



DR 10 FIM EUROPE GENERAL RULES FOR DRAG RACING 2021

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Everything printed in **BOLD** is new or changed for **2020**.

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

DR10.1 DEFINITION

The "Sprint" race is run over a distance against the clock. The times recorded are used to establish the results.

The "Drag" race is a speed event run on an elimination basis between two riders, covering a prescribed distance from one point to another.

DR10.2 MOTORCYCLES/CLASSES

The main categories are as defined in the FIM Europe rule book DR14 Drag Racing Technical Rules

1. PRO STOCK BIKE

This class will be for stock appearing gasoline burning motorcycles.

2. TOP FUEL BIKE

These machines are constructed for nitro methane, Methanol and Racing gasoline fuel only.

3. SUPER TWIN BIKE

Machines in accordance with Top Fuel Bike but powered by a 4-stroke engine with a maximum of two pistons/cylinders.

4. SUPER STREET BIKE

A class for bikes that resemble road-going machines

5. JUNIOR BIKE

A class reserved for non-street legal two or four stroke motorcycles

6. Other categories can exist according to the rules of the organising FMN.

DR10.3 COURSE

The races must be held on tracks specifically designed and equipped for this type of event. The tracks shall be homologated by the FMNR. The course shall be according to FIM Europe rule book DR13

DR10.3.1 START LINE

A blue line, 600mm in front of the stage line, must be marked.

When the starter has given the sign to the riders to stage and the front wheel of the motorcycle has passed the blue line, no person other than the rider or track crew are allowed to touch the motorcycle or rider.

DR10.3.2 FINISH LINE

The finish line is situated at 402.33m ¼ mile or 201.16m for 1/8 mile. This is a line at the same height as the photocells - 150mm ± 20mm. The winner is the first motorcycle to cross this line with the front wheel.

DR10.4 TECHNICAL INSPECTION

All motorcycles must pass a technical inspection before they are admitted to start. A motorcycle can only be inspected in one category for one event. A rider is allowed to have several motorcycles inspected but can only use the qualifying times from the last of his qualifying attempts in elimination. All previous event times on other motorcycles are void. The rider is only allowed to change motorcycle once and exchange of motorcycles between riders is not permitted. The rider cannot change motorcycles in the eliminations.

A motorcycle must pass technical inspection after being involved in an accident, before he is admitted to start again.

The main aim of the inspection before a race is for the safety of riders and others.

DR10.5 STARTING ENGINES IN THE PADDOCK

If an engine is started in the paddock, the front of the motorcycle shall point towards a solid barrier, which could capture a fleeing motorcycle. The rear wheel must be elevated off the ground on a strong, safe support stand.

SSB riders are allowed to check their boost and clutch set-up with the rider sitting on the bike.

The person in charge must be connected to the engine kill lanyard at any times that the engine is started.

DR10.6 OFFICIAL NOTICE BOARD

All official documents must be displayed on the official notice board as outlined in the supplementary regulations.

A complete list of all entered riders shall be posted and after each qualification round a list with all updated results must be published. The elimination ladder shall be published and updated after each round.

All official PM and changes to the supplementary regulations shall be published on the board.

All documents should be signed by the Clerk of the course or his deputy along with notification of publishing time. And be put on official notice board as soon as they are printed.

DR10.7 AUXILIARY PIT VEHICLES

Auxiliary pit vehicles (autos, golf carts, ATV's, motorcycles, motor scooters, mini-bikes, etc) may be used for necessary transportation only. No recreational or fun riding allowed. Speed limit is the maximum safe speed 20km/h or as stated in the supplementary regulations for the event. The organizer is not liable for any incidents involving auxiliary vehicles – anyone utilizing such vehicles must obtain adequate liability insurance coverage. Vehicles must display contestant's Competition Number at all times - pit vehicles without such identification will not be allowed in the pit area and may be impounded. Vehicles will be impounded if excessive speed or careless driving practices are used.

DR10.8 RUNS

DR10.8.1 Definition of a run

The motorcycle, including rear wheel, must pass the starting line under its own engine momentum.

Failure to start upon the starter's instructions is grounds for exclusion from the run.

Any rider leaving the starting line before the start system is activated, or as instructed by the starter will have his run voided.

If both motorcycles, in a qualifying or elimination race, leave before the start system is activated, they will both be excluded from the run.

The starter has the final starting line control. If a rider takes too much time to stage, the starter can activate the starting tree when it is determined that the rider is holding back.

A rider that goes into pre-stage has accepted all conditions for the run, such as lane choice, the rider in the other lane and, if used, index etc.

The run is finished when the rider leaves the braking area. During the run the rider must use all stipulated safety equipment and protecting clothes and helmet.

DR10.8.1.1 Starting Methods

The method for starting a race can be under the control of the Chief Starter (manual) or can be an "Auto Start" system. Which system is used is a decision for the Organiser. An "Auto Start" system will automatically start the tree at a random pace within a given window. Three programmable timing parameters are available to tune the start sequence to the type of bike running. The Auto Start Parameter Settings for ALL bike classes are:

Stage Minimum: 0.5 Sec

Staged to Start: 0.3 Sec

Total Variance: 0.8-0.93 Sec

Total Timeout: 7.0 Sec

Definitions:

Stage Minimum is the amount of time from when the tire breaks the beam to begin Auto Start

Staged to Start is the amount of time from both bikes entering full stage to the beginning of the Auto Start countdown

Total Variance is the combined total time of both "Stage Minimum" and "Staged to Start" plus the variable random delay

Total Timeout is the total time from both bikes being in pre-stage, one bike in full-stage to when the system will automatically cycle the tree

The system will allow a bike to "bump" into the Stage Beam without the fear of an early or false start. After the STAGED condition is met, the programmable desired DELAY is then activated. The system then adds a random 0.0 to 0.13 seconds to the sequence before firing the tree, preventing the racer from guessing the tree cycle.

NOTE: The third parameter, a programmable "Total Timeout" timer, is also in effect. This timer starts when both bikes have PRE-STAGED, and then one bike has entered FULL-STAGE. If the second bike does not enter FULL-STAGE within the pre-programmed Total Timeout Limit, the tree will automatically cycle resulting in a red light for the bike that has not entered full stage.

The Chief Starter may STOP the sequence at any time by simply turning the starter switch off (before the Tree activates). He may also OVERRIDE the sequence if one bike does not Stage, or if other conditions exist. Chief Starter discretion may be used in this decision, thereby allowing the Chief Starter control of the Race.

If Auto Start is to be used at an Event, it must be stated in the Supplementary Regulations.

DR10.8.2 STARTING ENGINE

When the engine is started the rear wheel should be elevated from the ground in a safe way, or with the rider sitting on the motorcycle.

A person in charge must be connected to engine kill lanyard at any time when the engine is started.

In the line up and starting area a rider or crew member must always take care of the motorcycle. Starting devices, pit-bikes and other equipment must always be under the charge of the rider or crew member.

DR10.8.3 METHOD OF START (Super Twin Bike & Top Fuel Bike)

If a rider loses fire after starting but before entering the burn-out zone, he is permitted to restart once if in concert with the opponent and only at the discretion of the starter. After entering the burn-out zone, no restart is permitted.

A maximum of two burn outs with water are permitted. The starter will signal the riders when to come into stage failure to follow this instruction may be grounds for disqualification of the run

If both riders lose fire in the final then every effort should be made to determine a winner and a runner up subject to all safety measures being respected.

DR10.8.4 Method of start for all other classes

Once the rider has started his engine and has entered the burnout zone, he is only allowed to restart his engine once. A maximum of two burn outs with water are permitted. The starter will signal the riders when to come into stage

If both riders lose fire in the final, then every effort should be made to determine a winner and a runner up subject to all safety measures being respected.

DR10.8.5 WEIGHT

Due to the weight handicap Pro Stock Bike riders **must present** their motorcycles to be weighed after a run. Only weights measured on the official scales used by the technical officials at the event will be accepted.

DR10.8.6 RERUN

Rerun of a pass can only occur due to technical problems with the timing system, problems on the track or interference from officials or public during the pass. The clerk of the course decides a rerun. A rerun

must take place as soon as the track is ready, and the riders have had time to prepare their bikes sufficiently.

DR10.9 QUALIFYING

A minimum of three qualifying sessions shall be laid down in the SR, track conditions permitting. A competitor can have only one qualifying attempt in each qualifying session. Alternate lane qualifying is mandatory.

Each rider must take part in the official qualifying sessions and have completed at least one timed run in order to be admitted to the race. Each qualifying session has to be completed and published.

In the event that a round of qualifying cannot be completed (all assembled riders cannot make a qualifying attempt in session), then all times recorded in that session to that point will be deemed void and will be removed from the qualification lists.

DR10.9.1 Results of qualifying

The organiser must indicate the times recorded in each of the three qualifying sessions and must make a list of the best time obtained by each rider.

The times shall be indicated to a 1/1000 of a second. If the timing equipment can handle more digits then they should be used. However, records and other official results shall only use 1/1000 sec

If two riders have reached identical elapsed times, the rider with the fastest top speed, recorded on the qualifying run in question, will be awarded the lower qualifying position. In case of both time and top speed being equal, the next fastest qualifying run decides the position.

DR10.10 RACES

DR10.10.1 Alternates

Alternates should stand ready in the start area for the first round of eliminations if a qualified rider fails to appear for his run or does not move to the burnout area under engine power. Once a rider has started his engine and commenced the burnout an alternate cannot take his place even if fire is lost. The official responsible for instructing riders to start up their engines has absolute jurisdiction.

DR10.10.2 Number of Riders in the elimination

An Elimination Ladder based on four (4) riders requires a minimum of three (3) qualified riders.

An Elimination Ladder based on eight (8) riders requires a minimum of six (6) qualified riders.

An Elimination Ladder based on sixteen (16) riders requires a minimum of thirteen (13) qualified riders.

If a minimum of 19 riders have qualified in one class, a sixteen (16) Ladder is mandatory, in all classes.

The maximum number of riders admitted into eliminations will be sixteen (16) in all classes. The Supplementary Regulations for each event shall clearly state what field sizes the Organiser intends to run at the Event.

DR10.10.3 Elimination order

In all categories a basic principle will always apply, the highest and second highest qualifiers can only race each other in the final round of elimination. The same principle also indicates that the third and fourth highest qualifier can only race against the highest and second highest qualifier in the semi-final.

The qualification times form the basis for elimination's ladder on which the riders are paired in the following order:

16 Motorcycle field		8 Motorcycle field	4 Motorcycle field
No 1 races No 16	No 5 races No12	No 1 races No 8	No 1 races No 4
No 2 races No 15	No 6 races No11	No 2 races No 7	No 2 races No 3
No 3 races No 14	No 7 races No10	No 3 races No 6	
No 4 races No 13	No 8 races No9	No 4 races No 5	

In case of 13 competitors in a 16 motorcycle field:

1-“Bye”/ 7-8 / 4-11 / 5-10 / 2-13 / “bye-bye” / 3-12 / 6-9

In case of 14 competitors in a 16 motorcycle field:

1-14 / “bye-bye”/ 4-11 / 5-10 / 2-13 / 7-8 / 3-12 / 6-9

In case of 15 competitors in a 16-motorcycle field:

1-“Bye” / 8-9 / 4-13 / 5-12 / 2-15 / 7-10 / 3-14 / 6-11

In case of 6 competitors in an 8-motorcycle field:

1-6 / “bye-bye” / 2-5 / 3-4

In case of 7 competitors in an 8-motorcycle field:

1-“Bye” / 4-5 / 2-7 / 3-6”

DR10.10.4 CHOICE OF LANE

The rider with the best time in the previous round has lane choice. In the first round, the qualification times are decisive.

In first round of eliminations the number one qualifier only, has the right to decide if he wants to run first or last in the running order.

DR10.10.5 WINNER

The rider who crosses the finish line first is the winner. The motorcycle must cross the finish line without outside assistance and with the rider sitting on the motorcycle. The rider must cross the finish line under the motorcycle’s own momentum. If the other riders are excluded from the run according to 10.10.7 then this rule does not apply.

DR10.10.6 SECONDARY “BYE” RUNS

Should a rider not be able to fulfil his pass his opponent must still make his own in accordance with the rules, for him to take part in the next round of competition.

In bye run situations he is considered the winner once he stages, receives the start signal, and leaves the start under the engine’s own momentum. The rear wheel must pass the starting line for the run to be valid.

DR10.10.7 EXCLUSION FROM THE RUN

Exclusion from the run will be pronounced for the reasons mentioned below. In case of dual infraction, a “First or Worst” rule will apply. If two riders commit the same infraction the one who did it first will be excluded from the run. The list of infractions assembled in order (worst first) is:

1. Crossing the centreline in front of, or alongside, his opponent.
2. Hitting any part of the track installations, including timing equipment by either the rider or bike
3. Found to be illegal, according to the rules
4. False start/red-light.
5. Dropping parts in front of the other rider, in the other rider’s lane.
6. Crossing the boundary lines.
7. In qualifications all infractions will deem the run invalid except false start/red-light.

- ‘Crossing’ means that any part of the tyre is on or over the painted centreline or boundary lines. However, crossing the centre of the track after the finish line will be considered a rule infraction if done in an unsafe manner. Each rider shall stay on their side of the track until in close proximity to the exit point. Riders crossing the centre lane must always be sure that this is done in a safe manner.

- In situations where a rider is making a single run during eliminations, they are considered an automatic winner once staging, receiving the start signal and the rear wheel crossing the start line under engine momentum.
- Crossing a boundary line on a burnout between the water box and the start line, or past the finish line is not necessarily grounds for disqualification. However, the Clerk of the course or the starter may disqualify a contestant if such action is determined to be unsafe or unsportsmanlike conduct.
- Parts generated from a rider into an opponent's lane may be grounds for disqualification. It must be determined that such parts created a clear and present hazard for the opposing contestant or required avoiding action. The Clerk of the course shall make any judgments and/or disqualifications.
- Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for disqualification if made in a safe manner

DR 10.11 Procedure and time limit for protests

Refers to 4.2 in Disciplinary and Arbitration Code

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within **30 minutes** at the latest after the publication of the results, unless otherwise provided for in the FIM EUROPE Statutes, or By Laws or the FIM EUROPE and FIM Sporting Rules. During a meeting, protests must be submitted according to the provisions of the Supplementary Regulations and handed to a responsible official (Clerk of the Course or Referee, Secretary of the Meeting) together with the fee published by the FIM EUROPE.

A protest against the admission of a rider, passenger, entrant or a motorcycle entered, must be made before the start of the official practice.

No protest can be accepted against a statement of fact pronounced by the Race Director and/or the Clerk of the Course, the Referee or the Start or Finish Marshal or any other executive official.

The protest fee is € 350.