



DR11 FIM EUROPE DRAG BIKE EUROPEAN CHAMPIONSHIP 2023

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Everything printed in **BOLD** is new or changed for **2022/2023**
Where is written “he” or “his”, it means also “she” or “hers”.

DR11.1 TITLE AND GENERAL

FIM Europe organises an annual European Dragbike Championship and Cup

DR11.2 MOTORCYCLES AND CLASSES**DR11.2.1 Motorcycles**

The races are open to motorcycles as defined in the Drag Racing Technical Rules FIM Europe section DR14.

DR11.2.2 Classes

The classes will be:

- Top Fuel Bike. TFB
- Super Twin Bike. STB
- Pro Stock Bike. PSB
- Super Street Bike SSB
- Junior Drag Bike JDB
-

DR11.2.3 Additional races

At an event counting towards the European Championship and or Cup, the programme can include other additional races, national or international.

DR11.3 COURSE

The races must be held on tracks specifically designed and equipped for this type of event. The tracks shall be homologated by the FIM Europe. The course shall be according to FIM Europe DR13 Standards for drag bike strips.

DR11.4 OFFICIALS**DR11.4.1 International Jury**

Appointed in conformity with the FIM Europe Sporting Code. The Jury president will be nominated by FIM Europe.

The International Jury will meet at any time required during the meeting, but at least:

- A Prior to qualifying
- B At the end of qualifying
- C At the end of the elimination

DR11.4.2 The duties of the International Jury

- A Amend the Supplementary Regulations if necessary.
- B Ensure the smooth and efficient running of the event.
- C Receive reports from the various Officials concerning technical inspections, qualification and eliminations.
- D Confirm the qualification and eliminations results.
- E If necessary, to make recommendations to the organizer to improve the smooth and efficient running of the meeting.
- F Impose penalties for any infringements of the regulations, occurring during the event.
- G Impose penalties on organizers for having been unable to ensure the smooth and efficient running of the meeting or for serious breaches of the Regulations.

- H Adjudicate on any protest relating to infringements of the Regulations occurring during the meeting.
- I **An appointed FIM-E official will make a report on every major accident/incident, occurred during a FIM-E event. For tracks and organisers it is mandatory to provide the FIM-E official with all relevant information (except medical details).**

DR11.4.3 FMN Delegate

He shall be appointed by his FMN and must be a holder of the FIM E or FIM “Sporting Steward” license. To be eligible for such a license, he must have successfully participated in a Seminar organized by the FIM Europe Drag Race commission. Participation in a Seminar is obligatory at least once every third (3) years. He is entitled to attend, as observer, the open meetings of the Jury.

DR11.4.4 Clerk of the Course

The Clerk of the course shall be appointed by the FMN's and hold a valid FIM-E Clerk of the course license. Participation in a seminar is obligatory at least once every three years.

DR11.4.5 Other officials

The Chef starter must have a valid FIM-E Clerk of the course or sporting steward license. The Chef technical control must also hold a valid FIM-E Technical license.

The Environmental official must hold a FIM environmental license.

DR11.5 SUPPLEMENTARY REGULATIONS

The FMNR must send the supplementary regulations to the FIM Europe Executive Secretariat for approval at least 60 days before the event. After approval it will be sent back to the FMNR. It is the duty of the FMNR or the organizer to deliver this approved SR to participants of the event.

DR11.6 RIDERS

DR11.6.1 License

Riders must be in possession of a valid license issued by their own federation and a FIM-E Championship or Cup licence (one year or one event) or from another CONU. All provided by the riders FMN. If no CONU licence can be obtained, An FIM Drag Racing licence is accepted.

Riders must have completed 4 observed runs to qualify for their licence as follows: -

1/ Burn Out and 60ft pass

2/ Burn Out and 1,8th Mile Pass

3/ Burn Out and 2 Quarter Mile passes, matching or exceeding the class requirements listed in the rules, the FIM-E - Clerk of the Course decision will be final.

If a rider has held a National Licence for 1 year and recorded points at 2 National Events within that year, they will not be required to carry out observed runs, providing they are competing in the same FIM-E class as their current National class.

Any rider who has not earned points in the preceding 3 years within the class entered, will be required to carry out observed runs. Any rider competing in sanctions outside FIM-E series may need special approval from FIM-E's drag racing commission to be admitted to race in the FIM-E series.

A Rider meeting all of the following requirements will be exempt from carrying out Observed runs:-

1. Have held a National licence for a minimum of 1 year, and for the class they intend to compete in within FIM-E
2. The Rider has recorded qualifying or elimination points at a minimum of 2 events within that year
3. The Rider is to compete on the same machine they have competed on at the two events mentioned above.
4. If the rider is to compete on a different machine but complies with points 1 & 2 then will be required to carry out 1 familiarisation pass to the satisfaction of the Clerk of the Course.

License requirements:

SSB: Two quarter-mile runs of 7.90 or quicker and two runs of 165 mph/265km/h or faster

PSB: Two quarter-mile runs of 7.90 or quicker and two runs of 165 mph/265km/h or faster

STB: Two quarter-mile runs of 7.50 or quicker and two runs of 170 mph/273,5km/h or faster

TFB: Two quarter-mile runs of 6.99 or quicker and two runs of 180 mph/289,6km/h or faster

DR11.6.2 Entered riders

The maximum numbers of riders must be mentioned in the SR, distributed in the following priorities:

- riders under contract with the promoter
- riders who have registered for the championship
- riders who have recorded points during the current or previous year's championship will take precedence
- riders from the FMNR

If more than 18 riders are accepted, then there must be a 16-bike elimination ladder.

Riders entering the Top Fuel Bike class must have previously run a minimum of 6,99 seconds on the actual machine entered. The proof must be with an official timeslip issued within the last three years at a FIM-E or national FMN approved race. A copy of the timeslip must be sent to the Secretary of the organising club with the entry for first time participation. Riders entering machines running a minimum of 50% nitromethane as a fuel are exempt from this regulation.

DR11.6.3 Number of starters

The maximum number of riders admitted to eliminations in all classes is 16, unless other number is mentioned in SR. If less than 13 riders are qualified, then 8 riders should start the eliminations. If less than 6 riders are qualified, then 4 riders should start the eliminations.

DR11.6.4 Starting numbers

Upcoming season's starting numbers are allocated to the riders of each class according to the previous year's Championship or Cup standings and listed as follows:

Pro Stock Bike	PSB1	to	PSB 3
Top Fuel Bike	TFB1	to	TFB 3
Super Twins Bike	STB1	to	STB 3
Super Street Bike	SSB1	to	SSB 3
Junior Bike	JDB1	to	JDB 3

The other riders will have the same number as previous year or any free number.

The numbers 1 to 3 in last year's standings are free to use these 1 to 3 numbers or their own registered personal number.

In order to race and be awarded points in any FIM-E DR competition, all riders must use and display the start number issued to them by the FIM-E DR Commission. It is the responsibility of the rider to ensure they provide the event organizer with the start number issued to them by the FIM-E DR Commission when they enter any FIM-E race. Points will be awarded to the race number provided to the event organizer only, points are non-transferable.

DR11.7 QUALIFYING

DR11.7.1 Official qualifying

Qualifying must take place the day before the race if possible. At least 3 timed qualifying sessions should be organized for each class. The minimum requirements for each class must be one timed qualifying session.

If one or more riders have been unable to make a qualification run due to circumstances outside of their control, then the jury can, at their discretion, place the rider in the last qualification spot. **Such a situation can occur if there is an error in the timing system during a qualifying attempt, if the driver is forced to abort the run due to another driver losing control of his vehicle in the other lane, or in the event of adverse weather condition. Providing there has been no previous opportunities for the rider to qualify at the event.** If more than one rider has been unable to make a qualification run it is up to the jury to decide the order of the unqualified riders

DR11.7.2 Elimination

At the Jury meeting following the last timed qualifying session, the positions of the elimination will be determined by the best time recorded by the riders during one of the timed sessions.

DR11.7.3 Alternates

In the first round, alternates will stand ready in the starting area and take the first empty spot in the ladder (see DR10.10.3). They will only be eligible for points and prize money (provided they have paid the registration fee) from that stage on (the second round of eliminations).

DR11.8 RACES

DR11.8.1 Schedule of races

In general, races should be finished by 5.00 pm. The preferred timetable is 10.00 for the first run, 13.00 for the semi-final and 16.00 for the final. Adjustments can be made in case of 16 bike fields and to include consideration to the FIA European championship for Cars.

DR11.8.2 Runs

If possible, a minimum time limit of 2 hours should be arranged between runs. In all classes there should be a minimum of 45 minutes in the paddock between 2 runs. **Except where circumstances require a faster turnaround time and only if all participants agree.**

DR11.9 PROTEST

DR11.9.1 Deposits in case of machine control following a protest

The deposits in case of dismantling and reassembling a machine following a protest are as follows:

€ 250,-- for a 2-stroke engine (material included)

€ 500,-- for a 4-stroke engine (material included)

If the party who makes the protest is the losing party, the deposit must be paid to the winning party.

If the party who makes the protest is the winning party, the deposit must be reimbursed. The losing party can be penalized by the Jury.

DR11.9.2 Deposit for fuel control following a protest

All requests for fuel control following a protest must be accompanied by a deposit of € 1.000,- paid to the Jury or FIM Europe (in case of supplementary controls).

Any new requests for control must be presented to FIM Europe within 5 days of the reception date of the results of the preceding control notified in conformity with article 4.5 of the "FIM Europe Disciplinary and Arbitration Code" and pay a deposit of € 1.000,--.

After the last control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits already been paid.

DR11.10 RECORDS

Records can only be set during qualifying sessions or elimination's at a FIM-E event.

Only the rider holding the record at the conclusion of the event will be credited with the record. A rider setting and then losing a record at the same event will not receive credit for establishing a record. If two riders have the same record the rider that made the record first will have the credit.

All records for time are up to 1/1000 of a sec and for speed up to 3 decimal places.

Records cannot be approved in JDB

DR11.11 CHAMPIONSHIP ENTRY FEES

To be eligible for prize money or travel money, each rider must pay a championship registration entry fee of € 650 + VAT if registered after April 1. If registered before April 1 the racer pays a reduced fee of € 520 + VAT. The fee must be paid to the promoter ultimately 7 days before the race in which the rider competes. This registration fee is in addition to all normal race entry fees.

For a single entry on just one Championship's event, a fee of € 350+VAT will be charged.

DR11.11.1 Promoter

For 2023 the promoter for the EC and Cup with an agreement with the FIM Europe is DRE (DragRacingEurope)

DR11.11.2 Responsibility from the organizer against the promoter

At each event the organiser shall provide the promoter with tickets and access to all areas for the television crew.

All organisers applying to hold a round of the FIM Europe Drag Bike European Championship are obligated to sign the contract submitted to them by the championship promoter. The contract must be signed by an authorised signatory and one copy returned by mail to the championship promoter's office. The signed contract must be received by the championship promoter's office not later than 1st October in the year preceding that in which the race is to be held.

DR11.12 ENTRY FEE EVENT

Entry fee is € 300 per rider per race or an equal or lower amount in local currency. If the organizer is accepting entries after the official closing date of entries, the entry fee paid will be

doubled. If the organizer receives the inscription fee after the closing date of entries, the paid fee will be doubled.

Entry fee for JDB at the National rate, stated in the SR

Entry fees may only be refunded:

- to riders who are not accepted
- in the case of the event not taking place
- in the case of the class being cancelled

DR11.13 PRIZES

DR11.13.1 Currency

All amounts are shown in Euro. They are net amounts from which no deductions are allowed. N.B. Except in countries, where national tax law dictates that tax must be deducted from payments. In these cases the organiser should present you with a “travel form” which must be completed by yourself and given back to the event organiser, these forms are important, completing them will prevent tax being deducted from your winnings.

They are payable in Euro or local exchangeable current according to the exchange rate established at the first jury meeting.

Prizes will be paid at the end of the race after the protest time has expired or as stated in the supplementary regulations for the event.

If the prize money will be transferred by the bank of the Organiser to the Rider, the Organiser must take care that the exact shown Prize amounts in the schedule will be transferred to the concerning rider at latest **14 days after the race**.

N.B. Where electronic payments of prize money are being made Riders should take great care to ensure the banking details they provide to the race organiser are 100% correct. In addition to your normal banking details such as address account number and sort code you may need to provide your banks SWIFT BIC & IBAN codes these can be obtained from your bank and should available if required by the organiser.

DR11.15 TICKETS

Each entrant will have 10 entry passes. One ticket for the rider, 9 tickets for his crew and two vehicles passes for each entry. 3 of these passes have to be start line passes. Additional tickets should be available to all entrants at a discounted price.

DR11.16 POINT ALLOCATION

Points are allocated as follows:

- Attendance each rider who is present and whose motorcycle has passed technical inspection 10
- Qualified for elimination 10
- Each winning run in eliminations 20
- An extra 1-point ascending for each qualified rider, i.e. in a full field of 8 motorcycles the No 1 qualifier gets 8 points and number 8 gets 1 point. If only 6 riders qualify, No 1 will get 6 points and No 6 will get 1 point.
- **Alternates will receive points and prize-money from the second round of eliminations onwards.**

In the event of rain-off, or any other circumstance where it is impossible to finish the race, points are scored up to the last complete round of competition.

DR11.16.1 BONUS

After each qualifying session, the top 3 qualifiers in that session will receive bonus points to be awarded as follows (**regardless of the number of attending racers in that specific round**) :

In SSB, PSB, STB and TFB :

- 3 points to the quickest ET
- 2 points to the 2nd quickest ET
- 1 point to the 3rd quickest ET

DR11.17 FINAL PLACING IN THE CHAMPIONSHIP

The official results of all the races will be taken into consideration for the classification.

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places, etc.). If the tie still remains, the last best result will decide. If the tie still remains, the fastest run in the last event will decide. **In Junior drag bike if the tie still remains most number 1 qualifier points**