this decision was made.

I ask you all to read this entire account well so that each of you knows exactly how this came about.

YOU WANT THE TRUTH, HERE IT IS!!

It all started at a FFM meeting on October 12th, 2013. The Trial Commission organized this meeting 15 days in advance of the FFM congress, for advance discussions in order to save time at the congress.

On this day we discussed this and that concerning trials throughout the day, avoiding the NON STOP issue. Sooner or later we had to broach the subject, which was effected during the last 20 minutes, or the clash of interests between François Courbouleix and Bruno Camozzi would have exploded. François Courbouleix took the decision to end the meeting and leave us 15 days of reflection before the FFM Congress.

We would then initiate congress negotiations with this issue, as the Trial Commission had already dealt with all other subjects.

Friday, November 1st 2013, we're at the FFM Congress. It's 8:30 am, and the meeting is in progress. We begin by taking stock of the French Championship 2013, then the TdN, the World round in Isola, etc etc ... all of which we had already gone through 15 days before. Then follows homologation of the results, the calendar (More about the calendar in a later report), the appointment of FFM delegates for events in 2014, and then one receives the DTN, followed by the President, the finance manager and whatnot ... everything a pretext to defer the dispute on NON STOP.

Once again we approach the end of the day!!! Ears pricked up in the coffee and lunch breaks, I overhear François Courbouleix stating that he will expedite the discussion on NON STOP, "not talk about it for days and days.."

Consequently, we finally enter the discussion of NON STOP in the commission.

François Courbouleix opens by saying: "Gentlemen, we have talked enough. I grant you 2 minutes each to express your views on the subject, and then we vote."

I appeal to President François Courbouleix, arguing that NON STOP is not a decision to be taken lightly, as the future of trial may be on stake; it seems to me that we must consider both pros and contras thoroughly.

President François Courbouleix replies: "That's how it is. I decide if it's enough talking. You have 2 minutes each."

(I emphasize that no meeting of the Commission during 2013 had discussed this, except on October 12th where NON STOP was debated for 20minutes - unless meetings have been arranged without inviting me??)

We start the round table of members entitled to vote:

Yves Percheron : I realize that NON STOP is not easy, especially the matter of observing. Members of my club, who were observers at the TdN, have really experienced the difficulty of judging by this rule. The observer's briefing by Thierry Michaud was indecisive, saying we must sanction stop - *but* " to be tolerant". 50% of the pilots in our club are against and the other half want to try - but then we were not able to solve the judgment issues. I am AGAINST!

Jean Helwaser : I do not like NON STOP. I find that it eliminates all graceful movements of the riders, observing is not possible, too much trouble. I asked the members of my club, one of the largest, and the majority oppose Non Stop. I am AGAINST.!

Jean Michel Blin : The NON STOP brings many problems, and we do not have the solutions to ensure a fair trials competition. What I saw at the TdN was judgments that are not correct and very difficult. I find it regrettable that Thierry Michaud, who is the person who has brought this to the World Championship, and who wants to impose it on other countries, is not here to give us an explanation. For all these reasons, Jean Michel Blin votes AGAINST!
(At the beginning of the meeting, Francois Courbouleix told us he had contacted Thierry Michaud earlier this week to have him send the arguments for NON STOP , and also what changes to expect in the 2014 FIM rules. No response received, François Courbouleix phoned Thierry Michaud the day before the congress. The only information he got was that at the world championship 2014 the section inspection of the pilots the day before the race will be from the outside, BUT on race day walking in sections will be allowed)

Bruno Camozzi: As François Courbouleix has given us a mere 2 minutes to talk about the most important aspect of the rules, I will not repeat arguments I put forward at the last meeting. I just want to clarify two things to the FFM President, Mr Jacques Bolle, who intervened just before the debate:

1) that indeed there is a pressure on FFM from FIM to have the NON STOP rules in France, BUT the FFM is to decide whether or not to accept this rule. He is not a specialist in our discipline, he trusted in his commission.

2) Jacques Bolle has passed a message to the commission, cautioning the board that TRIAL is the only motorsport declining this year in number of licensees (No. licensed going from 3000 to 2500), *and if the decline continues, trial will be reduced to a minimum and the French National team may cease to exist*

I proceed by specifying that one of the arguments of the Commission is homogeneity between the FIM rules and the FFM, so that the nine riders participating in the World Championships will not be at a disadvantage. (5 out of these 9 riders are AGAINST the rule anyway, also with an average of 100 riders in the French Championship, they represent only 9% of the pilot base – the remaining 91% are held hostage!). If we truly want to respect homogeneity, we must go NON STOP at the French cup rounds, because youngsters in the cup will NEVER come to the championship of France if the rules are not the same. They would be suffering a drawback in the same way as our 9 riders would in the World Championship, following the logic of François Courbouleix.

For consistency, it is then necessary to implement the rider's inspection of the sections as done in the World championship!

François Courbouleix then said NO to the FIM rule of inspections of the sections, as it will be a mess for the commissioners, and that the commission does as it likes on this matter.

But consistency is the only argument put forward by Courbouleix.

I conclude by reminding him that 13 years ago, back in the year 2000 when non-stop had returned to France, the problems were the same. François Courbouleix at that time accepted the problem of observing, and attempted to invent a device on the motorcycles with diodes that lit if the bike stopped! The system did not work, human judgment was too complicated and too random and the NON STOP rule was revoked. 13 years later, the problems are the exactly the same and no solution has so far emerged! I am AGAINST NON STOP!

Christian Pernot: I don't care one way or the other- NON STOP or no NON STOP, the only problem I have is *how do I explain this rule at the briefing of the observers?* It takes very clear solutions, or else there will be a problem. Not having these solutions, I am AGAINST!

Pierre Ramoda : I agree with everything that that has been said. I will add that the normal trial has saved a round like Pompignan. If this event had been NON STOP, the club could not organize due to a lack of terrain, and all clubs who do not have enough suitable terrain at their disposal cannot host events. In Ancelle or Isola 2000, the sections on the rocks could not be included as it is IMPOSSIBLE not to stop in areas like the first four zones in Ancelle. I am AGAINST.

Christian Demontein : I attended Isola 2000 and the TdN. I watched some sections, and it went well. I am FOR the non-stop!

François Courbouleix : You know my position, I'm for trying it out, and for consistency of the rules (homogeneity when possible) so I am FOR the non-stop!

OK gentlemen we are ready to vote. Who votes in favor of NON STOP ?

After a few seconds of hesitation and exchanging glances, Christian Demonteil and François Courbouleix raise their hands.

OK, there are 6 votes AGAINST Non Stop and 2 FOR .

We remain with the normal trial rules.

But 20 seconds later – Flip Flop! - Christian PERNOT raises his hand and abandons his colours, stating that “If the Commission so wants, I'll follow your decision and vote FOR”

(ATTENTION: “The Commission” is a group of 8 people!!! It's not only President François Courbouleix and his right hand Christian Demonteil !)

So we're down to 3 vs. 5 – but still a majority to remain with today's regulations.

Alas, 10 seconds later, another turncoat.. Yves Percheron, using the same phrase ” If the commission so wants, I vote FOR NON STOP...

Suddenly a draw 4 - 4 !

President François Courbouleix in 10 seconds said with a broad grin:

"So there's four against four. In case of a tie, the chairman decides. I'm FOR gentlemen. The French championship 2014 will therefore be NOT STOP next year "!

For no reason, Christian Pernot and Yves Percheron changed their minds, and the meeting of the first day is concluded.

That's how a decision that important for 2014 was made.

Don't ever mention the competence of the Trial Commission. The members of the commission are faceless, they have no pride, no real love, no independent minds.. The sport of trials is run by people who live and think POLITICS, not TRIAL.

The commission is only there to be bosses, looking good in the paddock.

To the entire world of French Trials, this is the truth of how NOT STOP arrived in France in 2014, and each of you must make your own judgments vis-à- vis the Trial Commission.!

BRAVO to François Courbouleix who scores points with the FIM and the pressure of Thierry Michaud.

BRAVO Christian Demonteil, who without rationale, just by looking at six sections, followed his master.

And a HUGE CONGRATULATIONS to Christian Pernot and Yves Percheron, who argued the case AGAINST non-stop, but in 20 seconds switched their allegiance to follow "The Commission", which you now know is called COURBOULEIX / DEMONTEIL. Other reflections do NOT COUNT !

It really is beautiful, our FFM Trial Commission.

Bruno Camozzi (no more the pilots' representative when he left the FFM Congress)



[Article published by Planete Trial \(planetetrial.com\) Nov. 2nd 2013](http://planetetrial.com)

Somewhat freely translated from French by Sara Hemmer, regrettably not fluent in either language.