

**RR 10 UEM GENERAL RULES FOR DRAG RACING 2011**

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Everything printed in **BOLT** is new or changed for **2011**.

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

**RR10.1 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.

In this regulation only motorcycle is mentioned but regulations are also valid for snowmobile. (except were stated).

**RR10.2 MOTORCYCLES**

The main categories are as defined in the UEM rule book RR09 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 fuel only.

**3. FUNNY BIKE**

These machines are for semi stock appearing competition bikes and their design is restricted according to the technical regulations

**4. SUPER TWIN BIKE**

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

**5. PRO STOCK SNOW (PSS)**

This class will be for stock appearing factory produced snowmobiles available to the general public, (modified for drag racing) gasoline burning snowmobiles

**6. TOP FUEL SNOW (TFS)**

This class is for snowmobiles constructed for competition only.

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

**RR10.3 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 UEM rule book RR13

**RR10.3.1 Start line**

A blue line, 600mm in front of the stage line, should 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.

**RR10.3.2 Snowmobile start line**

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

**RR10.3.3 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 photo cells - 150mm ± 20mm. The winner is the first motorcycle to cross this line with the front wheel.

**RR10.4 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.

#### **RR10.5 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.

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

#### **RR10.6 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.

#### **RR10.7 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..

#### **RR10.8 RUNS**

##### **RR10.8.1 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.

##### **RR10.8.2 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.

##### **RR10.8.3 Method of start (Super Twin Bike & Top Fuel Bike)**

If a rider loses fire after starting and entering the burnout zone they are not permitted to restart their engine. 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.

#### **RR10.8.4 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.

#### **RR10.8.5 Weight**

Due to the weight handicap, all Top Fuel & Pro Stock Bike riders must be prepared to have their motorcycles weighed before or after a run. Only weights measured on the official scales used by the technical officials at the event will be accepted.

#### **RR10.8.6 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 and the jury president must agree on a rerun. A rerun must take place as soon as the track is ready and the rider's have had time to prepare their bikes sufficiently.

#### **RR10.9 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 is to be finished and published and the riders must have enough time to prepare for the next round.

#### **RR10.9.1 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.

#### **RR10.10 RACES**

##### **RR10.10.1 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 to the burnout then 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.

##### **RR10.10.2 Number of machines in the elimination**

An elimination of 8 riders requires minimum 6 qualified riders. In special cases 5 bikes can make an 8 ladder.

An elimination of 16 riders requires minimum 13 qualified riders.

An elimination of 32 riders requires minimum 28 qualified riders.

##### **RR10.10.3 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 5 competitors in an 8 motorcycle field:

1-bye/ 3-4 / 2-5/ bye-bye

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”

#### **RR10.10.4 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.

#### **RR10.10.5 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 motorcycles own momentum. If the other riders are excluded from the run according to 10.10.7 then this rule does not apply.

#### **RR10.10.6 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 engines own momentum. The rear wheel must pass the starting line for the run to be valid.

#### **RR10.10.7 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:

Found to be illegal, according to the rules.

Hitting any part of the track installations, including timing equipment.

Crossing the centreline.

False start/red-light.

Dropping parts in front of the other rider, in the other rider’s lane.

Crossing the boundary lines.

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