

PROCEDURES FOR TECHNICAL CONTROL IN THE CLASSIC RACING

The procedure based on and it is mainly copied from the FIM rules. There are some extract content and addition concerning the classic racing.

The rider is at all times responsible for his machine.

1.1. The Chief Technical Steward must be in attendance for an event at least 1 hour before the technical verifications are due to beginning. He must inform the Clerk of the Course and/or the Jury President of his arrival.

1.2. He must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.

1.3. He shall appoint the Technical Stewards to individual posts for the race, practices and final control.

1.4. Technical inspections will only be carried out when the technical specification form of the motorcycle has been distributed by the Organizer (during the preliminary controls).

1.5. One rider, or his mechanic, must be present with the machine for Technical control within the time limits stated in the Supplementary Regulations.

1.6. The Chief Technical Steward must inform the Jury of the results of the Technical control. The Chief Technical Steward will then draw up a list of accepted machines and submit this list to the Clerk of the Course.

1.7. The Chief Technical Steward has the right to inspect any part of the motorcycle at any time of the event.

1.8. Any rider failing to report as required below may be disqualified from the meeting. The Jury may forbid any team who does not comply with the rules, or any rider who can be a danger to other participants or to spectators, to take part in the practice sessions or in the races.

1.9. The Technical control must be carried out in accordance with the procedure and times fixed in the Supplementary Regulations of the event.

1.10. The Chief Technical Steward will refuse any machine that does not have a correctly-positioned transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the Timekeeping information given to teams pre-season and available at each event. Positive attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a tie-wrap.

1.11. The rider or mechanic must present a clean motorcycle and in conformity to the (FIM) rules. He must also present a duly filled in and confirmed machine card.

1.12. An overall inspection of the motorcycle must be carried out in conformity with the (FIM) rules. Accepted motorcycles will be marked with paint or a sticker.

Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

1.13. The rider is permitted to use whichever motorcycle he chooses from the accepted motorcycles.

1.14. Only accepted motorcycles may be used in a race and practice. A change of motorcycle is accepted in accordance with the prescriptions of the sporting appendix (In free practice means no time keeping, mainly in Friday, the rider will use unaccepted motorcycle as learning the track).

1.15. After the Technical control has been completed, the Chief Technical Steward must submit to the International Jury list of accepted motorcycles and riders in the individual classes.

1.16. If a motorcycle is involved in an accident, the Chief Technical Steward must check the machine (together with the helmet and clothing of the rider involved), to ensure that no defect of a serious nature has occurred. If a machine was stopped with a black flag with orange disc, the Chief Technical Steward must check the machine. In both cases, it is the responsibility of the team to present the machine, together with helmet and clothing of the fallen rider, for this re-examination in case they wish to continue. If the helmet is clearly defective, the Chief Technical Steward must retain this helmet.

1.17. The rider must present his equipment. The helmet must be marked.

1.18. The rider may present several motorcycles for Technical inspection.

1.19. Noise should be checked by random choice during practice as well as after the race. On request of rider, team or mechanic, noise of their own motorcycles can be checked at any time during the event.

2.0 VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS

– Make sure all necessary measures and administrative equipment are in place at least 1 hour before the Technical control (see separate list) is due to open (time in Supplementary Regulations).

– Decide who is doing what and note decisions. “Efficiency” must be the watchword. Always keep cheerful and remember the reasons for Technical controls: SAFETY AND FAIRNESS.

– Be well informed. Make sure your FMN has supplied you with all technical “updates” that may have been issued subsequent to the printing of the Technical Rule Books (nowadays the digital form is accepted). Copies of all homologation documents must be in your possession.

– Inspection must take place under cover with a large enough area (min. surface 100 sq. metres) to handle the technical verifications in two lines.

Rules regarding noise level and measurement must be respected.

2.1. Preparations, procedures

At each circuit, an area must be designated as the Technical control Area. In this area, under the control of the Chief Technical Steward, suitable equipment will be available to conduct proper inspections.

The Technical control will be carried out in accordance with the schedule set out in the Supplementary Regulations.

Technical Stewards must be available throughout the entire event to check motorcycles and equipment as required by the Chief Technical Steward.

Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations.

The Technical Stewards must inspect the motorcycles for obvious safety omissions.

The Technical Stewards must inspect that the motorcycle conforms to all technical rules laid out in the Regulations.

1) All classes.

The noise meter will be available to the teams or riders for pre-race checking in the technical control area.

Noise test should take place in a clear area adjacent to the Technical control at least 5 meters from any possible noise reflecting obstruction.

The riders and teams must be aware that the noise may be controlled at random during practice in the pit-lane and at the end of the race.

Claiming that the noise was not officially controlled before the race will not be grounds for appeal. Conformity of the rules is the responsibility of the rider and the team (or the participants).

The Chief Technical Steward reserves the right to spot check the noise of any machines on pit row during free practice and official practice.

Machines arriving later than the first free practice must be controlled in the Technical control area. At the conclusion of the inspections, a small sticker or coloured mark will be placed on the frame indicating that the machine had passed inspection

The Technical Stewards must re-inspect any machine that has been involved in an accident.

The Technical Stewards must be available, based on instructions from the Chief Technical Steward, to re-inspect any motorcycle for technical compliance during the meeting.

2) Final inspection at the end of the race

In accordance with the instructions of the Jury President and/or the Chief Technical Steward.

3) Appointment and attendance

The Technical Stewards must be present and available during the opening hours of the Technical control area. The Chief Technical Steward will instruct the Technical Stewards to verify motorcycles for compliance with technical and safety rules.

Chief Technical Steward must present a report to the Jury after the technical verifications.

4) Minimum Equipment list

- Revolution meter
- Sound meter and calibrator
- Slide caliper
- Depth gauge
- Steel measuring tape
- Seals
- Tools for measuring engine capacity
- Colour for marking parts
- Magnet for materials testing
- Computer to read homologation CD-Rom

Documents list

- Regulations of the CURRENT YEAR (will be in digital form used in the internet)
- Supplementary Regulations
- Homologation documents
- CD-Rom with homologations
- Technical control forms
- Writing materials

2.2. SOUND CONTROL

Noise will be controlled to:

Max. 105 dB/A measured at a mean piston speed of 11 m/sec.

2.2.1. With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

2.2.2. The rider shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.

2.2.3. The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = 30,000 \times \frac{cm}{l}$$

l

in which N = prescribed RPM of engine

cm = fixed mean piston speed in m/s

l = stroke in mm

2.2.4. Noise control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 13 m/sec (2-stroke engines) and 11 m/sec (4-stroke engines).

2.2.5. For Supermono class, the test RPM will continue to depend upon the mean piston speed corresponding to the stroke of the engine, according to the following table.

2.2.6. For Wankel engines, the noise level will be measured at 6 000 RPM.

2.2.7 The noise level for engines with more than one cylinder will be measured on each exhaust end.

2.2.8. A machine which does not comply with the noise limits may be presented several times at pre-race control.

2.2.9. Noise control during a competition

In a competition which requires noise control tests during the event, machines must comply with the noise limits without the tolerance in Art. 2.14 (the FIM rules).

2.2.10. Noise control after the competition

In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification of each class and/or category. At this final test, there will be a 3 dB/A tolerance permitted.

2.3. GUIDELINES FOR USE OF SOUND LEVEL METERS

2.3.1. The Noise Control Officer (NCO) must arrive in sufficient time for discussions with the Technical Delegate and other Technical Stewards in order that a suitable test site and testing policy can be agreed.

2.3.2. Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

2.3.3. Tests should not take place in rain or excessively damp conditions.

Machines considered excessively noisy must be individually tested if conditions allow.

2.3.4. In other than moderate wind, machines should face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).

2.3.5. 'Slow' meter response must be used.

2.3.6. 'A' weighted setting on sound level meter.

2.3.7. Always round down meter reading, that is: 104.9 dB/A = 105 dB/A.