

RR14 UEM TECHNICAL RULES FOR DRAG RACING BIKES 2010

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

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

RR14 .1 GENERAL CONSTRUCTION RULES

RR14 .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.

RR14 .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.

RR14 .1.3 Frames

Stress-bearing tubes in the frame should be at least 25 x 1,5 mm ±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.

RR14 .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.

RR14 .1.5 Ground Clearance

Minimum ground clearance with rider in position and 0.5 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.

RR14 .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.

RR14 .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.

RR14 .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, (other than steering dampers) must be fitted to ensure a minimum clearance of 25 mm 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. Aluminium handle bars are not allowed for two cylinder bikes.

RR14 .1.9 Control Levers

Each control lever (hand and foot levers) must be mounted on an independent pivot. The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

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

RR14 .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.

RR14 .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 should have 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 rubber gasket must be fitted.

RR14 .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.

RR14 .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.

RR14 .1.14 Wheelie Bars

Wheelie bars are mandatory in Pro Stock bike, Top Fuel Bike, Funny Bike and Super Twin Bike.

RR14 .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.

RR14 .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 back fire. All parts must be secured to the bike in order that they may be restrained in the case of a backfire.

RR14 .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 carburettors 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 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.

RR14 .1.18 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.

All motorcycle 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.

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.

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 level should be red. No other red indications are allowed on the handle bar.

RR14 .1.19 Restraint System

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

RR14 .1.20 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 allowed.

RR14 .1.21 Gear Change

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

RR14 .1.22 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 a isolated port design with a wall dividing the inlet and outlet cells, two discrete tanks or two tubes. The outlet should be positioned higher in the tank then the inlet to ensure oil cannot exhaust directly through the inlet and to the outlet. The outlet must either vent into the exhaust or to a second tank. 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.

RR14 .1.23 Oil Blanket / Oil Catch Pan

It is highly recommended that an engine should be equipped with a lower-engine-ballistic/restraint device. Ground clearance does not include blankets as long as a 50mm bar can be passed under bike without solid obstruction. The use of a belly pan or sealed fairing in place of blanket allowed but it must meet the ground clearance regulation.

The output shaft and drive sprocket should be included within this assembly to prevent grease from the chain dropping to the track.

RR14 .1.24 Starting

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

RR14 .1.25 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.

RR14 .1.26 Data recorders

Data recorder 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.

RR14 .1.27 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 preset before the race. For Pro Stock Bike gear shifting must be under sole control of the rider and preset shifting is disallowed.

RR14 .1.28 Traction Control

Traction control not allowed. Traction control is defined as any device, electrical or mechanical, designed to limit wheel spin and/or wheelies. Any device or system which alters fuel, ignition, boost, nitrous delivery, shift light, etc. based upon suspension loading or position, rate-of-acceleration of any wheel, transmission shaft, crankshaft, or any rotating assembly within the engine or transmission, or any comparison of wheel speeds is prohibited. Any system, which compares a shaft speed to any preset, predicted, or estimated speed, or any device, which utilizes a speed or distance-measuring device, including infrared and radar, is considered to be a form of traction control.

RR14 .1.29 Number Plates

The number plates should be easy to read. The figures must be clearly legible and like the background be painted in matt colours to avoid reflection from sunlight.

The recommended colour should be:

Pro Stock Bike	Yellow background	Black numbers
Top Fuel Bike	White background	Black numbers
Funny Bike	Black background	White numbers
Super Twin Bike	Orange background	Black numbers

RR14 .1.30 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 rest against engine case or frame. It is recommended to have your bike number on your starter cart.

RR14 .2 PROTECTIVE CLOTHING AND HELMETS**RR14 .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 is highly recommended.

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*

RR14 .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.

RR14 .2.3 Footwear

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

RR14 .2.4 Gloves

Rider must wear leather protective gloves.

RR14 .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.

RR14 .2.6 Wearing of Helmets

It is compulsory for all participants taking part in practice, qualifying and eliminations to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

Helmets constructed with an outer shell of more than one piece are permitted, provided that, in case of emergency, they can be quickly and easily removed from the rider's head by releasing or cutting the chin strap only.

All helmets must be marked with one of the official international standard marks mentioned in Art. 09.2.8 or the Approval Mark (stamp) of the FMN of the rider. Helmets marked by an FMN must comply with one of the International Standards listed in Art. 09.2.8 before approval by an FMN.

RR14 .2.7 Recognised International Approval Marks

Australia	AS 1698
Denmark	DSS2124
Europe	ECE 22-05
Finland	SF 3653
France	AFNOR (NF) S. 72.305
Great-Britain	BS 6658 GRADE A (Road Racing)
Japan	JIS T 8133/1982 Class C
USA	DOT Federal Standard No 218/ 2005

RR14 .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.

RR14 .3 SPECIAL REGULATIONS FOR PRO STOCK BIKE

RR14 .3.1 Definition

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

RR14 .3.2 Frames

After market frames are permitted. Steering head geometry, trail and wheelbase may be changed if done 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 extendible point on the swing arm.

RR14 .3.3 Front Suspension

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

RR14 .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.

RR14 .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.

RR14 .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.

RR14 .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.

RR14 .3.8 Wheels

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

Rear: 15" minimum.

RR14 .3.9 Tyres

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

RR14 .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.

RR14 .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 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.

RR14 .3.12 Cylinder head

UEM accepted aftermarket cylinder heads permitted. Contact UEM for approval.

RR14 .3.13 Fuel Injection

Aftermarket electronic fuel injection and throttle bodies are allowed.

RR14 .3.14 Fuel

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

Use of propylene oxide and/or Nitrous oxide prohibited.

RR14 .3.15 Weight Limits

Minimum weights of bike and rider equipped with:

3/4 cylinder	265 kg	max. 1510 cc
3/4 cylinder	275 kg	max. 1600 cc
3/4 cylinder	280 kg	max. 1655 cc
3/4 cylinder Plain bearing cranks	285 kg	max. 1800 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, reduce weight with 5 kg

The UEM Drag Racing Commission can change the weight or add any other combination during the season. If so the new weights will be published on the UEM web site.

RR14 .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.

RR14 .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.

RR14 .4 SPECIAL REGULATIONS FOR TOP FUEL BIKE

RR14 .4.1 Engine

Single or double engines normally aspirated with a maximum displacement of engine 3200 cc, four cylinder super charged or turbo charged engines with a maximum displacement 1700 cc and two cylinders super charged or turbo charged maximum displacement is 2000 cc.

RR14.4.2 Weight Break

Supercharged 4 cylinder engines 9lb/cuin (0.25kg/cc) including rider. All other configurations no weight restriction.

RR14 .4.2 Fuel

A minimum of 50% Nitro Methane is mandatory

RR14 .4.3 Wheelbase

Minimum wheelbase 1880mm.

RR14 .4.4 Tyres

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

RR14 .5 SPECIAL REGULATIONS FOR FUNNY BIKE

Reserved for single engine, alcohol, gasoline or nitro burning engines. 295 kg minimum weight with no forced induced nitro. All bikes must have front and rear fenders.

RR14 .5.1 Engine

Stock cases permitted; aftermarket cases are highly recommended. Maximum 2500cc with gears or 3200 cc without gearbox. Maximum 2500cc with turbo or supercharger, petrol or methanol only.

RR14 .5.2 Frame

Wheelbase minimum is 1880 mm. Stock chassis prohibited. Minimum seat height (with rider in position and seat compressed) measured from lowest point of seating position to ground, 400 mm.

RR14 .5.3 Tires

Minimum rear tire size width is 10-inches. Maximum tire width is 14 -inches.

RR14 .5.4 Body

All Funny Bikes rear fenders must extend past the rear axle. Seats must have fabric or anti-skid texture. Front fairings must have transparent windscreens.

RR14 .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.

RR14 .6.1 Engine

Maximum displacement of engine 3200 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.

RR14 .6.2 Wheelbase

Minimum wheelbase 1880 mm.

RR14 .6.3 Tyres

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

RR14 .7 SPECIAL REGULATIONS FOR SUPER TWIN GAS BIKE

Machines powered by a single 4-stroke engine with a maximum of two pistons/cylinders and a minimum of 750 cc.

RR14 .7.1 Engine

Maximum displacement of engine 3000 cc for normally aspirated motorcycles.

Maximum displacement of engine 2000 cc for super charged or turbo charged motorcycles.

RR14 .7.2 Wheelbase

Minimum wheelbase 1700 mm.

RR14 .7.3 Fuel

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

Use of propylene oxide and/or Nitrous oxide prohibited.

RR14 .8 SPECIAL REGULATIONS FOR TOP GAS BIKE

Top Gas bike is a racing bike made from a standard road going bike. The idea for this class is to be racing with a break out.

RR14 .8.1 Frame

Only stock frames admitted. Any modification to the frame is allowed.

RR14 .8.2 Engine

Any kind of engine made for motorcycle use.