

RR11 UEM DRAG BIKE EUROPEAN CHAMPIONSHIP 2010

RR11 UEM DRAG BIKE EUROPEAN CHAMPIONSHIP	1
RR11.1 TITLE AND GENERAL	2
RR11.2 MOTORCYCLES AND CLASSES.....	2
RR11.2.1 Motorcycles.....	2
RR11.2.2 Classes	2
RR11.2.3 Additional races	2
RR11.3 COURSE	2
RR11.4 OFFICIALS.....	2
RR11.4.1 International Jury	2
RR11.4.2 The duties of the International Jury	2
RR11.4.3 FMN Delegate.....	2
RR11.4.4 Clerk of the Course.....	2
RR11.4.5 Other officials.....	3
RR11.5 SUPPLEMENTARY REGULATIONS.....	3
RR11.6 RIDERS	3
RR11.6.1 License.....	3
RR11.6.2 Entered riders	3
RR11.6.3 Number of starters	3
RR11.6.4 Starting numbers	3
RR11.7 QUALIFYING	3
RR11.7.1 Official qualifying.....	3
RR11.7.2 Elimination	3
RR11.7.3 Alternates.....	4
RR11.8 RACES	4
RR11.8.1 Schedule of races	4
RR11.8.2 Runs.....	4
RR11.9 PROTEST.....	4
RR11.9.1 Deposits in case of machine control following a protest.....	4
RR11.9.2 Deposit for fuel control following a protest.....	4
RR11.10 RECORDS.....	4
RR11.11 CHAMPIONSHIP ENTRY FEES.....	4
RR11.11.1 Promoter	4
RR11.11.2 Responsibility from the organizer against the promoter	5
RR11.12 ENTRY FEE EVENT	5
RR11.13 PRIZES.....	5
RR11.13.1 Currency	5
RR11.13.2 Minimum prize scales	5
RR11.13.3 Non registered riders	5
RR11.14 TRAVEL MONEY.....	5
RR11.14.1 Non registered riders	5
RR11.15 TICKETS	5
RR11.16 POINT ALLOCATION.....	5
RR11.17 FINAL PLACING IN THE CHAMPIONSHIP.....	6

Everything printed in **BOLD** is new or changed for **2010**.

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

RR11.1 TITLE AND GENERAL

The UEM organise an annual European Drag bike Championship.

RR11.2 MOTORCYCLES AND CLASSES

RR11.2.1 Motorcycles

The races are open to motorcycles as defined in the Drag Racing Technical Rules UEM RR14.

RR11.2.2 Classes

The classes will be:

- Top Fuel Bike
- Super Twin Bike
- Pro Stock Bike
- **Funny Bike (Cup Series only)**

RR11.2.3 Additional races

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

RR11.3 COURSE

The races must be held on tracks specifically designed and equipped for this type of event. The tracks shall be homologated by the UEM. The course shall be according to UEM RR13.

RR11.4 OFFICIALS

RR11.4.1 International Jury

Appointed in conformity with the UEM Sporting Code. The Jury president will be nominated by UEM. The International Jury will meet at any time required during the meeting, but at least:

- A Prior to the first practice session
- B At the end of all the practices
- C At the end of the meeting

RR11.4.2 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, practices and races.
- D Confirm the practice and race 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.

RR11.4.3 FMN Delegate

He shall be appointed by his FMN and must be a holder of the FIM/UEM "Sporting Steward". To be eligible for such a license, he must have successfully participated in a Seminar organized by the FIM/CCR or UEM Road Race commission. Participation in a Seminar is obligatory at least once every three years. He is entitled to attend, as observer, the open meetings of the Jury.

RR11.4.4 Clerk of the Course

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

RR11.4.5 Other officials

The Chef starter must have a valid UEM Clerk of the course or sporting steward license.
 The Chef technical control must also hold a valid UEM or FIM Technical license.
 The Environmental official must hold a FIM or UEM environmental licenses.

RR11.5 SUPPLEMENTARY REGULATIONS

The FMNR must send the supplementary regulations to the UEM 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.

RR11.6 RIDERS**RR11.6.1 License**

Riders must be in possession of a valid license issued by their own federation and a UEM championship licence (one year or one event) or from another CONU or an FIM International licence, all provided by the riders FMN.

RR11.6.2 Entered riders

The maximum numbers of riders who may be accepted is 24 distributed in the following priorities: riders under contract with the promoter, riders who have scored points in the championship, riders that raced in the previous year's championship, riders from the FMNR or riders nominated by the promoter. If more than 24 riders are accepted then there must be a 16 ladder elimination.

RR11.6.3 Number of starters

The maximum number of riders admitted to eliminations in all classes is 16. If less than 13 riders are qualified then 8 riders should start the eliminations. If less than 5 riders are qualified then 4 riders should start the eliminations.

For a 16 motorcycle field format then 13 qualifiers must be within 115% of the number one qualifier to be qualified. This also applies for any alternates if more than 16.

RR11.6.4 Starting numbers

Permanent starting numbers are allocated to the riders of each class in the previous year's Championship as follows:

Pro Stock Bike	PB1	–	PB10
Top Fuel Bike	TF1	–	TF10
Super Twins Bike	ST1	–	ST10
Funny Bike	FB1	-	FB10

The other riders will have the same number as previous year or any free number. Riders paying the registration fee can ask for a special number. The Championship coordinator is solely responsible for allocation of requested 'special' race numbers.

RR11.7 QUALIFYING**RR11.7.1 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 any riders have been unable to qualify due to circumstances outside of their control then the jury can, at their discretion, place the rider in the last qualification spot. Such circumstances must be related to track conditions or operation of the race meeting etc. 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.

RR11.7.2 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.

RR11.7.3 Alternates

In the first round, alternates will stand ready in the starting area and take the first empty spot in the ladder (see RR10.10.3). They will only be eligible for points and prize money (if they have paid the registration fee) from that stage on.

RR11.8 RACES

RR11.8.1 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 to include the FIA European championship for Cars.

RR11.8.2 Runs

If possible, a minimum time limit of 2 hours should be arranged between runs. In the Top Fuel Bike and Super Twin Bike classes there should be a minimum of 45 minutes in the paddock between 2 runs. Exceptions are possible if both participants of a run agree or according to a decision of the Jury.

RR11.9 PROTEST

RR11.9.1 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.

RR11.9.2 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 the UEM (in case of supplementary controls).

Any new requests for control must be presented to the UEM within 5 days of the reception date of the results of the preceding control notified in conformity with article 4.5 of the "UEM 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, which it has already paid.

RR11.10 RECORDS

Records can only be set during qualifying sessions or elimination's.

In order to ensure the validity of all new records, a back up performance of within 1% of the mark is required at the same event. In the event that two runs exceed the existing records, but are not within 1% of each other, the quicker time or faster speed will be acceptable as the back up for the slower time which will stand as the new record. If the difference between the faster time and / or speed exceeds 5% then the record is invalid.

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 or receive points for doing so. 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.

RR11.11 CHAMPIONSHIP ENTRY FEES

To be eligible for prize money or travel money, each team must pay a championship registration entry fee of 600 Euro. The fee should be paid to the promoter 30 days before the first race in which the rider competes. This registration fee is in addition to all normal race entry fees.

RR11.11.1 Promoter

For **2010** the promoter with an agreement with the UEM is
Keith Bartlett
London, UK.

RR11.11.2 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.

RR11.12 ENTRY FEE EVENT

Entry fee is € 260 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.

Each organizer of a Championship round must pay the Championship administration fee of € 100 per competitor entered at their event within 4 weeks after the event to the promoter of the championship.

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

RR11.13 PRIZES**RR11.13.1 Currency**

All amounts are shown in Euro. They are net amounts from which no deductions are allowed. 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. The prizes must be available no later than 3 hours after the finish of the race. Not collected prize money will revert to the organizer.

RR11.13.2 Minimum prize scales

The following amounts are shown in Euro:

Pro Stock Bike:	each qualified rider for the race	495
	each winning round in the race	300
Top Fuel Bike:	each qualified rider for the race	495
	each winning round in the race	360
Super Twins:	each qualified rider for the race	495
	each winning round in the race	360

RR11.13.3 Non registered riders

If a rider has not paid the championship registration fee then their unawarded prize money must be paid to the promoter of the championship.

RR11.14 TRAVEL MONEY

The organiser will pay an additional minimum of €320 in travel compensation for foreigner competitors (riders who do not hold a licence in the event host country) who have qualified within the top ten for that class.

RR11.14.1 Non registered riders

If any rider has not paid the championship registration fee then their unawarded travel money must be paid to the promoter of the championship.

RR11.15 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. Additional tickets should be available to all entrants at a discounted price.

RR11.16 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.

Bonus:

- European Championship record E T 5
- European Championship record T S 3
- If one rider breaks both E T and T S record at the same event 10

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.

RR11.17 FINAL PLACING IN THE CHAMPIONSHIP

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