

## **RACE DAY PROCEDURE, TECHNICAL CONTROL**

### **Morning Warm Up Sessions:**

Same procedure as for Practice sessions, damage reports are written for any crashed bikes and the bikes re-checked before the race start. Normally no random checks are carried out

### **After Morning Warm Up And Before The First Race:**

1. Fuel sampling area arranged, including a cleared table, covered with clean cloth or towels, fuel sample transfer cups and fuel sample bottles prepared and in place.
2. Parc Ferme area set up and secured with barriers, outside Technical Control garage, or near to podium area. (Dorna staff will co-ordinate and control).
3. Technical Control staff allocated as follows:
  - 4 - assigned to the bikes to be checked (one for each of the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> position bikes and one for the random check bike). These staff to make sure the bike stops at parc ferme at the end of the race and stay with their allocated bike throughout the technical checks.
    - 1 - to take fuel samples, together with the scrutineer allocated to each bike.
    - 2 - for noise control checks, one of whom must record the test results on the form provided.
    - 2 - for weight control checks, one at the weigh scales recording the results on the form provided, the other to assist the mechanics together with the scrutineer already assigned to that bike.
    - 1 - to wait at Race Control secretariat for a copy of the published race result. This is normally the same staff member who collects the accident report from Race Control after each practice session.

Remember that at least one staff member must remain at the crashed bikes return area during all the races, to ensure there is no public access to the motorcycles. Rechecking of damaged bikes is not required for crashes during the race, unless the race is stopped and restarted and the machine will be used again in the restarted race.

### **Wet Race Procedure, MotoGP Only:**

If the MotoGP race is declared a Wet Race on the start grid, or if it starts dry and is later signalled wet by the white flags, the following procedure applies.

1. The Tyre Control staff member is positioned in the pit lane outside each MotoGP team pit garage to observe in case the rider changes to the spare bike.
2. The type of tyres (slick, intermediate, wet) fitted to the first bike and the spare bike must be recorded on the form provided, together with the time any bike changes were made.
3. Once used in the race, if a bike enters the garage it is deemed to be retired and may not be used again. Refuelling is prohibited during the race. Any violations of these rules must be recorded and reported after the race to the Technical Director.

### **After Race Finish, Moto2 And MotoGP:**

1. Staff member assigned to the random check bike waits in the Technical Director's office during the last lap of the race. As soon as the form is printed take it to the team box and inform the mechanics that the bike is required at parc ferme. It is OK to wait for the team to download data from the bike if necessary, and then accompany the bike and mechanics to parc ferme as soon as possible.

2. Staff members assigned to the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> position bikes wait at parc ferme, ensure the bike stops in the parc ferme area and is not interfered with whilst there. Only two mechanics from each team are permitted in the area, no public access or other team members. Technical Control staff must stay out of the parc ferme area until immediately after the TV cameras and riders have gone to the podium.
3. At this point the bikes and riders, together with Dorna and TV staff are in the parc ferme area outside the Technical Control garage. To keep this area as clear as possible only the four technical control staff assigned to those bikes should be outside at this time, other Technical Control staff are inside.
4. Dorna staff will take the riders to the podium; as soon as the riders are gone, bring the bikes and a maximum of two mechanics per team into the garage.
5. The noise check is carried out in the designated area, immediately after the podium ceremony has finished. Record the results on the form provided and enter these into the bike Log Book.
6. All bikes – Moto3, Moto2, MotoGP are weighed complete with fuel tanks on. We do not control the amount of fuel remaining in the tank, this is considered part of the complete machine weight. Record the results on the form provided, and enter into the bike Log Book.
7. A fuel sample is taken from each bike. The scrutineer assigned to each bike will bring the sample bottles together with one team mechanic to the Technical Director for verification. This is done one team at a time, so only one team is speaking with the Technical Director at any time.
8. The 4 bikes are to stay in the closed garage for 60 minutes after the race results are published, in case of protests. The Technical Director will inform the staff when it is OK for the bikes to be released to the teams. During this time there should always be at least one staff member in the garage to control access to the bikes.

**After Race Finish, Moto3:** the procedure is the same as that for Moto2 and MotoGP, but due to the weighing of riders and machines, there will be the following small differences in procedure;

1. Two staff are assigned to the random check bike, and they go to the team box, inform the mechanics that the bike and rider are required at parc ferme, and wait outside the box to direct the rider and bike to parc ferme. If the team requires to download data from the bike, this is OK and one staff member will stay with the bike and bring the bike and mechanic to parc ferme as soon as possible. The other staff member will bring the rider immediately to parc ferme for weight check.
2. The staff assigned to the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> position bikes wait at parc ferme, the same as in Moto2 and MotoGP.
3. Dorna staff will ensure the riders are brought inside for weighing immediately before they are taken to the podium. Scrutineering staff must record the details on the form provided and the rider **must sign** the form; this must all be completed without delay to allow the riders to go to the podium.
4. When the riders have gone to the podium, the bikes are brought inside. The procedure is then the same as for Moto2 and MotoGP, with noise checks carried out, bikes weighed complete with fuel tanks on and fuel samples taken.