



DR14 FIM EUROPE TECHNICAL RULES FOR DRAG BIKES 2019

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Everything printed in **BOLD** is new or changed for **2019**.

Where is written “he” or “his”, it means also “she” or “hers”.

DR.14.1 GENERAL CONSTRUCTION RULES

DR14.1.1 Measurement of capacity

The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder, the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4}$$

where D = bore and C = stroke

When a cylinder bore is not circular the cross-sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity.

When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement must be taken with the engine cold (at ambient temperature), to 1/100 mm limits.

DR14.1.2 Measurement

All measurements of length and ground clearance shall be made with the motorcycle on a flat surface with rider in position. All measurements for length shall be made on the ground.

DR14.1.3 Frames

Stress-bearing tubes in the frame should be at least 25 x 1,5 mm $\pm 0,1$ mm chrome-molly or equivalent material. If a single backbone tube is used, it should be at least 45 mm. All welding shall be TIG or bronze welding method. The engine should be located so that safe weight distribution is achieved.

DR14.1.4 Ballast

Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. Any material used for the purpose of adding to a bike's total weight must be securely mounted to the frame in a safe location. Liquid or loose ballast is prohibited. Ballast must be mechanically fastened; hose clamps or tie wraps are prohibited. No weight can be added on front fork assembly (i.e., axle, forks or wheel). Weight cannot be carried by the rider. In SSB Functional parts, such as radiators, intercoolers and/or fuel-cells are not considered “pressurized containers” and are not seen as ballast.

DR14.1.5 Ground Clearance

Minimum ground clearance with rider in position and 0.6 bar tyre pressure is 50 mm. It must be possible to lean the motorcycle 12 degrees to each side from the upright position without any part of the motorcycle except the wheels touching the ground.

DR14.1.6 Front Forks

The front fork must be of the telescopic type with hydraulic or friction damping. Minimum stroke is 10 mm. No part of the motorcycle, except the wheels, may touch the ground with the forks bottomed. Steering damper is mandatory. The steering damper may not be used as a fork stop

Inner fork tubes must have a minimum diameter of 34 mm.

DR14.1.7 Brakes

Motorcycles must be equipped with two independent brakes, working on two wheels. Disc brake sizes minimum 250 x 4.5 mm for single disc. Minimum sizes of 220 x 4.5 mm for dual discs.

DR14.1.8 Handlebars

Handlebar ends must be solid, or rubber covered. Whatever the position of the handlebars the front wheel shall never be able to touch the streamlining. Solid stops are mandatory. (other than steering dampers) Must have clearance between the handlebar levers and any part of the-motorcycle. Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar. The repair by welding of light alloy handlebars is prohibited.

DR14.1.8.1 Fairing

Upper portion of full fairing must be the same size and shape as stock. Lower portion of fairing may be modified for exhaust pipe clearance. Windscreen may be trimmed. No external additional scoops or air intake ducts may be added to the fairing. All factory openings must be present; no additional openings. Lip permitted on fairing only, maximum 1-inch wide by 10 inches long. If used, may not be moulded into fairing.

DR14.1.9 Control Levers

Hand brake control levers must be mounted on an independent pivot. Where the rear brake pedal is a part of the foot rest axis, it must work under all circumstances, such as the footrest being bent or deformed.

Gear changing should be possible without removing hands from the handlebars.

DR14.1.10 Wheels

The motorcycle must be equipped with a front wheel made for a motorcycle. The rear rim should not be more than 50 mm narrower than the contact surface of the rear tyre.

DR14.1.11 Tyres and Tubes

Tyres should be of slick type or have a minimum tread depth of 2 mm. Motorcycles with top speed exceeding 200 km/h must have rear and front tyres with at least 'V'-rating, or be of road racing type. Tubes for rear tyres should be of natural rubber, racing type. The surface of a slick must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When, at least 2 of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used. Metal dust caps with a gasket must be fitted.

DR14.1.12 Streamlining

Streamlining must be made so the rider can jump on and off the motorcycle without removing any part of it. It must not create difficulties for the rider to control the motorcycle.

DR14.1.13 Seats

Seats must be constructed to give the rider a safe riding position and must not be dangerously uncomfortable. It is recommended that seats have fabric or anti-skid texture.

DR14.1.14 Wheelie Bars

Wheelie bars are mandatory in Pro Stock bike, Top Fuel Bike, Super Twin Bike and **Junior Bike**

DR14.1.15 Protective Covers

All open transmissions must have a cover to prevent accidental contact with rotating parts. Mechanically driven compressors of Roots type must have a cover of at least 3 mm steel, 5 mm aluminium or approved explosion-proof blanket. Outboard mounted clutches (including arms and weights) must have a cover of at least 5 mm aluminium, or 3 mm steel to protect the rider.

In SSB the top of the drive chain must be covered from the centre of the front sprocket to the centre of the rear sprocket. Any metal can be used, carbon is prohibited. **If the chain guard cannot cover the full length of the chain, any other protection must prevent the chain from hurting the rider**

DR14.1.16 Supercharger

Mechanically driven supercharger must have a manifold burst panel, rubber connection to the intake manifold or some other device to protect it from backfire. All parts must be secured to the bike in order that they may be restrained in the case of a backfire.

DR14.1.17 Carburettors and Fuel Injection

All motorcycles must have the throttle controlled by a hand operated twist grip, incorporating a positive acting spring attached mechanically to the carburettor's mechanism. The throttle must close automatically upon releasing the twist grip.

For any motorcycle running on Nitro Methane fuel, it is mandatory to have a positive return cable as well as a return spring, i.e. a push-pull twist grip.

Motorcycles using slider clutches and no neutral in the gearbox must be fitted with a safety device that will prevent the throttle opening whilst the assistant pushes the machine back to the starting line after the burn out.

DR.14.1.18 Pressure container

All pressure bottles/containers, and associated valves and hoses must be mounted inside the frame of the bike.

DR14.1.19 Kill Switch

All gasoline or methanol burning motorcycles must be equipped with an electrical contact which disconnects all electricity to the engine (and nitrous oxide system, if used) if the rider should lose control of the motorcycle. The lanyard/kill switch must be able to work when pulled in any direction.

Any lanyard assembly that, in the opinion of the technical team, is not fit for purpose are grounds for disqualification.

All motorcycles using Nitro Methane as a fuel must be equipped with a safety lanyard operated fuel shut off independent of the fast-acting main fuel shut off, i.e. the same valve cannot be used for the two mechanisms. The shut-off valve must always be connected to the rider by a cord of not more than one-meter extended length when starting the engine. It should be designed to shut off the fuel to the engine if the rider leaves the motorcycle and must work in any direction. The lanyard should be in good condition and fit for purpose.

All motorcycles using Nitro Methane as a fuel must also have a main shut off valve positioned so the rider can operate it from the handlebar with both hands on the handlebar. The colour of the lever should be red. No other red indications are allowed on the handle bar.

DR14.1.20 Lights

If racing in poor light conditions a rear constant solid red light is mandatory

DR14.1.21 Restraint System

Engines running on Nitro Methane where the cylinder head is not directly mounted to the crankcase shall have a cylinder restraint system for the cylinder head. (equipment according to SFI 46.1 is recommended).

DR14.1.22 Exhaust Pipes

Exhaust pipes may not extend behind the rear wheel, and should be directed away from the rider, gas tank and tyres. Flexible pipes are not permitted.

DR14.1.23 Gear Change

The gear change mechanism must be constructed so the rider does not need remove their hands from the handlebar when operating it.

DR14.1.24 Oil Catch Tanks

Supercharged or Turbocharged engines must have an oil breather pipe with the outlet discharging into a catch tank. The catch tank must be of an isolated port design with a wall dividing the inlet and outlet cells, two discrete tanks or two tubes. The catch can must have a capacity that is equal or bigger than the amount of oil used in the engine. SSB Class must have minimum 1 liter capacity. The outlet should be

positioned higher in the tank than the inlet, to ensure oil cannot exhaust directly through the inlet and to the outlet. The outlet must vent either into the exhaust or to a second tank which has to be made out of metal, with a vent filter mounted on top. The tubes must be mechanically secured at both ends. Engines with a breather hose plumbed into a vacuum pump system also require a catch can. Tank made out of metal, with a vent filter mounted in top.

DR.14.1.25 Oil Blanket / Oil Catch Pan

In TFB, STB and PSB classes, the engine has to be equipped with a lower engine restraint device. Ground clearance does not include blankets as long as a 50mm bar can be passed under the bike without solid obstruction. The use of a belly pan or sealed fairing in place of a blanket is permitted but it must meet the ground clearance regulation. In SSB, a belly pan and/or a sealed fairing is highly recommended. The output shaft and drive sprocket should be included within this assembly to prevent grease from the chain dropping to the track

DR.14.1.26 Starting

All motorcycles must be self-starting. Rollers or push-starts are not allowed. A portable-starting device is permitted.

DR1.1.27 Two-way Communications

The use of two-way radios for the purpose of voice communication between rider and crew is permitted in all classes. If you find that you are communicating on the same frequencies as track officials, you must switch to a different frequency. If you find that you are on the same frequency as other competitors, please be polite and switch.

DR14.1.28 Data recorders

Data recording may be used, for information gathering only. Data recorders/computers are passive data recording devices only. No type of suspension travel, ride height or loading sensors are allowed. Speed sensors can only be used to record data, and may not be connected to nitrous systems, nitrous progressive controllers, nitrous timers, boost controllers, ignition timing controllers, ignition modules or any fuel injection components. **All recorded data from the event must be stored and made available without restrictions to scrutineering upon request, until the protest period has elapsed**

DR14.1.29 Riders control

Throttle operation and braking are to be solely under the control of the rider. Shifting and clutch actuation are to be under the control of the rider or to be pre-set before the race. For Pro Stock Bike and SSB gear shifting must be under sole control of the rider and pre-set shifting is disallowed.

DR14.1.30 Number Plates

The number plates should be easy to read. **Class prefix and numbers** must be at least 80 mm high on both side of the motorcycle. Clearly legible and like the background be painted in matt colours to avoid reflection from sunlight.

DR14.1.31 Starter Carts

Carts must be equipped with enclosed batteries. Plastic marine battery boxes permitted. No open batteries allowed. To prevent starters from rotating it is highly recommended starters have a safety bar that rests against the engine case or frame. It is recommended to have your bike number on your starter cart.

DR14.1.32 Parachutes

Where parachutes have been fitted to the bike, it is mandatory for a member of the Rider's crew to remove safety pin prior to the run.

DR14.1.33 Fuel

Nitromethane is required to contain a marker that changes colour when it has been sensitised or contaminated.

Nitromethane is to be stored in containers/drums that are to be kept out of sight. The fuel shall be kept in a locked compartment at night and when the pit bay is unmanned

DR14.2 PROTECTIVE CLOTHING AND HELMETS

DR14.2.1 Leather Suit

Rider must wear a complete leather suit of at least 1.2 mm in thickness (on all parts of the suit). Two-piece zipped together racing suits are allowed. The zips should fasten for at least 75% of the circumference of the torso. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible.

A spine protector marked with EC level 2 or EN1621-2:2014 or prEN1621-2:2010 is mandatory. In case EC or EN1621-2:2014 or prEN1621-2:2010 approvals cannot be presented, the FIM-E Technical Director has a final decision upon acceptance.

The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8 mm thick:

- *Shoulders*
- *Elbows*
- *Both sides of the torso and hip joint*
- *The back of the torso*
- *Knees*

DR14.2.2 Undergarments

The rider must wear complete undergarments if they use suits, which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt and which could harm the rider's skin in an accident, are not allowed, neither for the suit lining nor for the undergarments.

DR14.3.3 Footwear

Riders' footwear must be of leather or an approved substitute material and of a minimum height of 200 mm **measured on the inside of the boot** to provide, with the suit, complete protection.

The FIM-E Technical Director has a final decision upon acceptance.

DR14.2.4 Gloves

Rider must wear leather protective gloves.

DR14.2.5 Material Equivalent to Leather

The following characteristics of the material must be at least equivalent to 1.5 mm of cowhide (not split leather):

- Fire retardant quality
- Resistance to abrasion
- Coefficient of friction against all types of asphalt
- Perspiration absorbing qualities
- Medical test - non toxic and non-allergenic
- Fabricated of a quality that does not melt.

DR14.2.6 Wearing of Helmets

It is compulsory for all participants to wear a protective helmet. The helmet must be properly fastened, tight fit and in good condition.

All helmets must be marked with one of the official international standard marks mentioned in Art.14.2.7

DR14.2.7 Recognised International Approval Marks

Europe	ECE22-05 "P "
Japan	JIS 8133 - 2007 (Valid until 31.12.2019) JIS 8133 – 2015 (Only "Type 2 Full Face)
USA	Snell M 2010 (Valid until 31.12.2019) SNELL M 2015

DR14.2.8 Eye Protection

The use of glasses, protective goggles as well as helmet visors and "tear offs" is permitted. The material used for eye protectors and glasses must be made of shatterproof® material. Helmet visors must not be an integral part of the helmet. Eye protectors which cause visual disturbance (scratched, etc.) must not be used.

DR 14.2.9 Unauthorised mounting of foreign objects to helmets

Under no circumstances may objects (including cameras) be mounted or attached to the helmet of the rider unless express permission has been provided by the manufacturer of the helmet. This permission should be available for inspection by Chief Technical Officer at the Event.

DR14.3 SPECIAL REGULATIONS FOR PRO STOCK BIKE**DR14.3.1 Definition**

This class will be for standard appearance gasoline burning, naturally aspirated motorcycles.

DR14.3.2 Frames

After market frames are permitted. Steering head geometry, trail and wheelbase may be changed if done carried out in a safe and professional manner. Steering head angle may not be less than standard rake or more than 40 degrees maximum rake. Maximum wheelbase is 1780 mm, measured from the most extended point on the swing arm.

DR14.3.3 Front Suspension

Minimum usable travel: 10 mm, inner tube diameter minimum 34 mm. Replacement front ends are allowed.

DR14.3.4 Brakes

Hydraulic type, minimum front brake diameter: dual 200 mm X 4,5mm thick; single 250 mm diameter X 4,5 mm. Minimum rear disk brake 200 mm X 4,5mm thick.

DR14.3.5 Controls

All handlebar controls must remain in standard location. Replacement bars are permitted. Welded aluminium bars are prohibited. Welded steel or chrome-molly extensions are allowed but cannot extend more than 100 mm from standard location. Minimum handlebar width is 500 mm.

Brake pedals and foot pegs may be rear set but must be at least 380 mm in front of rear axle. Foot pegs must be rounded with a solid spherical radius of not less than 8 mm.

DR14.3.6 Body

All main body parts must have standard appearance and shape and cannot be mixed between models. Body parts must have originally been produced with a motorcycle, with an engine capacity of 750 cc or larger.

Replacement parts must have retained the shape of the standard parts they replace. Lower portion of the fairing may be modified for exhaust pipe clearance or removed completely.

The body must have a simulated head- and taillight of the same configuration and design from the specific body it replaces. Additional holes for air passage are prohibited.

All aerodynamic devices are prohibited unless originally incorporated in the same OEM.

The windscreen may be trimmed.
Body to resemble a manufacturer's stock bike whose engine is used

DR14.3.7 Seats

Custom seats with a step to prevent the rider from sliding backwards are permitted. Seat tail section and rear fender may be incorporated in one unit. Minimum seat height from lowest point of seat to ground is 500 mm.

DR14.3.8 Wheels

Replacement wheels are permitted front and rear. Front: 16" minimum, 19" maximum, or as standard.
Rear: 15" minimum.

DR14.3.9 Tyres

Front tyre minimum width 2.75". Maximum rear tyre (rubber on ground) 10".

DR14.3.10 Wheelie bar

Maximum length of 3,310 mm from the centre of front axle to centre of wheelie bar axle. Wheels on the wheelie bar must be non-metallic.

DR14.3.11 Engine

Manufacturer of the engine will determine the make of the bike. The engine must be of a type specifically designed and manufactured for a production motorcycle. Any **external** modifications to the main engine cases are not allowed, except for repair purposes. Two cylinders and two-stroke engine crank and cases may be changed.

DR14.3.12 Cylinder head

FIM Europe accepted aftermarket cylinder heads permitted. Contact FIM Europe for approval.

DR14.3.13 Fuel Injection

Aftermarket electronic fuel injection and throttle bodies are permitted.

DR14.3.14 Fuel

Any kind of unleaded pump fuel or unleaded racing gasoline is permitted.

Use of propylene oxide and/or Nitrous oxide prohibited.

The use of E85 is permitted

DR.14.3.15 Weight Limits

Minimum weights of bike and rider equipped with:

3/4 cylinder	260 kg	max. 1510 cc
3/4 cylinder	270 kg	max. 1600 cc
3/4 cylinder	275 kg	max. 1655 cc
3/4 cylinder	280 kg	max. 1755 cc
3/4 cylinder Plain bearing cranks	285 kg	max. 1800 cc
3/4 cylinder	287 kg	max. 1855 cc
2 cylinder / pushrod 45°	265 kg	max. 3200 cc
2 cylinder / pushrod > 45°	290 kg	max. 2700 cc
2 cylinder / OHC or DOHC	285 kg	max. 2700 cc
2 cylinder	220 kg	max. 2000 cc
2-stroke	220 kg/n ² o allowed	max. 1000 cc

4-cylinder engines with stock cases and plain bearing under 1755cc, reduce weight with 5 kg

DR14.3.16 Transmission

Any transmission with a minimum of four forwards and a maximum of six forward gears may be used. The transmission must be shifted from gear to gear manually or by air shifter. RPM or computer-shifted gearboxes are prohibited. The transmission must be contained within the standard crankcases, except for two cylinder or 2-stroke engines.

DR14.3.17 Engine control

In order to check the capacity of the machines of Pro Stock Bike Finalists, both must remove the cylinder heads in the presence of the technical inspector. In order to make sealing of Pro Stock bikes possible, a 1 mm hole must be made in the cylinder head and cylinder casting.

DR14.4 SPECIAL REGULATIONS FOR TOP FUEL BIKE

DR14.4.1 Engine

Minimum 3 cylinders, single or double engines, normally aspirated with a total maximum displacement of engine/s 3278 cc. Minimum 3 cylinder supercharged or turbo charged engines with a maximum displacement 1700 cc.

1 and 2 cylinder super- or turbocharged motorcycles must conform to current Super Twin Bike rules and regulations.

DR14 .4.3 Fuel

Methanol, Nitro methane and racing gasoline are allowed.

DR14 .4.4 Wheelbase

Minimum wheelbase 1880mm.

DR14 .4.5 Tyres

Front tyre minimum width 2.75". Minimum rear tyre (rubber on ground) 10,5".

DR14.5 SPECIAL REGULATIONS FOR SUPER STREET BIKE

A class for bikes that resemble road-going machines.

DR14.5.1 Engine

May be of any type and with any modifications. Only one engine allowed
Any type of carburettor or fuel injection may be used. Superchargers and Turbochargers permitted.
Fuel: Any kind of pump fuel, **methanol**, E 85 or racing gasoline is permitted.
Use of Nitrous oxide permitted.

DR14.5.2 Frame

Steering head geometry, trail and wheelbase may be altered to improve the stability of the machine, provided that all modifications are undertaken to a safe and professional standard. Maximum wheelbase permitted is 1730mm, measured with the rear wheel in the most extended position allowed by the swinging arm. Wheelie bars not permitted. Aftermarket frames are permitted

DR14.5.3 Tyres

Minimum cross section to be 50mm. Slick tyres not permitted.

DR14.5.4 Body

Body to resemble a manufacturers stock bike whose engine is used

DR14.5.5 Forks

Front forks must have a minimum stroke of 10 mm.
A minimum stroke of 25 mm. is highly recommended.

DR14.6 SPECIAL REGULATIONS FOR SUPER TWIN BIKE

Machines in accordance with the Top Fuel Bike regulations and powered by a single 4-stroke engine with a maximum of two pistons/cylinders and a minimum of 750 cc.

DR14.6.1 Engine

Maximum displacement of engine 3278 cc for normally aspirated motorcycles using up to 100% Nitromethane.

Maximum displacement of engine 2000 cc for super charged or turbo charged motorcycles using up to 90% Nitromethane diluted with methanol.

Maximum displacement of engine 1700 cc for super charged or turbo charged motorcycles using up to 100% Nitromethane.

A minimum of 50% Nitromethane is required in all engine combinations.

DR14.6.2 Wheelbase

Minimum wheelbase 1880 mm.

DR14.6.3 Tyres

Front tyre minimum width 2.75". Recommended minimum rear tyre (rubber on ground) 11".

DR14.6.4 Protective Clothing

Wearing a bulletproof vest (class 3a) reinforced with a titanium insert plate is mandatory

DR14.7 SPECIAL REGULATIONS FOR JUNIOR DRAGBIKE

A class reserved for non-street legal two or four stroke motor cycles.

Junior riders will compete over a maximum distance of 1/8th mile and will be run on an ET dial-in basis.

A .4 Pro Tree will be used in qualification (Heads up), and eliminations, a bracket type delay will be applied as required during eliminations.

Junior rider must have held a National licence and have competed at two Nationals events prior to applying for an FIM E licence

Qualification by dial-in

If a participant is under 18 years of age, he/she must be accompanied to every meeting by parent or legal guardian. The parent or legal guardian must attend signing on with the competitor and be available for the duration of the race meeting.

A rider recording an ET of 0.2 seconds or less below their class minimum will receive one warning. A repetition of the offence at the same event will result in disqualification from the remainder of the event.

A rider recording a time of more than 0.5 seconds below their class ET or exceeding 160 km/h (100 mph) will be disqualified from the event.

DR14.7.1 Classes

All classes:

Choose your own dial in with handicap start

Junior Dragbike A. (JBA)

Age 14-16 years

Minimum index: 6,9 s.

Junior Dragbike B. (JBB)

Age 12-14 years

Minimum index: 7,9 s.

Junior Dragbike Minors (JBM)
Age 8-12 years
Minimum index: 11,9 s

DR14.7.2 Engine

JBA 750 cc free number of cylinders. Or two cylinder and pushrod engines maximum of 900cc. Two stroke engines maximum of 500cc.

JBB Free volume and number of cylinders. Maximum 500cc. Two stroke engines maximum of 250cc.

JBM Free volume and number of cylinders. Maximum 300cc. Two stroke engines maximum of 125cc.

Electric, kick or off-board starters permitted. No push or roller starts permitted.

DR14.7.3 Tires

Slicks tires are permitted.

DR14.7.4 Fuel

Any kind of unleaded pump fuel, unleaded racing gasoline or E85 is permitted.

Use of propylene oxide and/or Nitrous oxide prohibited.

DR14.7.5 Frame

Can be purpose built of tubular construction or be using a stock frame, utilising a rigid rear end. Rider must be able to reach all controls safely and be able to place both feet flat on the ground. Wheelie bars are mandatory.

DR14.7.6 Transmission

Free clutch and gearbox. Air shifters allowed.

DR14.7.7 BRAKES

Front and rear mandatory.

DR14.7.8 SUSPENSION

Front suspension minimum size 27 mm and minimum travel of 50 mm.

DR14.7.9 SEAT

The seat must be securely attached to prevent the rider from sliding backwards.

DR14.7.10 MUDGUARDS

Must have rear mudguard or bodywork extending past the rear axle.