GENERAL INDEX

For the European Championship classes: 125cc, 250cc, Supersport, Stocksport 600 and Stocksport 1000 (UEM cup) the FIM Technical Appendices for International Meetings of the Guidelines for Road Racing International Meetings (**please click here**) are valid

Top

RR 01 ROAD RACING REGULATION

Everything printed in **BOLD** is new or changed for **2007**.

RR 01.1 GENERAL

The following regulations apply solely to all road races that will be organised under jurisdiction of the UEM according to the UEM Sporting Code. In the case of there being no UEM regulations the FIM regulations will apply.

RR 01.2 EVENTS

A road race event can include various competitions held on a single day or over several successive days.
In general, each race will be limited to one class of motorcycles of the same group. However, it is possible to combine several classes in a single race.

RR 01.3 SUPPLEMENTARY REGULATIONS

For each event there must be Supplementary Regulations, approved by the FMNR.
These SR's must be available for each rider and/or team who wants to participate in the concerning event before the start of this event.
See annex 2 for a blank format.

RR 01.4 RIDERS

Riders must be the holder of a valid road race licence.

RR 01.5 CIRCUITS

Races must be held on a closed circuit or on a point to point course. During the event those circuits must be closed for public use.
For the races counting towards a UEM Championship or Cup, refer to Appendix RR 02 art. 02.2.
For the other races, the standards will be laid down by each FMNR, but always in accordance with the guidelines of the UEM Standards for Road Racing Circuits (SRRC) RR 07.

RR 01.6 FLAGS, LIGHTS AND BOARDS

Marshals and other officials display flags, lights and/or boards to provide information and/or convey instructions to the riders during practices as well as the races.

RR 01.6.1 DIMENSIONS, COLOURS AND LOCATION OF THE FLAGS

The dimensions of all the flags must be: 100 cm horizontal X 80 cm vertical.
The colours of the flags must be bright and clear.
The flag dimensions and colours will be checked during the day of the first practice session.
The location of the flags will be fixed during the circuit homologation and/or the pre-inspection.

RR 01.6.2 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

National Flag	May be waved at the start line to start the race.
Green Flag or Green Light	The track is clear of all hazards. This flag must be presented **lightly** waved or motionless at each marshal post on the first lap of each practice- and of the Warm Up session, during the sighting lap and the warm up lap. This flag must be shown at the flag marshal post immediately after the incident that necessitated the use of the yellow flag. When waved by the starter it is the signal to the start the Warm Up lap.
Green Light	This light must be switched on at the pit lane exit to signal the start of each practice- and Warm Up session, the Sighting lap and the Warm Up lap.
Yellow and Red Striped Flag	Oil, water, gravel or another substance is affecting the adhesion of the track. This flag must be shown motionless on at least two flag marshal posts before this situation.
Chequered Black / White Flag	Must be shown waved at the finish line on track level and indicates the finish of a race or practice session.

RR 01.6.3 FLAGS, LIGHTS AND BOARDS WHICH CONVEY INFORMATION AND INSTRUCTIONS

Yellow Flag or Flashing Yellow Light	Indicates danger ahead, on or nearby the track. It must be shown waved on at least two marshal posts before the danger. Riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown, unless it is a much slower rider **(Backmarker)**. – Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and the fastest lap of that session. – Any Infringement of this rule during the race will be penalised with a penalty of 20 sec added to the total race time. – In both cases, further penalties (such as a fine or suspension) may also be imposed. – If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed. During the final inspection lap, this flag must be presented at the exact place where the flag marshal will be positioned during the practices and races. Flashing Yellow lights along the track (if used) gives the same instructions.
Flashing Blue Light	A flashing Blue light should be switched on at the end of the pit lane exit during practices and races. The rider(s) who enter the track may not hinder the rider(s) on the track.

White Flag	There is a slow moving car, ambulance or similar vehicle on the track. Shown waved at two posts before the vehicle and indicates that the rider will encounter the vehicle in the current or next section of the track. It is forbidden for a rider to overtake another rider during the display of the white flag, unless it is a much slower rider and until he passed the vehicle. Overtaking the slow moving vehicle is permitted. As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.
Blue Flag	Shown waved to a slower rider(s) who is (are) about to be overtaken by a faster rider. The slower rider may not hinder the faster rider. – <u>During practices</u>, the rider concerned must keep his line and slow down gradually to allow the faster rider(s) to pass him. – <u>During the race</u>, the rider concerned must allow the following rider(s) to pass him at the earliest opportunity.
Red Flag waved and/or Red Flashing Light (along the track)	Shown at each marshal post and indicates that the race or practice is being interrupted. Riders must return slowly to the pits.
Red Flag and/or Red Light motionless (in the pit lane or on the track)	Riders must stop. They may not pass this flag or light. The red light is switched on before the start of a race and will be switched off after 2 to 5 seconds. This is the start of a race.
Black Flag together with a white number on a black signalling board	This flag is shown on the start/finish line and some marshal posts only under order of the Jury President. The rider with this number must stop at the pits at the end of the current lap. He cannot restart except on order from the CoC or Jury President.
Black Flag with orange disk (Ø 40 cm) together with a white number on a black signalling board	This flag is only under the order of the Clerk of the Course. It informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others. He <u>must immediately leave the track</u>, on a safe place.

RR 01.6.4 MARSHALS UNIFORMS

Marshals uniforms and raincoats should be (strongly recommended) of a neutral colour that cannot be confused with the flags.

RR 01.6.5 SAFETY CAR(S)

The Safety car(s), if they are to go on the track, must be equipped with blue revolving lights. The words "SAFETY CAR" should be clearly indicated on the back and the sides of the car. For events taking place partly at night, these words should be retro-reflective.

Overtaking of these car(s) is not authorised.

RR 01.6.6 MEDICAL CAR(S)

The medical car(s), if they are to go on the track, must be strongly recommended white coloured and equipped with blue revolving lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car. If this car or another vehicle (e.g. ambulance), is required to go on the track at the same time as the Safety car, the other vehicle must be dispatched first.
Overtaking of a Medical car is authorised.

RR 01.7 PRACTICE SESSIONS

- There are Free-, Qualifying- and Warm-Up practices.
- A minimum period of time must be put aside for the practice sessions and mentioned in the Supplementary Regulations (SR) of the event. Each class or group must be allotted at least two periods of timed practice.
- Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- The duration of practice will commence from the illumination of the green light **for about two minutes, than it will changed to a blue flashing light**. A visible board or count-down will be shown in the pit lane and/or start/finish line to indicate the time in minutes of practice remaining.
- The end of practice will be indicated by waving of a chequered flag. At the same time the pit exit will be closed. A rider's times will continue be recorded until he passes the chequered flag. After the chequered flag, riders may complete one additional lap before entering the pits. It is not permitted to pass the chequered flag more than once.
- If a practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, in principle the time remaining will be that shown on the count-down device in the pit lane and/or start/finish line at the moment the red flags were displayed.
- Riders or mechanics may only start their motorcycles in the pit lane by pushing in the direction of the circuit or use a starting device.
- After the official practice has started, the race surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions.
- If for the timekeeping a transponder system is used, it’s the rider’s own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his machine he will not be qualified with times in that particular session. If the number of qualified starters is not more than the circuit homologation, the jury will decide if he can start on the end of the starting grid.

RR 01.8 ADMISSION TO THE START

RR 01.8.1 STARTING GRID FOR CIRCUIT RACES

In order to be admitted to start a race, a rider must have accomplished a minimum number of laps mentioned in the SR during one of the official practices (free-, qualifying- and Warm Up practice).

When a rider is taking part in several classes at the same meeting, the minimum number of laps has to be completed for each class.
The results of the qualifying practice sessions of one class, serve to qualify for the actual race. Therefore, the organiser must provide a timekeeping service for all official practices.
The times of the qualifying practice sessions should be resumed, by indicating the best time of each session for each rider.
The results will be determined by the best time recorded by the riders during one of the qualifying sessions. In case of a tie, the 2nd best time will be taken into consideration and so on if the tie remains.

The SR must indicate the number of riders that will be admitted to each class for practice and race. Whichever method is used to determine qualifiers, it must be based upon practice times.

RR 01.8.2 PRACTICE IN SEVERAL GROUPS

If a class is split into several practice groups, these groups must be composed of the same number of riders plus or minus one.
The formation of the groups will be determined by decision at the 1st Jury meeting.
The selection of qualified riders will be made by taking an equal number of riders of each group (rounded off to the nearest figure) on the basis of the best times.
However, if the starting positions of one of the groups cannot be attributed in conformity with the qualification criteria - the required number of riders not having fulfilled these conditions - these positions will be attributed to those riders having qualified in the other groups.
The positions on the starting grid will be allocated alternatively between the groups, starting with the best time of the first placed of the fastest group, then the best placed from the second group. Then the best time of the second placed of each group, etc. In case of a tie with regard to the placing and the time, the 2nd best time will be taken in consideration and so on if a tie remains.
The same system is applicable when the grid has to be completed following forfeits of riders initially entered on the provisional grid.
This system keeps in force even when the practices have taken place under different weather conditions.

RR 01.8.3 HILL CLIMBS

In order for a rider to be admitted to start, he must have a practice time for his class. The maximum qualification time must be equal to the class time plus 20%.

RR 01.9 STARTING METHODS

There are two types of starts in road races:

1. Group starts
2. Starts given at intervals (either individually or by groups of more than one motorcycle).

Starts can be made with engines running.

RR 01.9.1 START PROCEDURE FOR GROUP STARTS

The pole position, allocated to the fastest rider, will be fixed during the homologation of the circuit.

The start procedure must be done within 15 minutes. Some time periods may be shortened.

1) 15 Minutes (or less) before the Start of the Race
   Pit lane exit opens for sighting lap(s).
   Countdown boards of 5, 4, 3, 2 and (at least) 1 minute are shown at the pit exit.

2) 10 Minutes (or less) before the Start of the Race
   Pit lane exit closes.

3) The sighting lap is not compulsory. Riders who do not **go onto the grid, may** start the warm up lap **or the race** from the pit lane under the instructions of the marshal positioned at the pit lane exit.

4) Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines.

5) When the riders reach the grid after the sighting lap, they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

6) Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

7) The Clerk of the Course will, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane. If the race is declared "wet", a "wet race" board will be displayed. If no board is displayed the race will automatically be classified as "dry".

8) Riders on the grid may, at this stage, make adjustments to their machine or change tyres to suit the track conditions. Tyre warmers may be used on the grid. Only one generator of a “hand carried” type and with a maximum capacity of one kilowatt may be used per rider. The noise limit of this generator is 65 dB/A.
   No liquid batteries or other electrical supplies are permitted on the grid. Starter engines may not be used, **except for 4 stroke machines**.

9) Refuelling or change of fuel tank on the starting grid is forbidden.

10) 5 Minutes Before the Start of the Warm Up Lap

    Display of "5 Minutes" Board on the grid (Not compulsory).

11) 3 Minutes Before the Start of the Warm Up Lap

    Display of "3 Minutes" Board on the grid.
    All tyre warmers must be removed from the machines on the grid and from the machines in the pits.
    The grid and pit lane marshals must control the respect of this rule.

    All adjustments must be completed. Riders who still wish to make adjustments must push their machine to the pit lane and must be clear of the grid. They can continue there to make adjustments or change machine. Such riders may start the warm up lap or race

from the pit lane exit until the leading rider has passed the finish line at the end of the first lap (Art. 01.9.1.14 or 01.9.1.18).

All persons must leave the grid except one mechanic per rider **(two for 4 stroke machines)**, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials.
No persons (except essential officials) are allowed to go on the grid at this point.

12) 1 Minute before the Start of the Warm Up Lap

Display of "1 Minute" Board on the grid.
At this point all persons except one mechanic **(2 for 4 stroke motorcycles)** per rider must leave the grid under the supervision of the grid marshals. The mechanic(s) will, as quickly as possible, assist the rider to push start the machine and must then immediately leave the grid.

13) 30-Seconds before the Start of the Warm Up Lap

Display of "30 Seconds" Board on the grid.
All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane where he may make further attempts to start it or change machine.

14) 2 Minutes before the Start of the Race

Start of the warm up lap as one group by waving the green flag by the Starter.
The riders will make one lap, at unrestricted speed, followed by a medical car. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green and/or a green waved flag is shown. Any riders waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later the light will be turned red and a marshal will display a red flag closing the pit lane exit.

15) After returning to the grid the riders must take up their positions with the front wheel of their motorcycle close to the line defining the grid position and keep their engines running. An official will stand at the front of the grid holding a red flag.
Any rider who arrives back at the grid after the arrival of the medical car must stay behind the medical car and start the race from there.

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine.
Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As a row of the grid is completed, the official will lower the row-panel indicating that his row is complete. The panel will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the medical car has completed its lap, an official at the rear of the grid will wave a green flag.
The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

A red light will be displayed and between 2 and 5 seconds this red light will be switched off. When the red light is switched off, the riders may start their race. A medical car with a doctor will follow behind the motorcycles the whole first lap.

16) Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President will decide if a penalty will be imposed and must arrange an information to the team to be notified of such penalty not later than 20 minutes after the start.
Any rider of European Championship who anticipates the start will be required to carry out the Ride Through procedure described under Art. 01.9.4.
Any rider of European Cups who anticipates the start will be added 20 seconds to his (total) race time.
For an International Event, it is up to the FMN which system will be used.

17) If, after the red light has switched off, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine will not start then the rider must push it into the pit lane, under the supervision of the officials, where his mechanics may provide assistance to start it or the rider may change machine.

18) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light and/or a waved green flag to start any riders still in the pit lane.

19) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted.

20) Should there be a problem on the grid that might prejudice the safety of the start, than the official in charge of the start may display a flashing yellow light and the board "Start Delayed". The marshal with the red flag stay or comes back in front of the grid.
In this instance:
- Riders must stop their engines and one mechanic per rider will be permitted to enter the grid to assist the riders. The start procedure will be re-commenced at the three-minute board stage. The riders will complete an additional warm up lap and the race distance will be reduced by one lap; or

- The starter can give the order to start the extra warm up lap immediately. The race distance will be reduced by one lap.

RR 01.9.2 STARTS GIVEN AT INTERVALS

If starts are given at intervals, either individually or by groups, the starting signal is given at successive intervals to each rider or group of riders from the starting line or from a stationary position in the immediate vicinity of this line.

RR 01.9.3 "WET" AND "DRY" RACES (CAN BE USED FOR EUROPEAN CHAMPIONSHIP)

All races will be categorised as either "wet" or "dry". If the race is categorised as "wet", a "WET RACE" board will be displayed on the grid. If no board is displayed the race will be automatically classified as "dry". The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1) "Dry" Races - A race classified as "dry" will be interrupted by the Clerk of the Course if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.
2) "Wet" Races - A race classified as "wet", usually commenced in varying or wet conditions, will not be stopped for climatic reasons and riders who wish to change tyres must enter the pits and do so during the actual race.

In all cases where the first race is stopped for climatic reasons, the restart will automatically be a "wet" race.

RR 01.9.3.1 Extra practice in case of weather change (can be used for European Championship)

Note: A practice or Warm Up will be defined by the Clerk of the Course as wet when more than 50% of the riders are using other tyres than slicks or when the track is wet during 50% of one of the practice sessions. In both cases, a "WET PRACTICE" board will be shown.

In the event of all practices and Warm Up being held in dry conditions, one of the following procedures can be applied, should it rain **just** before-, **during** the start, or during the race (as far as there is not completed 2/3 or more of the actual race distance):

1e. -After all competing riders have returned to the pit lane, 5 minutes delay will be shown by the count-down boards before the start of the start procedure;
- **Maximum 3 (three) Sighting laps may be made. When the first rider has fulfilled two laps, he and all the other riders will be shown the chequered flag.**
- **At this point, the normal start procedure will continue, i.e. take up the positions on the starting grid, etc.**

2e. - A period of 15 minutes free practice will be given after all the competing riders have returned to the Pits;
- A delay of 5 minutes;
- At this point the normal start procedure will continue.

Note: Should all practices be held in wet conditions, the above will also apply in case of dry (race) conditions.

RR 01.9.4 Ride Through procedure

During the race, the rider will be requested to Ride Through the pit lane without stopping at his box. He may then rejoin the race.
The rider must respect the speed limit (60 km/h), in the pit lane. In case of infraction of this speed limit, the Ride Through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.
In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being enforced, and if there is a second part, the rider will be required to Ride Through after the start of the second part of the race.
In the case of a rider carrying forward a penalty for anticipation of the start into the second part of a race and subsequently found to have anticipated the second start, the rider will be shown the black flag.
After notification has been made to the team, a yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number (black colour, height 50cm, stroke width 10cm) will be shown at the finish line and the information will also be displayed on the time keeping

monitors. Failure by the relevant rider to Ride Through, having been shown the board 3 times, will result in that rider being shown the black flag.
If more than one rider is penalised, the riders will be signalled to Ride Through on subsequent laps. The order of the riders will be based on the qualifying times with the faster rider first.
In case of a rider failing to respond to the instruction to Ride Through, and there is more than one rider penalised, no subsequent rider will be signalled to Ride Through until the previous rider has completed the ride through or has been shown the black flag.
If a penalised rider has not been able to carry out the Ride Through penalty before the end of the race, a 20 seconds penalty will be added to his total race time.

RR 01.10 MEANS OF PROPULSION

During a race, a motorcycle can only be propelled by its own driving power, the muscular effort of its rider and/or its passenger and by the natural forces of gravity.

RR 01.11 BEHAVIOUR DURING PRACTICE AND RACE

1) Riders must obey the flag signals, light signals and boards, which convey instructions.

2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalized by the Clerk of the Course.

3) Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may then assist him to re-start the machine.

4) If a rider encounters a problem with the machine which will result in his retirement from the practice or the race, he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.

5) Riders who are returning slowly to the pits should ensure that they travel as far as possible off the race line. They must give a signal by raising an arm.

6) Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes.
Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race. (except Endurance)
During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.

7) Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device.

8) Riders must not transport another person on their machine during the practices and race.

9) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

10) No radio signal of any kind may pass between a rider and someone in the pit lane, pit box or the paddock.

11) Voluntary stopping on the track during practices and races is forbidden.

12) Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line.

13) As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions.

RR 01.12 ASSISTANCE IN THE PITS

A rider may only receive assistance or have his machine refuelled at his own pit area. He is entitled to the services of three assistants but under no circumstances are these assistants allowed to go beyond the line, which marks out the pit area. Assistants may carry out repairs, adjustments or refuelling. During refuelling, the engine of the machine must be stopped.
Any violation of this rule may be penalised.

RR 01.13 CHANGE OF MOTORCYCLE OR PASSENGER

RR 01.13.1 USE OF SEVERAL MOTORCYCLES
During practice, a rider may use a **maximum** of **two** motorcycles, providing they have passed the technical controls under the rider's name **and with the correct number**.

RR 01.13.2 CHANGE OF PASSENGER

During practice for sidecars, it is possible to change the passenger once only. This change must be immediately notified to the Clerk of the Course, who in turn will inform the timekeeping service.
A change of passenger with another team is only possible if the rider of the team agrees. The sidecar rider can run the race only, if he is qualified with the 2nd passenger.
The minimum number of timed laps foreseen in the SR must be accomplished with the 2nd passenger.

RR 01.14 INTERRUPTION AND RESTARTING OF A RACE

RR 01.14.1 INTERRUPTION OF A RACE

RR 01.14.1.1If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the start line and at all marshals' posts and he will switch on the red flashing lights around the circuit. Riders must immediately slow down and return to the pit lane, confident that the results of the race will be counted as from the end of the previous lap.
The results will, therefore, be the results taken at the last point where every rider still competing had completed a full lap and in the same lap as the leader without the red flag being displayed.

To be qualified, a rider must ride on his own motorcycle within 5 minutes into the pit lane.

RR 01.14.1.2If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a new race will be run **over maximum 2/3 number of laps of the actual race**. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count.

RR 01.14.1.3If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than 2/3 of the actual race distance, rounded down to the nearest whole number of laps (or 2/3 of the actual race duration), than the race will be re-started. The number of laps of the **second part will be no more then** to accomplish 2/3 of the actual race, but with a minimum of 5 laps. **Those two races and times will be added together** to arrive at a final result. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

Example of a race consisting of 30 laps:
If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then race result will be 8 laps completed, and the second part will consist of 12 laps.
If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 11 laps.

RR 01.14.1.4If the results calculated show that 2/3 of the actual race distance rounded down to the nearest whole number of laps (or 2/3 of the actual race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, than the race will be deemed to have been completed and full points will be awarded.

RR 01.14.2 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

RR 01.14.2.1TIME BEFORE THE RE-START
If a race has to be re-started, then it will be done as quickly as possible, depending on the track conditions. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start procedure, which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.
The start procedure will be identical to a normal start with a sighting lap, warm up lap, etc. but some times can be shortened.

RR 01.14.2.2RE-START
Conditions for the re-started race will be as follows:

A) In the case of situation described in Art. RR 01.14.1.2:
   a. All riders may re-start.
   b. Motorcycles may be repaired or changed and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
   c. The number of laps will be **2/3 of** the original race distance.
   d. The grid positions will be as for the original race.

B) In the case of the situation described in Art. RR 01. 14.1.3:
   a. Only riders who are on the intermediary placing may re-start.

b. Motorcycles may be repaired or changed and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
c. The number of laps or the duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance.
d. The grid positions will be based on the intermediary placing established in accordance with Art. RR 01.14.1.1. The intermediary grid placing must be available to the riders before the following part of a race can be started.
e. The final result of the race will be based on the results of each rider classified in each race added together. Riders who have completed an identical number of laps will be placed according to the combined times of each race. In case of a tie, the results of the last race will be decisive.

RR 01.15 FINISH OF A RACE AND RACE RESULTS

RR 01.15.1 RACES WITH GROUP START

RR 01.15.1.1 FINISH

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will be continuously displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no rider may exit from the pit lane to enter the track. To this purpose, once the chequered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal, showing a red flag, will stand at the exit of the pit lane.

RR 01.15.1.2 PHOTO-FINISH

In case of a photo-finish between two or more riders, the decision must be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case of a tie, the riders concerned will be ranked in the order of the best lap time made during the race.

RR 01.15.1.3 WRONG FINISH

Should for any reason other than under Art. RR 01.15.1.1, the end of the race signal be given before the leading motorcycle completes the actual number of laps or duration, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
If a race is interrupted during the finish of the race, the results are as follows:

1. The riders who passed the chequered flag will finish in that order;
2. The riders who did not pass the finish line will be in the order of the lap before the chequered flag was shown and added to the riders of point 1.

RR 01.15.1.4 FINISH ORDER

The results will be based on the order in which the rider crosses the line and have the number of laps completed.

RR 01.15.1.5 FINISH CONDITIONS

To be counted as a finisher in the race and be included in the results, a rider must have:

a. - Completed 75% of the number of laps rounded down, carried out by the winner of the race;
b. - Crossed the finish line within five minutes after the race winner;
c. –And must be in contact with his machine and with the complete safety outfit in place.

RR 01.15.2 RACES WITH STARTS GIVEN AT INTERVALS

In a race with starts given at intervals, the winner is the rider who obtains the best time over the total distance laid down in the SR.

RR 01.15.3 HILL CLIMBS

The race takes place in 2 heats. The final placing will be determined after the time of the best heat is known. In case of a tie, the best time of the last rapid heat will divide the riders.

RR 01.15.4 CHAMPIONSHIP POINTS

The points will be awarded individually to each rider.
For each race the final placing will determine the allocation of points.

25 points to the 1st	7 points to the 9th
20 points to the 2nd	6 points to the 10th
16 points to the 3rd	5 points to the 11th
13 points to the 4 th	4 points to the 12 th
13 points to the 4th	4 points to the 12th
11 points to the 5th	3 points to the 13th
10 points to the 6th	2 points to the 14th
9 points to the 7th	1 point to the 15th
8 points to the 8th	

RR 01.16 PODIUM CEREMONY

The riders placed in the first three positions in each race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation at the podium ceremony is compulsory.

RR 01.17 PRIZES

RR 01.17.1 PLACING FOR OBTAINING PRIZES

The placing for obtaining prizes are drawn up upon the basis of riders placed according Art. RR 01.15.1.4.

RR 01.17.2 PAYMENT

If there is price money available (see SR), it will be paid to the riders at the end of each race, after the protest time has expired and with the approval of the Jury President. The prizes must be available till 20.00 hours. Prize money not collected will return to the organiser

RR 01.18 CLOSED PARK AREA

After the end of the race, all the machines, which have finished the race, must remain at the disposal of the
officials for 30 minutes in the closed park. They cannot be taken away without the approval of the Jury.

With the exception of Jury members, the Clerk of the Course, Technical officials and officials who are in charge of keeping watch over the closed park area, no-one not even the rider, may at any time or for any reason be admitted into the closed park (parc fermé) area unless they have a written and signed authorisation from the Clerk of the Course.

RR 01.19 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 penalised by the Jury.

RR 01.20 DEPOSIT FOR FUEL CONTROLS 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 5.6 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.

RR 01.21 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

A fuel control may be carried out in accordance with Art. 063.05 of the FIM Road Racing Technical rules. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

1. Exclusion from the whole event in question independent of the moment of the fuel sampling (i.e. practice, 1st and/or 2nd race);
2. Fine of € 700,--;
3. Payment of all costs connected to the fuel test(s) for his case.

In case of a subsequent offence in the same season:

1. Exclusion from the current Championship;
2. Suspension from all UEM Championship and/or Cup events for the rest of the season.

RR 01.22 TIMEKEEPING

RR 01.22.1 Time keeping instruments

In order to carry out his duties a timekeeper at international meetings must use, according to the competition, the following material:

- An electrical apparatus with mechanical recorder registering time in 1/5 or 1/10 second or less intervals, or
- An apparatus functioning automatically, synchronised with time of day registering time 1/100 second.
- A reserve chronometer to check the readings of instruments being used.

RR 01.22.2 For the European Championship Races the use of a transponder system is compulsory. A deposit for the use of transponders must be notified in the SR.
A transponder may only be used by one rider. He may use it in several classes.

RR 01.22.3 Instruments detailed above must have a first class certificate of accuracy issued by an official National Observatory or Institute of Horlogery. The certificate must be dated not more than 2 years prior to the date of the competition for which it is used.

RR 01.22.4 Riders must accept any type of time keeping system approved by the FIM / UEM.

RR 01.23 FIM / UEM MANUFACTURERS', ACCESSORIES', SPONSORS' LICENCES AND PRESS

The access areas for FIM and/or UEM manufacturers-, accessories-, sponsor licences and press cards will be defined by the organiser.

ANNEX 1

LEXICAL

FIM Motocyclisme	International Motorcycle Federation / Fédération Internationale
UEM	European Motorcycle Union / Union Européenne de Motocyclisme
CCR	Road Racing Commission / Commission de Courses sur Route (FIM)
RRC	Road Racing Commission / Commission de Courses sur Route (UEM)
SC	Sporting Code / Code Sportif
DAC	Disciplinary and Arbitration Code / Code Disciplinaire et d'Arbitrage
RRR	Road Racing Rules / Règlement de Courses sur Route
SR	Supplementary Regulations / Règlement Particulier
FMN Nationale	National Motorcycle Federation / Fédération Motocycliste
FMNR	National Motorcycle Federation Organiser / Fédération Motocycliste Nationale Organisatrice
CoC	Clerk of the Course / Directeur de Course
PSt	Prostock motorcycle / Motocycle Prostock
SBK	Superbike motorcycle / Motocycle Superbike
SC	Side-car / Side-car
SSp	Supersport motorcycle / Motocycle Supersport
SSt	Superstock motorcycle / Motocycle Superstock
StSp	Stocksport motorcycle / Motocycle Stocksport
Sp Prod	Sport Production motorcycle / Motocycle Sport Production
SM	Supermono motorcycle / Motocycle Supermono
PBK	Pocketbikes / Mini Moto's
2T	Two stroke engine / moteur à 2 temps
4T	Four stroke engine / moteur à 4 temps

ANNEX 2:

SUPPLEMENTARY REGULATIONS
FOR ROAD RACING

1. ANNOUNCEMENT

The _____ (club)on behalf of_____(Federation)

will organise the _____ at the circuit _____

This event will be held on (date): _____ _____
and will count towards the European Championship / Cup / Int.Event * ____
EMN: _____

2. THE SECRETARIAT OF THE ORGANISING COMMITTEE

Address of the organising committee: _____

Before the event (tel., fax no., E-Mail): _____

During the event (tel., fax no., E-Mail): _____

After the event (tel., fax no., E-Mail): _____

3. CIRCUIT

Address of the circuit: **ZIP Code:**

The length of the circuit is_____ mtr.

All races will be run clockwise / anti-clockwise* .

A drawing of the circuit is enclosed.

4. JURISDICTION

This event will be held in accordance with the UEM Sporting Code, the UEM Road Racing rules and these Supplementary Regulations.

5. OFFICIALS

- Jury President: _____
- FMNR Delegate: _____
- Head of organisation: _____
- Clerk of the Course: _____
- Secretary of the meeting: _____
- Chief of technical inspection: _____
- Chief timekeeper: _____
- Chief Medical Officer: _____

Place / Room of the Jury during the event:_____

6. CATEGORIES AND CLASSES

The following classes are part of the event: *

- 125cc, 250cc, Supersport, Stocksport 600
- UEM Stocksport 1000 Cup

7. NUMBER OF RIDERS ALLOWED

The maximum number of riders allowed will be as follows:

	practice	race
Solo		
Sidecars		

8. ENTRIES AND ENTRY FEE

Applications for entry must be made on the official forms.

Applications must be approved by the rider's FMN and must reach the organiser before:

_____ (date = 10 days before the event starts).

Applications after this date must pay € 50, 00 extra entry fee.

The organiser will select the applications and advice riders within 72 hours after the closing date of entries whether their applications have been accepted or rejected.

(The Bank Account Number is: by: (bank)
)

IBAN No.:

Riders must be in possession of a valid UEM or another CONU license.

9. TECHNICAL INSPECTION

No rider or machine is permitted onto the track unless he/it has passed the technical inspections, which will be held according to the following schedule:

Class	Friday	Saturday
	from to	from to
	from to	from to
	from to	from to
	from to	from to

10. PRACTISING

The practice sessions will be as follows:

Class	**Free practice**	**Qualifying practice**	**Qualifying practice**	**Warm-Up**
	from to	from to	from to	from to
	from to	from to	from to	from to
	from to	from to	from to	from to
	from to	from to	from to	from to

NB: If supplementary practices are foreseen, they must be mentioned in this SR. Reminder : maximum price : € 50,-- per rider per practice, see Art. RR 02.5.1

The deposit for one transponder is: €.....

11. RACES: SCHEDULES AND DISTANCES

Date:_____

Class	Start Sighting lap	Start Warm-Up lap	Start Race	No. of laps	Race distance Km	2/3 No. of laps	75% of laps
125cc							
250cc							
Supersport							
Stocksport 600							
UEM Stocksp 1000 Cup							

12. PRIZES

If price money is available:

- The prizes for Euro Championship races must be paid according to the RR Rules Art. 03.6

- The prizes for Cups or International races must be paid according to the RR Rules Art. 01.17.2 (state the currency)

13. PROTESTS

All protests must be made in accordance with the requirements of the UEM Disciplinary and Arbitration Code and be accompanied by a fee of: € 130,-- (if in local currency amount, equivalent to €130,--).

14. FUEL

There will be no*) fuel supplied by the organiser in the paddock.

*) strike out if not true.

15. INSURANCE

By endorsing the application form for entry, the FMN of the rider certifies that the rider (or passenger) is insured in accordance with the UEM requirements.

In conformity with Art. 110.1 of the Sporting Code, third party insurance in respect of riders and passengers covering accidents occurring during the event including practices will be the responsibility of the organiser.

This insurance includes a guarantee of _____ (local currency).

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other cases.

16. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES

Apart from the requirements of the UEM Sporting Code, riders and passengers by participating, renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the UEM Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

ENCLOSURES:

- drawing of the circuit
- entry form

Place and date:

The Organiser: The Clerk of the Course:

Approved on: Approved on:

(FMNR) (UEM/Road Racing Committee)

Event : EMN:

Annex 3:

Minutes of the Jury meeting

EVENT: **EMN Nr.:**

Jury meeting Nr. 1

The first Jury meeting will take place 1 ½ hour before the beginning of the official free practice.

Date: **Time start:**
Time end :

1. Presence:

Members of the Jury with voting rights		Licence number
President	:	I
FMNR Delegate	:	I
FMN Del. (appointed during event):		I
Members without voting rights		
Clerk of the Course	:	I
Chief Technical Inspection	:	I
Environment Official	:	I
FMN Delegates	:	I
Promoter	:	I
Secretary of the Meeting	:	I
Others	:	I

2. Checklist of the Jury President
   - Appointment of the third Jury member :
   - Permission from the local authorities :
   - Third party insurance policy :
   - Track homologation (FIM or UEM) :
   - Supplementary Regulations :
   - Time schedule :
   - Possible alterations/changes :
   - Additional class(es){not UEM} :
   - Nearest hospital/medical equipment :

3. Report of the Clerk of the Course
   - Track inspection report :
   - Speed in pit lane controlled :
   - Protests received :
   - Timekeeping with transponders :
   - How is the communication to paddock :

4. Report of the Secretary of the meeting
   - Nr. of drivers accepted (total per class) :
   - Nr. of 1 event licences (must collected) :
   - Official exchange rate, if no Euro :
   - Names checked in entry list :

5. Report of technical inspection
   Noise :
   Weights :
   Clothes and helmet(s) :

6. Report of the Environmental Steward :

7. Riders briefing
   Where:
   When :
8. Other business/remarks :

9. Next track inspection :

10. Next Jury meeting :

The Jury President The Secretary

Minutes of the Jury meeting

EVENT : **EMN Nr.:**

Jury meeting Nr. 2 or 3

Date: Time start:
Time end:

1. Presence:

Members of the Jury with voting rights		Licence number
President	:	I
FMNR Delegate	:	I
FMN Delegate	:	I
Members without voting rights		
Clerk of the Course	:	I
Chief Technical Inspection	:	I
Environment Official	:	I
FMN Delegates	:	I
Promoter	:	I
Secretary of the Meeting	:	I
Others	:	I

2. Checklist of the Jury President
   - Minutes of the last meeting :
   - Report of the riders briefing :

3. Report of the Clerk of the Course
   - Timetable :
   - Protests received :
   - Rule infractions :
   - Penalties given :
   - Nr. of falls/accidents :
   - Injured riders :

See report of the medical Officer.

4. Report of secretary of the meeting
   - Final entry list :

5. Report of technical inspection
   - Nr. of controlled machines :
   - Nr. of riders controlled :
   - Nr. of machines inspected :
   - Is a Closed Park arranged :
   - What for final inspection :

6. Approval of results
   - Practice results :
   - (Provisional/Official)* Starting Grid :

7. Report of the Environmental Official :

8. Other business :

9. Next track inspection :

10. Next Jury meeting :

The Jury President The Secretary

Minutes of the Jury meeting

EVENT: **EMN Nr.:**

Final meeting

Date: Time start:

Time end:

1. Presence:

Members of the Jury with voting rights		Licence number
President	:	I
FMNR Delegate	:	I
FMN Delegate	:	I
Members without voting rights		
Clerk of the Course	:	I
Chief Technical Inspection	:	I
Environment Official	:	I
FMN Delegates	:	I
Promoter	:	I
Secretary of the Meeting	:	I
Others	:	I

2. Checklist of the Jury President
   - Minutes of the last meeting :

3. Report of the Clerk of the Course
   - Timetable :
   - Protests received :
   - Rule infractions :
   - Penalties given :
   - Nr. of falls/accidents :
   - Injured riders :

See report of medical Officer.

4. Report from secretariat
   - Excused riders :
   - Final list of non-excused riders :

5. Report from final technical inspection check after race
   - Which riders were checked :
   - What was checked :

See attached report

6. Approval of results
   - Final results :
   - Championship standing :

7. Other businesses
   - Number of spectators :

Broadcast on TV :

8. Overall impression of the event :

The Jury President The Secretary

RR 02 GENERAL RULES
FOR UEM CHAMPIONSHIPS, AND PRIZES

Everything printed in **BOLD** is new or changed for **2007**.

RR 02.1 GENERAL

The following regulations apply solely to all road races that will be organised under jurisdiction of the UEM and counting for the European Championship or a UEM Cup. This is an addition to RR 01.

RR 02.2 CIRCUITS

The events take place on permanent circuits which must correspond to the chapter RR 07 "Standards for European Road Racing Circuits" (SRRC) and must be homologated by the FIM CCR or the UEM Road Racing Commission (RRC).
FMN's must indicate a homologated circuit when submitting their applications.

RR 02.3 OFFICIALS (according the UEM Sporting Code)

RR 02.3.1 PRESIDENT AND MEMBERS OF THE JURY

The Jury President is appointed by the UEM/RRC. The second Jury member is an FMNR delegate and, if present, another UEM/RRC member or FMN delegate will be the third one.

RR 02.3.2 FMN DELEGATE

He must be appointed by his FMN and must be a holder of the FIM or UEM "Sporting Steward" licence. To be eligible for such a licence, he must have successfully participated in a Seminar organised by the FIM/CCR or UEM/RRC.
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.

RR 02.3.3 CLERK OF THE COURSE

He must be appointed by the FMNR and must be a holder of the FIM or UEM "Clerk of the Course" licence. To be eligible for such a licence, he must have successfully participated in a Seminar organised by the FIM/CCR. or the UEM/RRC.
Participation in a Seminar is compulsory at least every three years.

RR 02.3.4 OTHER OFFICIALS

The Chief Technical Official and Chief Timekeeping Official must be appointed by the FMNR and must hold an FIM or UEM International Official's licence, in accordance with the criteria for qualification as laid down in the UEM Sporting Code art. 40.2.1.

RR 02.3.5 LANGUAGE
The Clerk of the Course, at least one person of the Technical scrutineers and the Secretary of the Event must speak and understand fluently the English language.

RR 02.4 RIDERS

RR 02.4.1 LICENCE
Riders must be in possession of a valid licence of the UEM (one year or one event), or another CONU, which is delivered by the rider's FMN. They must have a written approval of their FMN with an accordance to participate.

RR 02.4.2 BRIEFING

A compulsory briefing will be held for all the riders who participate in the Championship or CUP-series for the first time in the current year at approximately 17:00 hrs on the day preceding the day scheduled for the race. This time must be mentioned in the SR.
Failure to attend the briefing in full can result in exclusion from the event. A waiver may be granted by the Jury President.

RR 02.4.3 NUMBER OF STARTERS

The maximum number of riders/teams admitted to the practices and race, must be stated in the SR. This must be at least the maximum number for which the circuit is homologated.

RR 02.4.4 NATIONAL GRADING LISTS

Each FMN can draw up a grading list of its riders who will participate in the various European Championship classes or Prizes.
The UEM can publish these lists.
When entering riders, organisers must respect the priority indicated in each national list and maintain a fair representation of each FMN.

RR 02.4.5 CHANGES TO THE GRADING LISTS

Each FMN has the right, at any time, to modify the grading lists of its own riders.

RR 02.4.6 NON-PARTICIPATION IN AN EVENT

Any rider who enters an event by sending an entry form, must inform the organiser if he decides, not to participate in the event. A rider who fails to inform the organiser will be reported by the Jury to the UEM, who will impose a fine of € 100,--.
Upon receipt of the final Jury report, the Executive Secretariat will send a letter to the rider's FMN asking the reason(s) for the non-participation. A reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.
An exclusion could also be pronounced against a non excused rider who takes part in another event on the same day.

RR 02.4.7 SUPPLEMENTARY REGULATIONS

At least 60 days before the event the FMNR must send the Supplementary Regulations to the UEM Executive Secretariat for approval. After approval they will be sent back to the FMNR. It is the duty of the FMNR or the organiser to deliver the approved SR's to participants of the event.

RR 02.5 PRACTICE AND RACES

RR 02.5.1 PRIVATE AND SUPPLEMENTARY PRACTICE

From Monday before the race day, private practice on the same track for riders participating in the event is prohibited. Any infringement of this rule will be sanctioned by the cancellation of the rider's entry for the related event.

If supplementary practices on the same track of the event are organised, they must be open to all the entered riders. They must have a valid UEM licence to participate in this event. If a charge is made, it must be no greater than € 50,-- per rider and per practice of at least ½ hour. The information concerning the supplementary practices must be mentioned in the SR. These practices must be organised the day before the first official practices, after 12.00 hours and on the day of the first official practice but not later than 12.00 hours. Change of this rule is only permitted with the approval of the UEM.

RR 02.5.2 CHANGE OF TIMETABLE

Change of timetable must be approved by the UEM or the Jury.
All the riders and teams must be immediately and in writing informed of any timetable change.

RR 02.5.3 QUALIFYING PRACTICE

There must be at least two qualifying practice sessions with a minimum duration of one hour in total. During these practices, all the laps of each rider will be timed.

RR 02.5.4 RESULTS OF QUALIFYING PRACTICE

To qualify for a EC-race, a rider must achieve at least a time equal to 110% of the time recorded by the fastest rider of his class. For UEM CUP races it is 120%. Exceptions of this rule may only be made with approval of the Jury.

The provisional results must be signed by the Clerk of the Course.

RR 02.5.5 STARTING GRID

At the Jury meeting following the last qualifying practice session, a provisional starting grid will be determined by the qualifying practice results.
The provisional starting grid + two qualified reserve riders, (if the starting grid shows the maximum number of starters for the race), is valid for the Warm-Up practice.
The pole position, allocated to the fastest rider, will be indicated in the circuit homologation report.
In principle the grid will be arranged as follows:
Solos : 4 - 4 - 4 - 4
Sidecars: 3 - 2 - 3 - 2 - 3
Each line will be offset with one- *or two* ***meter gap.***
There will be a distance of 9 metres between each row.
The official grid must be signed by the Jury President before it can be published after the Warm Up practice and one hour before the start of each race, at the latest. This is valid for each race if there is more than one race per class.

RR 02.5.6 SPEED IN THE PIT LANE

A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Each time a rider exceeds the limit during the practice, he will be subject to a fine of € 70,--. In case of an offence during the race, the Ride Through procedure will be applied.

The Clerk of the Course or his assistant must communicate the offence to the team of the rider after having received the information from the Official in charge of controlling the speed in the pit lane.
As a general rule, all fines, must be paid before the end of the event.

RR 02.6 TECHNICAL CONTROL AND VERIFICATIONS

The technical control must be carried out in accordance with the procedure and the times fixed in the FIM Technical rules, the UEM RR Rules and the Supplementary Regulations of the event.

At all UEM Road Race Championship events (except Pocket Bikes), the Organiser must have the Technical Control open and fully operational according to the rules and as scheduled.

Teams and/or riders are obliged to present their motorcycles at the Technical Control prior to the first practice as scheduled. Task of this scrutineering is only to control motorcycle on safety, clothing and helmets and for the registration of the motorcycle(s). Several lines of control are recommended.

During and after the practices and after the race an enforced inspection, according the Technical rules, must be carried out at random.

The inspection and the specifications of what to check will be performed according a UEM format-list and controlled by the Jury President in cooperation with the Chief Techn. Scrut.

After the inspections of the practices and the races, the list must be signed by the Chief of Techn. Scrut. and presented at the Jury meeting.

RR 02.7 AMOUNTS AND PRICES

RR 02.7.1 CURRENCY

All amounts must be shown in EURO's. It must be net amounts from which no deductions are allowed.

RR 02.7.2 PAYMENT

If there is price money, it must be paid in EURO. If prizes will be paid in the local currency, the exchange rate will be established during the first Jury meeting. See art. RR 01.17.2

RR 02.7.3 AWARDS

Awards will be assigned to riders based on classification in each race.
Material awards are recommended.

RR 02.8 PROTEST

All protests must be submitted in accordance with the UEM Disciplinary and Arbitration Code together with a fee of EURO 130 (or equivalent sum in national currency).

RR 02.9 FINAL CLASSIFICATION FOR CHAMPIONSHIP

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

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.

RR 02.10 INSURANCE

Organiser must take out a policy in accordance with national legal norms.

RR 02.11 FUEL STORAGE

A maximum of 50 litres of fuel stored in a sealable can is allowed in the competitor's pit, in addition to his motorcycle's normal fuel tank capacity. For Endurance events, a quick fill installation (i.e.: fuel tower) for refuelling is allowed.

RR 03 EUROPEAN OPEN
ROAD RACING CHAMPIONSHIP

Everything printed in **BOLD** is new or changed for **2007**.

RR 03.1 TITLE AND GENERALITIES

The UEM in collaboration with the FIM, establishes every year a European Open Road Racing Championship, for riders and, if possible, for constructors / importers.

This rule is an addition to RR 01 and RR 02.

RR 03.2 MOTORCYCLES AND CLASSES

RR 03.2.1 MOTORCYCLES

Races are open to motorcycles as defined by the **„Technical Regulations for International Road Race meetings of the FIM". These rules apply for the UEM classes, except the Superstock 600.**

In all classes only brake discs of ferrous materials must be used **and the maximum noise level is 102 dB/A.**

The minimum weight in the 125cc class is: 136 kg. This is for motorcycle and rider in full racing dress with helmet.

The listing of homologated Motorcycles for Stocksport 600 and 1.000 see Art. RR 03.2.3.

The Art. 2.5.6.7 (Supersport) and art. 2.7.6.7 (Superstock / Stocksport) are clarified for UEM Supersport and Stocksport as follows:

"The size of tyres used is free, but must meet the recommendations of the manufacturers for fitment to the homologated wheel in use."

RR 03.2.2 CLASSES

The following classes are foreseen:

- 125cc
- 250cc
- Supersport
- Stocksport 600
- Stocksport 1000*

The FIM Technical Rules apply for these classes, see art. RR 03.2.1.

***In 2007 the UEM introduce the UEM Stocksport 1000 for the UEM CUP, applying the FIM Technical Rules for Superstock 1000.**

The organiser may organise additional classes during the event but this needs approval of the UEM Road Racing Commission (RRC).

RR 03.2.3 Listing of FIM/UEM Homologated Motorcycles for 2007

SUPERSPORT/STOCKSPORT 600 cc

Note: - New motorcycle models presented in January 2007 are in bold.

Model	**Production period as from /**
DUCATI 748 R (H3)	JAN 02 – end
DUCATI 749 R (H5)	JAN 04 – present

HONDA CBR 600 FS	JAN 01 – end
HONDA CBR 600 F4i	JAN 01 – end
HONDA CBR 600 RR (PC37)	JAN 03 – end
HONDA CBR 600 RR (PC37)	JAN 05 – end
HONDA CBR 600 RR (PC40)	**JAN 07 present**
KAWASAKI ZX 600 K (ZX-6RR)	JAN 03 – end
KAWASAKI ZX 600 M (ZX-6RR)	JAN 04 – end
KAWASAKI ZX 600 N (ZX-6RR)	JAN 05 – end
KAWASAKI ZX 600 P (ZX-6RR)	**JAN 07 – present**
SUZUKI GSX 600 R (K4)	JAN 04 – end
SUZUKI GSX 600R (K6)	JAN 06 – present
TRIUMPH DAYTONA 600	JUL 03 – end
TRIUMPH DAYTONA 675	**JAN 06 – present**
YAMAHA YZF R6	JAN 03 – end
YAMAHA YZF R6	JAN 05 – end
YAMAHA YZF R6	JAN 06 – present

Motorcycles which have been homologated without having reached the minimum production number will be allowed to participate in the 2007 UEM Superstock 600 European Championship under the following condition:
If they have not reached the minimum number required by July 1st, the motorcycles may complete the current Championship, but they will not be allowed to participate in the Championship in the following year.

STOCKSPORT 1000 cc

Note: - New motorcycle models presented in January 2007 are in bold.

Model	**Production period as from** /
APRILIA RSV 1000 RP	JAN 03 – end
APRILIA RSV 1000 RR	JAN 04 – end
APRILIA RSV 1000 RR	JAN 06 – present
DUCATI 996 S	JAN 01 – end
DUCATI 998 S (H2)	JAN 02 – end
DUCATI 999 S (H4)	JAN 03 – end
DUCATI 999 R (H4)	MAR 06 – end
DUCATI 1098 S (H7)	**JAN 07 – present**
HONDA CBR 900 RR (SC 50)	JAN 02 – end
HONDA CBR 1000 RR (SC 57)	JAN 04 – end
HONDA CBR 1000 RR (SC 57)	JAN 06 – present
HONDA VTR 1000 SP (SC 45)	JAN 02 – present

KAWASAKI ZX 9 R (F)	JAN 02 – end
KAWASAKI ZX 10 RR	JAN 04 – end
KAWASAKI ZX 10 RR	JAN 06 – end
MV AGUSTA F4 1000 R (+ 1)	APRIL 06 – present
SUZUKI GSX R 750 (K2)	JAN 02 – end
SUZUKI GSX R 750 (K4)	JAN 04 – end (including LTD version)
SUZUKI GSX R 750 (K6)	JAN 06 – present
SUZUKI GSX R 1000 (K3)	JAN 03 – end
SUZUKI GSX R 1000 (K5)	JAN 05 – end
SUZUKI GSX R 1000 (K7)	**JAN 07 – present**
YAMAHA YZF R1 (2002 model)	JAN 02 – end
YAMAHA YZF R1 (2004 model)	JAN 04 – end
YAMAHA YZF R1 (2006 model)	JAN 06 – end
YAMAHA YZF R1-SP (2006 model)	JAN 06 – end
YAMAHA YZF R1 (2007 model)	**JAN 07 – present (with 4-valve engine)**

Motorcycles which have been homologated without having reached the minimum production number will be allowed to participate in the 2007 UEM Stocksport 1000 European Cup under the following condition:
If they have not reached the minimum number required by July 1st, the motorcycles may complete the current Cup, but they will not be allowed to participate in the Cup or Championship in the following year.

RR 03.3 RIDERS

RR 03.3.1 ACCEPTANCE AND RESTRICTIONS OF INSCRIPTIONS

The acceptance of riders will be according to the following criteria:

1. Riders having got points in the current Championship;
2. Riders who finished in the first 15 of the Championship the year before;
3. Riders represented on the national Grading-List;
4. Other riders.

Maximum 88 riders per class are accepted for practice. The number admitted to the race will depend on he capacity of the circuit (see Art. RR 02.4.3).

The maximum age for participants in the 125cc class is 25 year. Exception: No age restrictions for riders who participate in this class in 2004, 2005 and 2006 European Championship.

Riders who participate in three or more Grand Prix, WC SBK, SSp or Endurance Championship races with a permanent FIM-licence, cannot participate in the EC.

RR 03.3.2 ENTRY FEE

The entry fee is fixed to maximum € 150, -- per rider, per class and per event, providing the entry form arrives on time to the promoter. If the inscription is received by the promoter after the closing date of entries (maximum 10 days before the event), the entry fee will be maximum € 200, -- per rider, per class and per event.

Some classes can have other arrangements.

The N° of the banking account for the transfer of the inscription fee in favour of the promoter must appear in the Supplementary Regulations of the event.

RR 03.4 TIMETABLES

FIRST DAY

09.00–17.00 Administrative registration, technical verifications and other formalities.

FREE PRACTICE

14.00-14.40	Free practice 125cc
14.50-15.30	Free practice Stocksport 600
15.40-16.20	**Free practice 250cc**
16.30-17.10	**Free practice Supersport**
17.20-18.00	**Free practice** Stocksport 1000 UEM CUP

SECOND DAY

09.00–15.00 Administrative registration, technical verifications and other formalities.

QUALIFYING PRACTICE

09.00-09.35	125cc
09.40-10.15	Stocksport 600
10.20-10.55	250cc
11.00-11.35	Supersport
11.40-12.15	**Stocksport 1000 UEM CUP**
14.00-14.35	125cc
14.40-15.15	Stocksport 600
15.20-15.55	250cc
16.00-16.35	Supersport
16.40-17.15	**Stocksport 1000 UEM CUP**

Note: If it is necessary to divide one or more classes in two groups, the maximum time then is 30 minutes for each practice.

RACE DAY

10.00-10.15	Warm Up 125cc
10.20-10.35	Warm Up Stocksport 600
10.40-10.55	Warm Up 250cc
11.00-11.15	Warm Up Supersport
11.20-11.35	Warm Up Stocksport **1000 UEM CUP**
13.00	Start RACE 125cc
14.00	Start RACE Stocksport 600
15.00	Start RACE 250cc
16.00	Start RACE Supersport
17.00	Start RACE **Stocksport 1000 UEM CUP**

Timetables can only be changed, with approval of the UEM/RRC or the Jury.

Note: If there is one or more classes not foreseen, the other classes moves up in stead.

RR 03.5 PRACTICE AND RACES

RR 03.5.1 PRACTICE RESTRICTIONS

Riders participating in the Championship cannot take part in an additional practice and race, if the organiser has national or international classes in the same event, unless it is after the EC-race in each round.

RR 03.5.2 DISTANCE OF RACES

Races must correspond to the following distances:

CLASS	MINIMUM KM	MAXIMUM KM
125cc	60	80
250cc	70	90
Supersport	70	90
Stocksport 600	70	90
Stocksport 1000 UEM CUP	70	90

RR 03.5.3 START OF RACES

Starts must be made with engines running, according to Art RR 01.9
For any infraction to Art. RR 01.9.1.-16 (Jump start), the rider concerned will be subject to the penalty procedure described under Art. RR 01.9.4 (Ride Through).

RR04 Superstock European Championship 600

SPORTING REGULATIONS

N. 1 TITLE & GENERAL

The UEM Superstock 600 European Championship is organised each year wherein riders and manufacturers compete. It consists of rounds that will award the European Superstock 600 Title. **This will run in the WC SBK event.**
The same Officials and Bodies, i.e: Race Director, Technical Director, Medical Director, FIM Safety Officer, Starter, Clerk of the Course, International Jury, FIM Stewards, Disciplinary? and Arbitration, who manage the Superbike, Supersport World Championship in accordance with the FIM Road Racing World Championship Superbike, Supersport Regulation will manage the UEM Superstock 600 European Championship as well.
The penalty and the amount of the fines is in conformity with the FIM Road Racing World Championship Superbike, Supersport and FIM CUP 1000 Superstock Regulations, except for the time limit for protest established in 30 minutes at the latest after the publication of the results.

N. 2 MOTORCYCLES & CLASS

2.1 Motorcycles

The races are open to motorcycles as defined in the UEM/FGSPORT "Superstock 600 Technical Regulations", Appendix 1.

2.2 Class

The class is: UEM Superstock 600 **(STK 600)**
As specifically defined by the UEM/FGSPORT "Superstock 600 Technical Regulations".

2.3 Tyres

The Promoter reserves the right to nominate at any time a tyre manufacturer to supply tyres to all the bikes entered in Championship events for the duration of the season.
In that case, the obligations for the teams/riders will be:
- to put two stickers 200X45 mm. on each side of the body work.
- to put two sticker 150x20 mm. on the front side of the body work.

Sticker placement must be below the rider's number front and side.
- to put one badge 130x55 mm. on the rider's front leather.
- Transporter left and right side 10% of the truck length
- On the team uniforms (sleeve or front) 70x20 mm.

2.3.1 **The maximum no. of tyres which may be used in an event is**: 3 Front and 3 rear. **The no. of Rain tyres is free. All competitors must only use tyres distributed by the official supplier during the event.**

2.3.2 **In case of a red flag, a used tyre found on machines either checked in the pit lane or in the park ferme` may be replaced when it has been damaged, the damage must be confirmed by the official supplier.**

N. 3 RIDERS

3.1 Licence & Age Restrictions

Riders must be holders of a valid "UEM" licence and START PERMISSION. Applications for the licence must be made through the Applicant's FMN.

The UEM Superstock 600 European Championship is open to riders born not before the 1st January 1987 and not after the 25th of March 1992.

3.2 Contracted Riders

The maximum number of riders who may be accepted is **38** distributed in the following priorities: **34** riders under contract with the Promoter, **2** riders nominated by FMNR and **2** riders nominated by SBK/UEM.

3.3 Briefing

A compulsory briefing will be held for all the riders who have not **participated at the first briefing,** on the Thursday of the event at h. 17:00. Failure to attend this briefing in full will result in exclusion from the event. A waiver may be granted by the UEM Jury President.

Entries

3.4 The Promoter in consultation with each National Federation draws up a Permanent Entry List of Riders. This List will be submitted to the Uem for final approval.

3.5 Non participation in an event

Any rider who enters a UEM Superstock 600 European Championship round who cannot take part in the event, must inform, in writing, FGSPORT as soon as possible, stating an acceptable and valid reason.
Any failure to do so must be reported to the International Jury of the meeting who will impose penalties.

N. 4 TIMETABLE

The event takes place according to the following standard schedule:

Thursday: Registration Scrutineering (from 18.00 hrs to 19.00 hrs) and other formalities.

Friday: Registration, Scrutineering (from 8:00-9:00 hrs) and other formalities.
Free Practice
Qualifying Practice

Saturday: Qualifying Practice
Race

FGSPORT reserves the exclusive right to change the above schedule before or during the season.

N. 5 PRACTICES & RACES

5.1 Practice Restrictions

No testing is permitted to contracted riders on each Circuit included in the European Superstock 600 Championship calendar during the six days preceding the race day.

5.2 Admission to the Start

The maximum qualification time must be at least equal to the best time plus 10%.
The maximum number of qualified riders on the starting grid will be 38 at each event.

5.3 Race Distances

The distance of each race is as follows:
Minimum: 40 Km
Maximum: 70 Km

5.4 Start of the Races

Clutch start according to the procedure laid down under **Art. 0.19 of the FIM WC SBK / WC SSP rules.**

5.5 Starting Grid

The starting grid will be the same of the WSBK/WSS Races.

5.6 Speed in the pit lane

A speed limit of 60 Km\h will be enforced in the pit lane at all times during the event. Each time a rider exceeds the limit during the practice, he will be subject to a fine of **USD 200**.
In case of an offence during the race, **the ride trough** procedure will be applied.
As a general rule, all fines, when not subject to appeal, will be in accordance **with FIM Regulations** . The Clerk of the Course or his assistant must communicate the offence to the pit crew of the rider after having received the information from the Official in charge of controlling the speed in the pit lane.

N. 6 PRIZE MONEY

A special prize of **10.000 USD** will be assigned to the 2007 Superstock 600 European Champion

N. 7 ENTRY FEE

The event entry fee, non refundable, is fixed at Euro 4.500 per rider for the entire Championship.

N. 8 CLASSIFICATION FOR CHAMPIONSHIP

The results of all the races will be taken into consideration to establish the final classification of the riders.
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.

N. 9 POINTS SCALE

Championship points will be awarded to the top 15 finishers at each round according to the following standard scale:

25-20-16-13-11-10-9-8-7-6-5-4-3-2-1

SUPERSTOCK 600 - Technical Regulations –

0.1 Discipline Specifications Superstock 600

To be admitted in the UEM Superstock 600 European Championship motorcycles require an FGSPORT homologation form**,** derived from the FIM Supersport homologation and in conformity with these UEM Superstock 600 technical specifications. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in the FIM Road Racing Technical Rules

FGSPORT in agreement with **FIM, UEM AND** Manufacturers will decide the eligible motorcycles. All motorcycles must be four-stroke and sold to the public in Europe for road use.

Minimum capacity: 401 cc.
Maximum capacity: 600 cc. 4 cylinders
750 cc. 2 cylinders

FGSPORT *may adopt a PERFORMANCE INDEX calculated to balance the performance of different models of motorcycles (* ***weight, engine capacity, number of cylinders, limited editions etc).****). The competitor must ensure that such a PERFORMANCE INDEX system is complied with throughout the competition..*

Amendments to the technical regulations may be made at any time in order to ensure fairer competition.

If a motorcycle is found not to be in conformity with the technical regulations during or after the practices, the rider will be given a ride through penalty for the next race.

Further penalties (such as a fine – a suspension and/or a withdrawal of Championship or Cup points) may also be imposed.

If a motorcycle is found not to be in conformity with the technical regulations after a race, the rider will be disqualified. Further penalties (such as fine – a suspension and/or a withdrawal of Championship or Cup points) may also be imposed.

In cases where the infringement is considered by the Technical Director to be a minor matter not connected with performance or safety the penalty may be varied.
The *FGSPORT* Technical Director is the only person responsible for all decisions regarding the technical legality of a Superstock 600 motorcycle. The legality may also be established by comparison with similar OEM parts.

0.2 Minimum Weights

The minimum weight value is determined by the dry weight (in kg) minus 14 kg.

The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and main stand when fitted, but with engine oil and other liquids at optimal level). The result is rounded off to the nearest digit.

In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race; nothing can be added to the machine. This includes water, oil and fuel.

At any time during the event, the weight of the whole machine must not be less than the minimum weight with a tolerance of 1 kg**.**

During the racing season the minimum weights may be reviewed by the FGSPORT Technical Stewards, having regard to the results of previous events.

0.3 Number Plate Colors

The background colours and figures for Superstock 600 are exclusively a red background with yellow numbers.

The sizes for all the front numbers are:	Minimum height	120 mm
	Minimum width	80 mm
	Minimum stroke	25 mm
The sizes for all the side numbers are:	Minimum height	120 mm
	Minimum width	60 mm
	Minimum stroke	25 mm

The allocated number for the rider must appear 3 times on the machine. The number on the front must be affixed only once, either in the centre of the fairing or to one side. The 2 side numbers must be located on the left and the right sides of the seat or the fairing.
The numbers must be visible to spectators and officials from both sides of the track.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final. In case of non conformity of the number sizes, the Technical Director may require the rider to use correct numbers supplied by *FGSPORT*.

0.4 Fuel

All Superstock 600 engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (see Art. 01.63 of FIM Technical rules for full specification)

1.1 Machine Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

The appearance from both front, rear and the profile of Superstock 600 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

1.2 Frame Body and Rear sub frame

The frame must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame-body may be covered by a protective part made of plastic or composite material. These protectors must fit the form of the frame.

Nothing can be added by welding or removed by machining from the frame body, **with the exception of the steering damper connection, if not fitted in the original model**.

All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number), with the exception of possible spare frames.

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

The rear sub frame must remain as originally produced by the manufacturer for the homologated machine. Protruding unstressed brackets etc., may be removed but only at the request of the Technical Director if he decides that they may affect safety.

Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

1.3 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc...) must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the forks can be modified or replaced.

After market damper kits or valves may be installed

The fork caps can be modified or changed to add preload/compression adjuster.

Dust seal can be modified, changed or removed if the fork is totally oil-sealed.

Any quality and quantity of oil can be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer on the homologated machine.

Steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

1.4 Rear Fork (Swinging Arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).

Rear wheel stand positioning brackets may be added to the rear fork. Brackets must have rounded edges (with a large radius viewed from all sides). Fastening screws must be recessed.

For safety reasons it is compulsory to use a chain guard made with rigid plastic material fitted in such a way as to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel.

1.5 Rear Suspension Unit

Rear suspension unit (shock absorber and its spring) is free, but the original attachments to the frame and rear fork (swinging arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

1.6 Wheels

Wheels, bearings and internal spacers must remain as originally produced by the manufacturer.

The speedometer drive may be removed and replaced with a spacer.

If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

No modification of the wheel-axles or any fixing and mounting points for front and rear brake caliper are authorized. Spacers can be modified. Modifications to keep spacers in place are permitted.

1.7 Brakes

Brake discs must remain as originally produced by the manufacturer for the homologated machine. Front discs can be floating, using original rotors and mountings (washer springs excluded)

Front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

Front and rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.

Front and rear hydraulic brake lines may be changed but the fluid tank must remain standard. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

Front and rear brake pads may be changed. Brake pad locking pins may be modified to quick change type.

Hand lever adjusters are permitted

Additional air scoops or ducts are not allowed.

1.8 Tyres

The tyre manufacturer PIRELLI has been chosen by *FGSPORT* for the UEM Superstock 600 European Championship to supply tyres to all the entrants, for the duration of the season.

The rider can use a maximum of 3 front and 3 rear dry-weather tyres for each event supplied by PIRELLI.

The 3 sets of tyres will be sold at a fixed price. The price includes delivery, service and assistance on site.

Any modification or treatment (cutting, groving) is forbidden.

Wet weather tyres must be provided by PIRELLI but their number is free.

Wet weather tyres may only be used after the race or practice is declared “WET” by the Race Direction.

For each event the dry-weather tyres must be made of the same quality of compound and will be strictly identical for all the competitors.

The use of tyre warmers is permitted.

The tyres used in the free practices, qualifying practices, warm-up and race must be marked with an adhesive sticker.

The sticker will show an identification number for each rider and it will have a different colour depending on whether it is applied to the front or rear tyre. At each race the Technical Director will assign a number of his choice to the competitor, while the colours will change for each race.

The stickers will be handed to the teams in a sealed envelope, 3 for the rear tyres and 3 for the front tyres, on Thursday at a time to be decided by the Organiser and the Technical Director. The timetable will be mailed to the teams by the Organiser at least a week before the event. In extraordinary situations the Technical Director may change these times.

After delivery of the stickers, the teams will be responsible for their safekeeping and use.

The stickers must be applied to the left sidewall of the tyre. Personnel nominated by the Technical Director will check that all the motorcycles in the pit lane are fitted with tyres carrying the correct sticker.

The use of motorcycles with tyres not marked with stickers will be immediately reported to the Race Direction which will take appropriate action.

In exceptional cases, where the sticker is ruined or applied in the wrong way, a maximum of 1 extra sticker may be provided on payment of a technical fee at the sole discretion of the Technical Director. However, the ruined sticker, together with the unused tyre to which it was intended to be applied, must be returned to the Technical Director for inspection.

In case of a red flag, a used tyre found on machine either checked in the pit lane or in the parc fermè, may be replaced when it has been damaged. The damage must be confirmed by PIRELLI.

During practice or warm up new tyres can be supplied to a machine involved in a crash only if the request has been received when the machine is still in the parc fermè and PIRELLI certifies tha the tyre(s) is(are) damaged and unsafe.

1.9 Foot Rests/Foot Controls

Foot rests/**foot controls** may be relocated but brackets must be mounted to the frame at the original mounting points.
Foot controls linkage may be modified. The original mounting points must remain. The two original points of fixture (on foot controls and on the shift shaft) must be maintained.

Foot rests may be rigidly mounted or be of a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8 mm solid spherical radius.

Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident. The Technical Director has the right to refuse any plug not satisfying this safety aim.

1.10 Handle Bars and Hand Controls

Handle bars may be replaced (does not include brake master cylinder).

Handle bars and hand controls may be relocated.

Throttle assembly and associated cables may be modified or replaced.

Clutch and brake lever may be exchanged by an after-market copy.

Homologated switch [with working electric starter and engine stop buttons] must be located on the right handle bars, on the other handlebar the switch can be removed.

1.11 Fairing/Body Work

a) Fairing, front mudgard and body work may be replaced with cosmetic duplicates of the original parts, which must appear to be as originally produced by the manufacturer for the homologated machine, or with slight differences due to the racing use permitted. (different pieces mix, attachment points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed.

b) Overall size and dimensions must be the same as the original part.

c) Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm [measured on the vertical distance from to the upper fork bridge.]

d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (g) and (h). This device cannot extend above a line drawn horizontally from wheel axle to wheel axle.

e) The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.

f) The original air ducts running between the fairing and the air box must remain as homologated**. Particle grills or "wire-meshes" originally installed in the openings for the air ducts may be taken away**.

h) The lower fairing has to be constructed to hold, in case of an engine
g) breakdown, at least half of the total oil and engine coolant capacity used in the
g) engine (minimum 5 litres). The lower edge of any opening in the fairing must be at least 50 mm above the bottom of the fairing.

h) The lower fairing must incorporate at least a hole of 25 mm (minimum) diameter in the bottom front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

i) Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.

j) Rear **mudguard fixed on the swinging arm can be modified or changed but the original profile must be respected.**

1.12 Fuel Tank

Fuel tank filler cap must be standard.

Fuel tank **valve** petcock must remain as originally produced by the manufacturer for the homologated machine.

The sides of the fuel tank may be covered by the addition of protective means made of a composite fibre (Glass-,Carbon,-Kevlar-Aviofibre). These protectors must fit the shape of the fuel tank.

All fuel tanks must completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe®")

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

1.13 Seat

Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The appearance from both front rear and profile must conform to the homologated shape.

The homologated seat locking system [with plates, pins, rubber pads, etc.] can be removed

1.14 Wiring Harness

The wiring harness and connectors must be:

1) As originally produced by the manufacturer for the homologated machine. Cutting of the wiring harness is not allowed, but to disconnect connectors is allowed.
2) Alternatively, the racing kit model (approved by the manufacturer and by FGSport) can be used [see allowed official spare parts at Appendix B]

The original wire-loom and the key lock may be relocated.

1.15 Battery

The size, type and position of the battery must be as originally produced by the manufacturer for the homologated machine.

1.16 Radiator and oil coolers

Additional radiators and/or oil coolers are not allowed

The radiator hoses to and from the engine can be changed, **but the system must be mantained with the original tanks.**

The electric radiator fan can be removed.

Thermal switches, water temperature sensor and thermistor can be removed inside the cooling system.

Protective meshes can be added in front of the oil and/or water radiator(s).

1.17 Air Box

The air box must remain as originally produced by the manufacturer on the homologated machine, but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box.

1.18 Carburettors

No modifications are allowed.

Carburetor jets, slide spring and needles may be replaced.

Electronic or mechanical cold start devices must remain installed but may be deactivated.

Bell mouths must be as originally produced by the manufacturer for the homologated machine.

1.19 Fuel Injection System

No modifications are allowed.

The injectors must be standard units as on the homologated motorcycle.

Bell mouths must be as originally produced by the manufacturer for the homologated machine.

Fuel pump and fuel pressure regulator must remain as homologated.

Central unit can be relocated.

Central unit (CDI) must be:

1) As homologated although inner software may be changed;
2) Alternatively, the CDI kit model (approved by the manufacturer and by FGSport) may be used [see allowed official spare parts at Appendix B];
3) Only for Wild Cards [see also exception in appendix B (f)]: in addition to option 1 or 2 mentioned above, ignition and/or injection external module/s can be added to the standard production ECU + wire harness.

1.20 Fuel Supply

Fuel lines may be replaced but fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel vent lines may be replaced.

Fuel filters may be added.

1.21 Cylinder Head

No modifications are allowed.

The cylinder head gasket can be changed.

The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the homologated machine.

Valve spring shims are not allowed.

1.22 Camshaft

No modifications are allowed.

At the technical checks for direct valve operation systems the cam lobe lift is measured. For indirect valve operation systems (i.e. where cam followers are fitted) the valve lift is measured.

The timing of the camshaft is free, however no machining of the camshaft and camshaft sprockets is authorised.

1.23 Cam Sprockets

No modifications are allowed.

1.24 Crankshaft

No modifications are allowed (including polishing and lightening)

1.25 Oil Pumps and Oil Lines

Only oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

1.26 Connecting Rods

No modifications are allowed (including polishing and lightening).

1.27 Pistons

No modifications are allowed (including polishing and lightening).

1.28 Piston Rings

No modifications are allowed.

1.29 Piston Pins and Clips

No modifications are allowed.

1.30 Cylinders

No modifications are allowed.

1.31 Crankcase and all other Engine Cases (i.e. ignition case, clutch case.)

No modifications to the crankcase are allowed..

Covers may be modified without any modification to the position and dimensions of the covered parts.

Strengthened engine side covers may be installed but must be no lighter in weight than the homologated components.

All engine cases containing oil and which could be in contact with the ground during a crash must be protected by a second cover made of metallic or composite material (type carbon or kevlar)

1.32 Transmission/Gearbox

Additions to the gearbox or selector mechanism, such as quick shift systems, are not allowed.

Only countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

The sprocket cover can be modified but cannot be eliminated.

1.33 Clutch

Only friction, clutch springs and drive discs may be changed, but their number must remain as original.

1.34 Ignition/Engine Control System

Only spark plugs may be replaced.

1.35 Generator

The electric starter must operate normally and always be able to start the engine during the event. The engine must start and turn on its own power when the electric starter has stopped its procedure.

1.36 Exhaust System

Exhaust pipes and silencers may be changed or modified.

The noise limit for Superstock 600 machines is 107 dB/A with a tolerance of + 3dB/A

The location of the silencer must remain as original.

Wrapping of the exhaust system is not allowed.

Titanium and carbon exhaust and silencers are allowed.

For safety reasons the exposed edge(s) of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.

1.37 Fasteners

Standard fasteners may be replaced with fasteners of any material and design, but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled only for safety wire, but intentional weight saving modifications are not allowed.

Fairing/body work fasteners may be changed to a quick disconnect type.
Aluminium fasteners may only be used in non-structural locations.

1.38 The following items may be altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.

Any type of spark plug.

Any inner tube (if fitted) or inflation valves may be used.

Wheel balance weights may be discarded, changed or added to.

Gaskets and gasket materials (with the exception of cylinder gaskets)

Painted external surface finishes and decals.

1.39 The following items may be removed.

Instrument and instrument brackets and associated cables. When replaced, the original material of the bracket may be substituted but titanium and fibre reinforced composites of any kind and the like are forbidden.

Horn

Tool box

Tachometer

Speedometer

Radiator fan and wiring.

Chain guard as long as it is not incorporated in the rear mudguard.

Bolt on accessories on a rear sub frame

1.40 The Following Items Must Be Removed

Headlamps, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear-view mirrors.

Helmets hooks and luggage carrier hooks

Licence plate bracket.

Passenger foot rests.

Passenger grab rails.

Safety bars center and side stands must be removed (fixed brackets must remain).

1.41 General safety instruction

Motorcycles must be equipped with a functioning ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self closing when not held by the hand.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.

Where breather or overflow pipes are fitted they must discharge via existing outlets.
The original closed system must be retained, no direct atmospheric emission is permitted.

As all motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box.

2.1 Additional Equipment

Additional equipment not on the original homologated motorcycle not may be added. (i.e. data acquisition, computers, recording equipment etc.), with the exception of lap timing system.

Telemetry is not allowed. The only potentiometers and sensors allowed are those fitted as original equipment on the motorcycle as homologated.

APPENDIX A
LIST OF HOMOLOGATED MODELS FROM UEM/*FGSPORT*

Model Year 2004

DUCATI 749R
KAWASAKI ZX 600 GRR
SUZUKI GSX 600 R

Model Year 2005

KAWASAKI ZX 6 RR
HONDA CBR 600 RR (PC37)
YAMAHA YZF R6

Model Year 2006

SUZUKI GSXR 600
YAMAHA R6 (2C01)

Model Year 2007

HONDA CBR 600 RR (PC40)
KAWASAKI ZX 600 P (ZX-6RR)

Motorcycles which have been homologated without having reached the minimum production number will be allowed to participate in the 2007 UEM Superstock 600 European Championship under the following condition:
If they have not reached the minimum number required by July 1st motorcycles may compete in the the current Championship, (subject to the approval of the *FGSPORT* Technical Stewards) but they will not be allowed to participate in the Championship in the following year.

The list of the homologated motorcycles for the UEM Superstock 600 European Championship may be modified by *FGSPORT* Technical Stewards during the season following a request for an entry from the manufacturers.

APPENDIX B – rel.1
LIST OF HOMOLOGATED CDI AND WIRE HARNESS MODELS

Make and Model	ECU		Wiring harness		Max r.p.m.	Suggested price
	Std	Kit	Std	Kit		VAT excl.
DUCATI 749 R	28641121 D	28640421A (a)	51013232 A	51013041 A	13.500	
HONDA CBR 600RR (2006)	38770-MEE-D01	38700-NL-900 (b)	32100_MEE-D00	32100-MEE-R20 (c)	16.000	
HONDA CBR 600RR (2007)	38770-MFJ-D04	38770-N1A-D00	32100-MFJ-D02	32100-MFJ-R00	16.000	
KAWASAKI ZX 600 (2006)	21175-0047	21175-0074 (d)	26031-0248 (e)	26031-0326	15.100	
KAWASAKI ZX 600 (2007)						
SUZUKI GSX 600 (2006)		490-568-0000 **(f)**		406-568-0000	TBA	
YAMAHA R6 (2006)	2CO-8591A-00	2CO-F533A70	2C0-82590-00	2C0-F2590-70	16.000	
YAMAHA R6 (2007)						

(a) With: Timing gears cod. 171.2.017.1B + pick up kit
(b) With: Connecting unit cod. 3880-NL3-750
(c) With: Assy kill switch cod. 35130-NL3-750
(d) With: Adapter cod. 26031-0327 for ECU kit
(e) With: PC con. unit cod. 26031-240
(f) **Only for all Suzuki M.Y. '06 owners : art. 1.19 option 3 is allowed**

RR05 UEM GENERAL RULES FOR DRAG RACING

DEFINITION

The “Sprint” race is run over a distance of 201,16 metres or 402,33 metres from one point to another, 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 is only motorcycle used but all regulations for motorcycle is also valid for snowmobile. Except there special stated.

MOTORCYCLES

The main categories are as defined in UEM rule book RR09 Drag Racing Technical Rules
1. PRO STOCK BIKE
This class will be for stock appearance (factory produced motorcycles available to the general public, modified for drag racing) gasoline burning motorcycles.
2. TOP FUEL BIKE
These machines are constructed for competition only and their design is unrestricted.
3. SUPER TWIN BIKE
Machines in accordance with Top Fuel Bike powered by a 4-stroke engine with a maximum of two pistons/cylinders.
4. PRO STOCK SNOW (PSS)
This class will be for stock appearance (factory produced snowmobiles available to the general public, modified for drag racing) gasoline burning snowmobiles
Other categories can exist according to the rules of the organising FMN.

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 RR08

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 is allowed to touch the motorcycle or rider.

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 is allowed to touch the snowmobile or rider

Finish line

At 402,33m ¼ mile (201,16m id 1/8 mile) is the finish line situated. This is a line at on the same height as the photo cells 150mm ± 20mm. It is the motorcycle that first crosses this line that is the winner.

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 motorcycle are void. The rider is only allowed to change motorcycle once. 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 on safety for the riders and others.

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

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.

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. 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. Children are not allowed to ride tricycles, bicycles, skates, skateboards, roller blades, etc. in the paddock are at any time.

RUNS

Definition of a run

The motorcycle must leave the starting line under its own momentum from the engine.
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 is so 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.

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 area and the starting area must a rider or mechanical always take care of the motorcycle. Starting devices, pit-bikes and other things must always be taken care of and not leaved alone in these areas.

Method of start (except for Pro Stock Bike)

Once the rider has started his engine and has made a burnout or entered the burnout zone, he is not allowed to restart his 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.

Method of start for Pro Stock Bike

The procedure described under Art. RR05.7.3 is valid with the exception that if the rider loses fire after his burnout he may restart his engine once more.

Weight

Due to the weight handicap, all pro stock bike riders must be prepared to have their motorcycles weighed before or after a run. It is the scale at the site that has the correct weight.

Rerun

Rerun of a run can only occur due to technical problems with the timing system, problems on the track or interference from officials or public in the run. The clerk of the course and the jury president must agree on a rerun. A rerun must be done as soon as the track is ready and the rider's hade time to prepare the bikes

QUALIFYING

A minimum of three qualifying sessions shall be laid down in the SR. Each competitor can have only one qualifying attempt in each qualifying session. Track conditions permitting alternate lane qualifying are 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 to next round.

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 should they be used. But records and other official results shall only use 1/1000 sec
If two riders have reached identical elapsed time, 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.

RACES

Alternates

Alternates should stand ready in the start area for the first round of eliminations and can take empty spots in the ladder if a qualified rider fails to appear for his run or to make a burnout. Once a rider has started his engine and commenced a burnout then an alternate cannot take his place even if fire is lost

Number of machines in the elimination

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

An elimination of 16 riders requires minimum 13 qualified riders.
An elimination of 32 riders requires minimum 28 qualified riders.

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 No 9	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"

Choice of lane

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

Winner

The rider who crosses the finish line first is the winner. The motorcycle must cross the finish line without help from anyone, but its 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 5.9.7 does this rule not apply.

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 motorcycles own power.

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, only the one who did it first will be excluded from the run.
If they commit different infractions, only the one doing the worst infraction according to the list below will be disqualified, disregarding who did it first.

1. Crossing the centreline in front of, or alongside his opponent.
2. Hitting any part of the track installations, including timing equipment.
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 centreline after his opponent but before the finish line.

`Crossing' means that any part of the tyre is on or over the painted centreline.
Should a rider receive a red-light foul start and the opposing rider is discovered to be in violation of technical rules (including weight, engine displacement, mechanical limitations, and fuel check), or crossing the lane boundary line, these latter infractions would prevail and the rider committing the foul start will be reinstated.
Should a rider receive a red light foul start, and the opposing rider cross the lane boundary line, the latter infraction would prevail and the rider committing the foul start will be reinstated.
In cases where both opponents cross the centerline or outside line, both rider's times will be voided (disqualified if during eliminations). The object of the final round race is to determine one winner and one runner-up, with the clerk of the course having full responsibility in cases involving dual disqualifications. In the final round, the contestant crossing the boundary line first will be disqualified.
In situations where a rider is making a single run during eliminations, they are considered an automatic winner once staged and receiving the start signal - rider is not disqualified for boundary line crossing. The elapsed time is voided for all purposes if a contestant does cross a boundary line or a performance-related infraction occurs.
Crossing a boundary line on a burnout or past the finish line is not grounds for disqualification. However, the Clerk of the course 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 and were a deciding factor in the contest. 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.
In the qualification are all infractions reasons for making the qualification time not valid except false start/red-light.

RR06 UEM Drag Bike European Championship

TITLE AND GENERAL

The UEM holds a European Drag Bike Championship, organized each year.

MOTORCYCLES AND CLASSES

Motorcycles

The races are open to motorcycles as defined in Drag Racing Technical Rules UEM RR09.

Classes

The classes will be:

- Pro Stock Bike
- Top Fuel Bike
- Super Twin Bike

Additional races

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

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 RR08.

OFFICIALS

International jury

Appointed in conformity with the UEM sporting code. The Jury president will be nominated by UEM/Road Racing Commission.
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 each practice day.
C. At the end of the meeting.

The duties of the International Jury are:

A. To amend the Supplementary Regulations if necessary.
B. To ensure the smooth and efficient running of the event.
C. To receive reports from the various Officials concerning technical inspection, practice and races.
D. To confirm the practice and race results.
E. To make recommendations to the organizer to improve the smooth and efficient running of the meeting.
F. To impose penalties for any infringements of the regulations, occurring during the event.
G. To 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. To adjudicate on any protest relating to infringements of the Regulations occurring during the meeting.

Formattati: Elenchi puntati e numerati

Formattati: Elenchi puntati e numerati

Formattati: Elenchi puntati e numerati

Formattati: Elenchi puntati e numerati

Formattati: Elenchi puntati e numerati

Formattati: Elenchi puntati e numerati

Formattato: Tipo di carattere:(Predefinito) Arial, Colore carattere: Nero

Formattati: Elenchi puntati e numerati

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 licence, he must have successfully participated in a Seminar organized by the FIM/CCR or UEM/RRC. 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.

Formattati: Elenchi puntati e numerati

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 licence. Participation in a Seminar is obligatory at least once every three years.
The Chef technical control must also hold a valid UEM or FIM Technical licence.

Formattati: Elenchi puntati e numerati

SUPPLEMENTARY REGULATIONS

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

Formattati: Elenchi puntati e numerati

RIDERS

Licence

Riders must be in possession of a valid UEM (one year or one event), another CONU or an FIM World Championship licence, which is provided by the riders FMN.

Formattati: Elenchi puntati e numerati

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 scored point in the championship, riders that attend last years championship, riders from the FMNR, riders nominated bye the promoter, others.

Formattati: Elenchi puntati e numerati

Number of starters

The maximum number of riders admitted in all classes is 16. If less the 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 then13 qualifiers must be within 120% of the number one qualifier to be qualified. This also applies for any alternates if more than 16.

Formattati: Elenchi puntati e numerati

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

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.

QUALIFYING

Formattati: Elenchi puntati e numerati

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.

Formattati: Elenchi puntati e numerati

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.

Formattati: Elenchi puntati e numerati

Alternates

In the first round, alternates will stand ready in the starting area and take the first empty spot in the ladder (see RR05.9.3). They will only be eligible for points and prize money (if they have paid the registration fee) from that stage on.

Formattati: Elenchi puntati e numerati

RACES

Schedule of races

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

Formattati: Elenchi puntati e numerati

Runs

The time limit between 2 runs:
If possible, a time limit of 2 hours should be foreseen in between 2 runs. In the Top Fuel Bike and Super Twin Bike classes it 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.

Formattati: Elenchi puntati e numerati

PROTEST

According to the UEM Disciplinary and Arbitration code

Formattati: Elenchi puntati e numerati

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.

Formattati: Elenchi puntati e numerati

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 appeal 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.

Formattati: Elenchi puntati e numerati

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% the record is not valid.
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 do have the same record will the rider that make the record first have the credit.
All records for time are up to 1/1000 of a sec and for speed up to 1 km/hr.

Formattati: Elenchi puntati e numerati

CHAMPIONSHIP ENTRY FEES

To be eligible for price 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.

Formattati: Elenchi puntati e numerati

Promoter

For the year 2007 the by UEM agreed Championship promoter is
Mr. Keith Bartlett
Power Racing Promotion Ltd
41 Blackheath Grove
Blackheath
London
SE3 0DQ
England
Tel: +44 (0)208 852 5005
Fax: +44 (0)208 852 5006
Email: info@powerracing.eu

Formattati: Elenchi puntati e numerati

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.

Formattati: Elenchi puntati e numerati

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 € 100 per competitor entered at their event within 4 weeks after the event is held 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

Formattati: Elenchi puntati e numerati

PRIZES

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 3 hours after the finish of the race. Not collected prize money will revert to the organizer.

Formattati: Elenchi puntati e numerati

Minimum prize scales

The following amounts are shown in Euro:

Pro Stock Bike:	each qualified rider	460
	each win in the race	270
Top Fuel Bike:	each qualified rider	460
	each win in the race	350
Super Twin:	each qualified rider	460
	each win in the race	350

Formattati: Elenchi puntati e numerati

Non registered riders

For any rider that not have paid the championship registration fee shall the travel money be paid to the promoter of the championship

Formattati: Elenchi puntati e numerati

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 eight for that class.

Formattati: Elenchi puntati e numerati

Non registered riders

For any rider that not have paid the championship registration fee shall the travel money be paid to the promoter of the championship

Formattati: Elenchi puntati e numerati

TICKETS

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

Formattati: Elenchi puntati e numerati

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

An extra 1 points ascending for each qualified rider, i.e. in a full field of 8 motorcycles the No 1 qualifier gets 8 points and number 8 get 1 point. If only 6 riders qualify No 1 will get 6 points and No 6 will get 1 points

An alternate that take place in the elimination	10
Elimination's each winning run	10
Bonus	
European Championship record E T	5
European Championship record T S	3
If one rider make both ET and TS at the same event	10

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

Formattati: Elenchi puntati e numerati

FINAL PLACING IN THE CHAMPIONSHIP

In case of a tie at the end of the championship: if two or more riders have the same number of points, they will be separated respectively by the numbers of victories in that year in the championship, by the numbers of second, etc.

RR07 UEM STANDARDS FOR ROAD RACING CIRCUITS (SRRC)

Everything printed in **BOLD** is new or changed for 2007.

RR07.1 GENERAL

RR07.1.1 OBJECT AND AIMS

The "UEM Standards for Road Racing Circuits" (SRRC) lay down the conditions that must be met by a circuit in order to obtain the homologation of the UEM.

After having examined each case individually and by considering past experience gained, alternative solutions or exceptions could be admitted only in the case of an existing circuit.

RR07.1.2 FIELD OF APPLICATION

These standards apply to all newly constructed circuits and to any modification to be made to existing circuits.
A circuit can be permanent, semi-permanent or temporary.

RR07.2 CIRCUIT LAYOUT

RR07.2.1 GENERAL PRINCIPLES

The shape of the circuit both in plan and in longitudinal profile must in principle be chosen in such a way that the average speed cannot exceed 200 Km/h.

The ideal line (which is represented by the path of competition motorcycles) - and not the geometrical shape of the layout- is the factor which will be used when the standards refer to straights and bends and especially to calculate the average speed on the circuit and to design its layout.

RR07.2.2 DIAGRAM OF SPEEDS

The diagram of speeds is a graphic representation of the variations in maximum speed on the layout of a particular circuit.

It is drawn up upon the basis of the following hypotheses:

The maximum speed reached in a CURVE which has no longitudinal gradient is dependent upon the radius of the corresponding ideal line.

The maximum speed reached in a STRAIGHT is dependent upon the accelerating distance.

RR07.2.3 LENGTH OF THE CIRCUIT

The length of the circuit must be in principle between 2 and 6 Km.

RR07.2.4 STARTING ZONE

The starting zone must be located in a straight of a minimum length of 250 m.
The starting line must be located at a minimum distance of 200 m from the first bend.

RR07.2.5 BENDS

The connection between a straight and a circular bend or two circular bends each of a different radius, does not have be made by means of a transition bend unless one wishes to increase the speed at the entry or exit of a particular bend.

RR07.2.6 LONGITUDINAL PROFILE

The maximum longitudinal gradients are as follows:

Uphill	20%
Downhill	10%

Any change in a concave or convex slope (hump-backed) must have a transition made by an arc of a circle of which the radius must tend towards infinity.

The longitudinal uphill gradient at the starting line must not exceed 2%.

RR07.2.7 WIDTH OF THE TRACK

The width of a track cannot be less than 9 m.

If the track gets wider, the change in width must be gradual and must not exceed a proportion of 1 m per 20 m.

If the track gets narrower, the change in width must be gradual by a proportion of 1 m per 40 m.

RR07.2.8 BANKING

Banking is the transversal gradient or slope of the track which is measured perpendicularly to the centre-line of the track.

RR07.2.9 BANKING ON A STRAIGHT

On a straight, the track must be banked in such a way that it allows drainage of surface water. It can either be constant (unilateral) or cambered.

RR07.2.10 BANKING IN BENDS

The banking in a bend (the outside of the track is banked compared to the inside) is determined upon the basis of the radius of that bend and must not exceed 10%.

An exception to this is made for permanent high speed-tracks.

An opposite gradient is not acceptable, except if the entry speed does not exceed 125 Km/h.

RR07.2.11 TRANSITION OF BANKING

The transition of the banked track must be carefully studied so as to :

-guarantee satisfactory lateral drainage of water
-prevent any sudden variation in transversal acceleration which is no longer compensated by banking (dynamic)

-obtain a suitable line of sight

RR07.3 VERGES, RUN-OFF AREAS AND KERBS

Verges (and on the outside **and/or inside** of bends, **kerbs and** run-off areas) represent the outer parts of the transversal profile of the track.

They are absolutely necessary, from the construction point of view, serving as a limit and shoulder for the superstructure of the track.

They contribute to higher safety by improving visibility and use of the track over its whole width. If they are of a sufficient range, they offer more room for a vehicle to stop.

Kerbs must be placed in the inside corners and on the outside of the corners where riders can hit the verge. For kerbs, the "Vallelunga" types are recommended.

RR07.3.2 CHARACTERISTICS

Verges and run-off areas have a flat surface which is less even than that of the track itself. They must be kept free of any debris and stones of a diameter bigger than that of the grains of the gravel beds and should preferably be grass-covered. The surface of a verge must be on a level with the profile of the track or the upper side of the kerb.

RR07.3.3 GRAVEL BEDS

The surface of the gravel beds must be completely flat, without waves and should be on the same level as the run-off area.

In order to maintain the efficiency of the gravel beds, a mixing (counter-sinking) should be carried out before each UEM event and all debris and stones of a diameter superior to the grains must be removed.

RR07.4 DRAINAGE OF SURFACE WATER

Proper drainage must ensure that the track, verges, run-off areas and gravel beds are cleared of any surface water.
When calculating the possible flow of water (dependent on the intensity of rainfalls, their duration and the coefficient of flow) local climatic conditions must be taken into account.

Should the installation of a gutter between the track and the first line of protection be required, it must be built in such a way that there is no bump at the surface of the verge or the run-off area : i.e. it must be recovered with a smooth metal wire mesh, or an absorbent well must be used, which can maintain the normal surface of the verge and/or of the run-off area at any time.

RR07.5 ADDITIONAL PROTECTIVE DEVICES

RR07.5.1 GENERAL

Additional protective devices may be permanently or provisionally used to protect non flexible obstacles. The devices must be homologated by the CCR/FIM **or RRC/UEM**.

The following systems are homologated (see manufacturers' and/or distributors' specs in Appendix A) :

Type A
Airfence Type 1S, Airfence IIS and Airfence Bike
Alpina air module and Alpina Super Defender
Bridgestone Module 1000 and Bridgestone Module 1300
Recticel Safeguard Barrier 1 and Recticel Safeguard RR
Trackcare HI-Lite

Type B
Airfence Type 1
Alpina Defender Barrier
Recticel Safeguard Barrier 2

Type C
Straw bales wrapped in a fire-resistant bag (grey colour recommended)
Filling Italiano Protection System (ONDA 27/33 – 20/26)
Alpina synthetic blocks
Authorized foam blocks
Recticel Safeguard Barrier 3 and Safeguard Barrier 4
Trackcare barrier

Type D

Cars tyre barrier covered with conveyor belt

Type E
Car tyres wall**, chained together**

Reserve stock
A stock of type C systems for a minimum surface of 100 m of rigid obstacle, must be available at each UEM event.

Any additional protective device must be placed against the rigid obstacle (no free space).

RR07.5.2 HOMOLOGATION PROCEDURE OF NEW ADDITIONAL PROTECTIVE DEVICES

1. The description of duties can be obtained from the CCR/FIM Executive secretariat.

2. Performance tests must be carried out in a laboratory by the applicant.
The CCR/FIM will appoint an inspector to attend the tests.
Applications should be sent to the CCR/FIM Executive Secretariat at least 4 months before the tests are due to be carried out.
The applicant must provide an official document attesting that the laboratory proposed by him is approved for this particular kind of tests.

3. To obtain the homologation, the applicant must submit the following to the Road Racing Commission during the annual Conference Meetings,
Congress or Biennial Session:
- A module, strictly identical to the one proposed for homologation;
- The video recording of tests performed in the laboratory;
- A few copies of the report of the tests;
- The video recording of fire resistance exercise certified by an approved laboratory.

RR07.6 SIGNALS AND MARKING

RR07.6.1 DISTANCE SIGNS

The approach run before a bend must be indicated by distance signs which must be positioned 50 metres before the beginning of the geometrical bend.

Maximum dimensions of the signs L X H (cm) :
-vertical 50 X 150
-horizontal 130 X 60

Minimum dimensions of the figures L X H (cm) : 30 X 40
Colours : black or dark blue figures on a white background.

The signs must be entirely visible from any point of the track.

For night races, signs in reflective material must be installed.

White marker spots on the direct edge of the track of 1 mtr. width and at least 3 mtr. long are also allowed. The place of this type of markers is the same as the signs.

RR07.6.2 START LIGHTS

An installation of 2 lights, i.e. red and yellow. The following combinations must be possible:
- Red light single
- Yellow flashing light single
- Both lights together

RR07.6.3 RED LIGHTS AROUND THE CIRCUIT

*A red **flashing** light system around the circuit to signal that a practice or race is stopped is recommended.*

RR07.6.4 PIT-LANE EXIT LIGHTS

The pit lane exit lights are red, flashing blue and green. The exit must be controlled by these signs and control must be permanently ensured by an official.
There must be a white line (10 cm width), over the full width of the pit lane, 10 m before the lights.

RR07.6.5 YELLOW FLASHING LIGHTS AROUND THE CIRCUIT

Each circuit on which night races are organised must be equipped with light signals fixed to each of the marshals' posts.

The signals must be controlled by the post on which they depend as well as by the following one.

The installation may be made of flashing lights, i.e. two lamps which switch on alternatively.

RR07.6.6 MARKING

A continuous white line marking the edges of the track should be 8 to 10 cm wide, close to the grass or the kerbs on the very edge, painted with anti-skid paint all along the line.

Direction lines on the axle of the track must be avoided.

Kerbs must be marked with anti-skid paint.

The openings in the first protection line allowing access to the run-off area must be shown with a green vertical line, of a minimum two metres width with white diagonal stripes, painted on the protection system.

RR07.7 CIRCUIT INSTALLATIONS AND FACILITIES

RR07.7.1 PADDOCK

The surface of the paddock must allow heavy vehicles traffic.

Any marking of roadways, unauthorised zones, and parking spaces must ensure that vehicles allowed in the paddock are rationally parked.

If the paddock is located on the inside of a race track, it should be possible to gain access via a bridge or tunnel (clearance : 4,5 metres) by private cars, ambulances, etc. at all times.

The following minimum installation requirements must be met :
- toilets: 10, of which 5 for ladies
- Showers with hot water 6 (of which 2 for ladies)
- Telephone Office: a telephone room with 2 telephones with the possibility to place "collect calls" directly or pay for calls on a time used basis.
- A Riders-info
- A first aid post
- A medical service post
- Drinking booths, catering
- The paddock must be supplied with 220 V electricity
- A fire fighting service must be placed in the Paddock (see E29.9.2)

This list is meant as a guideline only, as it is an almost impossible task to calculate and use every square metre in a paddock.
The bigger the paddock space available for use, the more professional its image will be.

Waste oil/fuel containers

Containers will be located evenly throughout the working area and should be easily accessible to teams.

Waste disposal units

Should be located evenly throughout the paddock area. A special attention needs to be paid to the hospitality area.

Maintenance

Waste oil/fuel containers and waste disposal units must be emptied or replaced at least once a day. Toilets and showers must be kept clean and serviced throughout the event.
A technician for all the main services should remain on site throughout the event and be easily contacted.

RR07.7.2 SCRUTINEERING AREAS

Inside or near the drivers' paddock, a zone must be reserved for personnel carrying out administrative checks and scrutineering. This zone must meet the following specifications:
- it must be fenced and covered
- the surface must be flat
- weighing material must be provided
- access must be strictly controlled.

A board for official notices must be set up on the edge of this zone. The board must have a surface of at least 2m² (2x1m). Any official notice must be suitably protected from inclement weather.

RR07.7.3 PIT-LANE ENTRY

The longitudinal and transversal profiles must be the same as those of the track itself.

A 60 km/h speed limit board must be placed in principle 50 m before the first pit.

RR07.7.4 SIGNALLING PLATFORM

A platform for signalling must be built between the pit-lane and the verge at the track edge. Dimensions to be respected:
- width of the verge track side : 2 m
- width of the platform : 1.2 m
- length : the pit-lane must extend a further 25 m in front of the first pit and beyond the last pit
- protective concrete wall track side.

There must be an opening of at least 2 m in width in the wall and in the whole infrastructure of the signalling platform. This opening must be located at the level of the start/finish line. The passage must be **in principle** fitted with a sliding door which must be joined to the wall.

RR07.7.5 PIT-LANE EXIT

The pit-lane exit must be controlled with a set of lights (see RR 07.6.4)

A crossed out 85 Km/h speed limit board must be placed opposite the lights of the pit-lane exit.

RR07.7.6 STARTING GRID

Positions on the starting grid must to be shown with a white line painted on the track (dimensions 80 X 8 cm).

The starting grid shall be drawn up in the following way :

-the width available on the starting line will be divided into lanes taking the number of riders per row into account and the interval with the riders on the second row.

-in the length of the track between each row : 9 m.

-machines must be positioned "in echelon" on the grid in staggered lines thus leaving the space in front of each machine free in the preceding row “corridor”). **The interval may be 1 or 2 m between each rider on the same row.**

RR07.7.7 CLOSED PARK AREA

Of a 200 m² minimum surface area. This closed parc should be positioned, if possible, as close as much near the Technical Scrutineer area. This closed park must be fenced-off and must only have one controlled entrance/exit point.

RR07.7.8 RACE MANAGEMENT

The race control post is the supervision and control centre.

This post must be located near the starting line and must have a separate exit onto the track or onto
the pit-lane.

The room used, must be accessible to authorised personnel only.

A radio transmitter/receiver for the internal network must be installed in the control post.

RR07.7.9 RACE CONTROL AND SAFETY CENTRE

The centre works under the responsibility of the Clerk of the Course, but maintains freedom of action. An appointed official is in command of the centre. This person must be a specialist in telecommunications. It is imperative for the Centre to know every detail of the circuit, the exact location of all observation posts, emergency service vehicles and ambulances.

Furthermore, the Centre must control:
- the telecommunications with the observation posts
- ordering of the emergency service vehicles
- ordering of the ambulances
- liaison with the main medical centre
- liaison with the Clerk of the Course

RR07.7.10 COMMUNICATIONS SERVICE

The following communication networks must be installed:
- Telephone: There must be a telephone connection with the outside network from the race control post and from the press room.

- Radio: There must be an internal network linking-up the medical service vehicles with the medical centre
- Loudspeakers: There must be an address system for the public and the riders' paddock. Any information given by loudspeaker must be in several languages and at least in the two official UEM languages.

RR07.7.11 TIMEKEEPING POST AND RESULTS OFFICE

The timekeeping post must be as sound proofed as possible and must allow perfect viewing conditions.

Timing equipment must be able to record lap by lap times and be accurate to 100^{th} of a second.

The results office must be arranged in such a way that the time of each rider for each lap may be calculated immediately.

The results office which if possible will be situated in a nearby but separated room from the time keeping post, must contain typewriters and a copying machine (with back-up machines).

RR07.7.12 JURY ROOM

A room must be reserved for the meetings of the International Jury. This room must be close to the race control.

The room must be accessible to riders who wish to ask questions or put in protests to the race directors during the event or possibly to the Jury.

The following equipment must be installed as well:
- one monitor connected to the timekeeping
- one telephone (direct line with outside national and international calls)
- one table and chairs for at least 12 persons
- at least 12 office trays labelled with the names of attending staff
- one refrigerator with soft drinks
- adequate heating or air-conditioning facilities is strongly recommended.

RR07.7.13 SPECTATORS FACILITIES

The installations for the public must comply with the laws of the country and the local building standards with particular attention to:
- the spectators' stands (overcrowding, exits)
- car parks
- first aid services
- public conveniences
- fire-fighting services
- restaurants

Zones near the track, from where spectators may see the race properly should be foreseen. These zones must be situated in areas which do not represent any danger, i.e. inside bends.

RR07.7.14 CIRCUIT MAINTENANCE

Proper circuit maintenance is essential for safety and upholding of the homologation licence.
Regular checks are necessary for:
- the cleanliness of the track and the condition of its surfacing;
- all edges and verges must be at level with the track edge and all areas behind the kerbs must be filled up and levelled. The grass must be cut short and all dry grass must be removed. All vegetation must be removed, in particular in the run-off areas, in front of the guard-rails and walls as well as in the gravel beds;
- the tightening of bolts on guard-rails;
- repairs to damaged protective devices;
- repairs to kerbs or their replacement/removal;
- inspection and cleaning of water drainage;
- keeping the service roads in good condition;
- painting the delimitation lines of the tracks and the pit-lane;
- keeping the visibility by cutting trees or other vegetation;
- control of telephone and TV lines;
- maintenance of buildings belonging to the circuit infrastructure.

A rapid-intervention vehicle must be in attendance with all the necessary material to immediately repair any protective device during the event or after an accident.

RR07.7.15 PODIUM

The podium must be visible and protected at the prize giving ceremony by installing a temporary protection line at quite a distance away from the podium, in order to allow a large number of photographers to work efficiently.

RR07.8 OBSERVATION POSTS

RR07.8.1 NUMBER AND LOCATION

The number and location of observation posts will be determined according to the characteristics of the circuit and the following points:

- no section of the circuit must be left unobserved;
- each post must be able to make visual communication with the previous and the next ones. If this is not possible, additional posts must be set up with extra personnel to meet this requirement;
- the distance between two consecutive observation posts must not exceed 300 m (not including additional posts);
- each post must be able to communicate with the race control;
- each post must be shown with a sign board numbered in ascending order starting from the first post after the starting line. This number must be clearly visible from the track;
- all posts must be located near an opening in the protection system.

RR07.8.2 PROTECTION

The posts adjacent to the track must, in their simplest design, have a sufficient stabilised area, protected from the vehicles which are on the track and must protect officials and equipment from bad weather.
Flag marshals must remain behind the first line of protection and other personnel must remain behind an additional line.

RR07.8.3 EQUIPMENT

For each observation post, the following equipment must be installed:

1. General equipment

- A radio connection with race management and/or race control centre.

- A set of official flags :
  All the flags must have the following dimensions: 100 cm horizontal X 80 cm vertical.
  The "Pantone" reference for the colours in brackets must be respected:
  1 green (348 C)
  1 yellow with vertical red stripes (Yellow C, Red 186 C)
  1 blue (286 C)
  1 white
  1 yellow (C)
  1 red (186 C)
  1 black flag
  1 black flag with orange circle 40 cm Ø

- 1 Set of changeable numbers 1 to 99.

- 2 Rigid brooms and shovels.

- One 15 litres and two 4 litres containers filled with calcium carbonate or a similar substance which can absorb oil.

- Fire-fighting service: Preferably 2 fire extinguishers of 5 to 6 Kg **who are inspected for readiness use.**

- If the distance between 2 posts is 300 m, a fire extinguisher must be placed halfway between these posts.

- Straps for lifting the motorcycles. **The use of a strong pipe, approximately 1½ m long with a crank axle form in the middle together with a nylon belt (to wrap this belt through the wheel), is recommended.**

- Stock of type C additional protective devices (min. 6 units). (See also Article RR07.5.1 after type E)

2. Additional equipment for Endurance races

- 1 red flag with a diagonal white cross

- 1 yellow board with the word "Push" in black (Black C, Yellow C). For races taking place partly at night, this board must be retro reflective.

-

3. Additional equipment for races partly run at night

- yellow flashing lights (RR07.6.5).

- a set of official retro reflective boards.

All the boards must have the following dimensions: 100 cm horizontal X 80 cm vertical.

The "Pantone" reference for the colours in brackets must be respected:
- 1 green (348 C)
- 1 yellow with vertical red stripes (Yellow C, Red 186 C)
- 1 white
- 1 red (186 C)
- 1 white with a diagonal red cross (Red 186 C)

RR07.9 EMERGENCY EQUIPMENT

RR07.9.1 MEDICAL SERVICE

This service is recommended to be in accordance with the FIM and UEM Medical Code.

RR07.9.2 FIRE-FIGHTING SERVICES

A fire-fighting service must be provided on the track, in the pits and in the drivers' paddock.

Each observation post along the track must be provided with portable fire extinguishers (art. RR07.8.3).

In the pits, each separate block must be equipped with a portable fire extinguisher of a 5 Kilogram capacity. There must be a sufficient number of portable fire extinguishers in the drivers' paddock. This area must allow easy access to fire fighting vehicles.

When choosing an extinguishing agent, the following factors must be taken into account : efficiency, rapidity, absence of slippery waste residue, minimal effect on visibility, toxicity level, cost price.

The use of DTE is recommended.

RR07.10 NUMBER OF VEHICLES ADMITTED

The maximum number of solo machines allowed in a group start for a race will be calculated according to the following formula:

$$N = \sqrt{100 \times B \times T}$$

N = maximum number of solo machines allowed (For practices: N + 20 %)
B = minimal width of the track in meters
T = best time in minutes (example: 1.30 minutes = 1,5; 45 seconds = 0,75 {T = X seconds / 60})

For sidecars, the maximum number allowed is 60% of the calculated maximum number of the solo machines.

For endurance races, the maximum number is the maximum number calculated for solo machines + 40%.

RR07.11 INSPECTION AND HOMOLOGATION PROCEDURE

RR07.11.1 INSPECTION

An inspection is a visit by a delegate of the UEM who has to:
- Establish the level of permanent safety of a circuit and its conformity with the SRRC and make eventual recommendations required for homologation.
- Either verify all conditions of permanent and provisional safety as well as the services required for the safe conduct of an event.
- Or grant an homologation licence.

If necessary, medical installations will be inspected by a member of the International Medical Panel.

RR07.11.2 COMPULSORY CONDITIONS FOR INSPECTION AND HOMOLOGATION

UEM Championships/Prizes must be held on circuits homologated by the FIM/CCR or UEM/RRC, as stipulated in the regulations of each Championship.

An inspection is compulsory for:
a) Any new circuit to be used for a Championship/Prizes Events;
b) Existing circuits which have been or have not been used the 2 previous years;
c) Existing circuits that have already been used for Championship/ Prizes Events, but have undergone changes substantially affecting the course or the safety installations;
d) Existing circuits, for which the homologation licence has been suspended;
e) The circuits for which the previous homologation is coming to expiry;
f) A circuit on which a truck race took place.

RR07.11.3 INSPECTION REQUESTS

- All inspections must be requested by the FMN
- The UEM Road Racing Commission will appoint the inspector.
- The inspection must take place as early as possible
- On the basis of the importance of the work to be carried out, the Inspector may decide to carry out one or several intermediate inspection(s).
- Homologation becomes effective after the final inspection.

RR07.11.4 DOCUMENTS TO BE SUBMITTED WITH AN INSPECTION REQUEST

An inspection request must include the complete file of the circuit and its outbuildings. This must allow the appointed inspectors the possibility to make a detailed study before the visit.

The circuit file must include the following documents and information:

1. Drawing of the track, including the position, race control post, buildings, facilities, access roads, pits, paddock and location of the starting line, ambulances, medical centre, heliport, fire-fighting vehicles and track marshals' posts.
2. Drawing of the pits, medical centre and paddock area.
3. Detailed drawing of all buildings .
4. Profile of the track axle
5. Transversal sections of the track and lateral zones (as far as at least the second line of protection), at the level of the starting line and at the centre of the most important corners
6. Additional information :

- Systems for internal and external communication;

- Location, distance and specialisation of hospitals;
- Description of the medical services, Equipment, Personnel;
- Description of the fire-fighting, Service, Equipment.

7. The form "Circuit Homologation Report" must be filled in and given to the inspectors upon their arrival at the circuit.

Note: All drawings must be clearly visible and on the A-3 format (297x420 mm).

RR07.11.5 EXPENSES FOR INSPECTIONS

The FMNR will cover the expenses using the method of payment established by the UEM.

RR07.11.6 INSPECTION PROCEDURE

At all inspections inspector has to examine all the installations and safety equipment of the circuit and make recommendations, where required, to ensure that these and the necessary services are conform to the UEM SRRC.

During the inspection, the persons in charge of the circuit must ensure that the inspector does not encounter any obstacle when carrying out their duties by persons whose presence is not essential.

No vehicle must go on the track during the inspection, except in inevitable cases, when it is a public road, or if works are in progress on the track or its surroundings.

RR07.11.7 HOMOLOGATION REPORT

A report will be made after the final inspection. It will refer to the works to be carried out and to the safety measures to be taken before each UEM event.

RR07.11.8 OBJECTIONS TO INSPECTORS' RECOMMENDATIONS

Whenever an inspection report, as agreed by the inspector, is officially sent by the Executive Secretariat to the FMN of a particular circuit, this FMN will have a maximum of three weeks to comment on the report. In the absence of any comment, the report will be considered as final.

Should, after this three-week period, a persistent disagreement remain between the inspector and the particular FMN about any point of the report, the RRC President will examine and finally settle the matter.

RR07.11.9 MODIFICATIONS TO THE INSPECTION REPORT

During a UEM event, any request for modifications to the inspection report must be approved by the Jury President in consultation with the Clerk of the Course.

Before a UEM event, any request for modifications to the inspection report must be approved by the UEM official in charge of circuit inspections.

RR07.11.10 HOMOLOGATION LICENCE OF A CIRCUIT

A homologated circuit will receive a UEM circuit licence. The period of validity of homologation is determined by the inspector and will be written in the final inspection report and on the licence. It can never exceed 2 civil years.

It is obvious that the UEM homologation licence of a circuit refers to 2 and 3 wheeled motorcycles. It is not valid for cars or karts.

RR07.11.11 SUSPENSION OF THE HOMOLOGATION LICENCE

The UEM official in charge of circuit inspections can suspend a homologation licence in the following cases:

- Deterioration of the permanent safety measures
- Deterioration of the surface quality
- Deficiency or insufficiency of additional protective devices
- Deterioration of the circuit facilities
- Lack of maintenance of the circuit

Appendix A

Co-ordinates of manufacturers & distributors of additional protective devices :

Airfence I, I S, IIS & Bike :

AIRFENCE SAFETY SYSTEMS Pty Ltd. (Australia)
P.O. BOX 7161 WEST GEELONG. VICTORIA 32183 AUSTRALIA
TEL : +61 3.5229 1311 FAX : +61 3.5229 2544 e-mail airfence@airfence.com

Alpina Air-Module Defender & Super Defender Barriers & Synthetic :

ALPINA SAFETY SYSTEMS GMBH
Lindenstrasse 4
A – 9552 STEINDORF
TEL : +43 4243 2480 0 FAX : +43 4243 2480 5 e-mail office@alpina.at

Filling Italiano Protection System (ONDA 27/33-20/26) :

FILLING ITALIANA
Via Mameli 51
I – 20058 VILLASANTA (MI)
TEL : +39 039 20 50 999 FAX : +39 039 20 50 977

Recticel Safeguard Barrier 1, 2, 3 & 4 :

RECTICEL PENDLE
Unit 6 Dale Mill, Hallam Road, Nelson
UK – LANCASHIRE BB9 8DQ
TEL : +44 1282 697 528 FAX : +44 1282 694.766

Trackcare Barrier :

TRACKCARE MARKETING AND MAINTENANCE :
9, Crawford Park,
N. Ireland – BELFAST BT6 9RS
TEL : +44 1232 791 665 FAX : +44 1232 791 665 e-mail trackcare@aol.com

Co-ordinates of manufacturers of homologated paints :

SAR AGRIPP'TROPHY

VERNICE AUTODROMO 85500502

SOCIETE D'APPLICATIONS ROUTIERES
44, rue Sadi Carnot
F 93300 AUBERVILLIERS
FRANCE
Tel. (+33.1) 53 56 26 28
Fax (+33.1) 48 34 58 54

COLORIFICIO SAMMARINESE SA
Via del Camerario 7
RSM – 47891 Falciano
Tel. (+378) 05 499 05 515
Fax (+378) 05 499 08 453

RR08 UEM STANDARDS FOR DRAG STRIPS

RR08.1 GENERAL

Object and aims

The "General Dragstrip Standards for UEM Drag Bike Championships" lay down the conditions that must be met by a dragstrip in order to obtain the homologation of the UEM. The Jury President must carry out an inspection of the strips before each European Championship event and look so all comments in the track license is full filled.

Field of application

There are three types of drag strips,
Type A: For all new constructed drag strips inspected after 1 Jan 2006 that are going to host a European championship
Type B: Drag strips that have a valid track licenses for an for European championship earlier than 1 Jan 2006.
Type C: Recommendations for other drag strip that not is going to host a European championship

A drag strip can be permanent, semi-permanent or temporary.

Date of application

The standards will come into force on January1st, 2007
They replace and cancel all prior publications.
Changes may be made to these standards, each time the UEM, according to experience, technical evolution or safety reasons, deems it necessary.

DRAGSTRIP LAYOUT

General principles

The dragstrip should be straight throughout, with for drag race applications, two lanes clearly identified. The drag strip should be divided into a timed, the track and a braking or shutdown area, the braking area can be divided in a primary and an emergency area.

Length of the strip

The strip should have a timed distance of 201,16 m (1/8 mile) or a timed distance of 402,33 m (1/4 mile).
For type A: Should the minimum braking area for a 201,15m strip be 500m plus emergency area and for a 402,33m drag strip a braking area of minimum 700 m plus emergency area. If the braking area ends in a not movable object should the length be minimum 900 m.
For type B and type C: Should the minimum be 500 m for an 201 m drag strip and for and 402,33 m be 600 m. Final determination of the braking area is to be determined by the inspection of the track. This is recommendations changes can occur due to things around determined in the inspections off the track

Behind the start line, there should be an area for preparation, lining up and starting of at least 20 m.

Width of the strip

For a dragstrip, the minimum width is 7 m per lane, total 14 m. The centre of the dragstrip and the sides should be clearly identified with white or yellow lines of at least 100mm. The

ideal width is 18 m total. Strips wider than 24 m should have some kind of border to make the racing area 24 m wide.

Longitudinal profile

The maximum longitudinal gradient for the timed area is 2% and for the braking area 10%. Transversal line between the two edges should not exceed 2%.

SURFACE

The surface of the track and the primary braking area should be of recognized road construction asphalt, high quality concrete or approved sealed bitumen surface with no holes or depressions. Shoulders and irregular joints are not permitted.
The surface of the track should be cleaned and in the best possible way prepared before the start of a race. The preparation should be made so that the best possible traction is from the start of a championship race until the finish of the race. The preparation should continue and degrease after the finish line of the race track
No water, oil or liquid should be allowed on the dragstrip surface. If the track or braking area is contaminated by oil or water shall the race stop for cleaning.

Run off areas

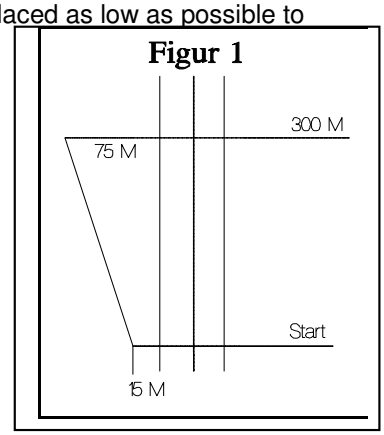
For type A should it be concrete walls from the starting area until 400 meter after finish line or to the end of the braking area. Tracks can also be inspected with guardrails of steel but this is not recommended on new tracks.

For type B should it be guardrails or concrete walls at least from the start line to the finish line. If there is no guard rails in the braking area must it be open and allow a bike to go out on the sides for 50 meter on grass or sand with a flat and smooth surface. It is highly recommended that the walls continue as long as possible after the finish line.

For both type A and B should any openings should be overlapped. The height of the walls should be 800mm or more. It is recommended that the height in the braking area is 1200 mm, and then guard rails are in use must the lower rail be placed as low as possible to prevent a rider to with any part come under it.

For Type C: Can the drag strip also be of the 'wide open' type. If so, then the run off areas should be as configured in Fig 1.
If a track has guardrails on one side but not on the other will it be classified as a Type C track.

No objects are allowed inside the run off area. The area most be smooth and without any objects.
It is recommended that run off areas terminate in further open areas or gravel traps.



Figur 1

START LINE

The start line should be clearly marked on the dragstrip. A white line should indicate the start line. It should be placed between the pre stage and the stage line. Behind the start line there should be an area designated for burnouts, and water should be available.

FINISH LINE

The finish line should be clearly and obviously marked. It is recommended that the speed trap in the finish line is marked with diagonal lines that have a different colour from the track.

Timing equipment should be of a safe design and safely located. No hard objects are allowed inside the track. All timing equipment shall be places outside or along the guard rail. In the middle are only light reflectors on foam cushions allowed.

RETURN ROAD

The return road should be a minimum of 3 meters in width and allows access to pit and starting area. The return road should also have the same standard as the primary braking area of the surface. It is recommended with two accesses from the braking area to the return road. If the return rod do not allowed meeting traffic should there be areas for meeting.

CIRCUIT INSTALLATIONS

Drivers' paddock

The surface of the paddock must be suitable for heavy vehicles to drive on, and if the surface is of grass or similar, this should be notified in the Supplementary Regulations. Access to the paddock should have a minimum clearance of 4,5 m high.
Vehicles should be parked to allow free access at all times, and access for emergency vehicles.
There should be access to the paddock for competitors/crew at all times throughout the timetable of the race.
The following facilities are required:

1. Toilet facilities for both male and female.
2. Water supply for both drinking and cleaning purposes.
3. First aid facilities.
4. Fire fighting facilities.
5. Waste and litter bins.
6. Waste oilcans.
7. Official note board
8. Showers with hot water

The following facilities are highly recommended:

1. Electrical power supply.
2. Public telephones.
3. Bar/restaurant facility.

Technical Inspection area

There should be designated areas for technical inspection, where administration and technical checks can take place. A board for official notices should be located in this area.

Timing equipment room

The timing equipment should be located in a room close to the start area which should have clear and unobstructed view of the track, start line and line up area. The room should be restricted to authorised personnel only. Back up system for electricity shall be in place to prevent power shout downs

Race Secretary

Competitors should be able to contact the Race Meeting Secretary at all times.

Observation Post

There should be an observation post or vehicle located safely in the braking/shut-down area for fire and emergency purposes. They should also be able to help riders to quickly come of the track. There should be telephone or radio links to the start area or the clerk of the course

Communication Service

The Clerk of the Course should have radio contact with safety and medical personnel. There should be adequate public address system for the public and the competitors' paddock, and any information should be given in several languages and at least in English.

Jury and Race Secretary Room

A room must be set aside for Jury Meetings, and must be accessible during the event to the competitors who wish to make a protest. The room should be clean and either have personal all the time or be looked. The room should be equipped with air condition if the weather is hot.

Press Facilities

It is highly recommended that facilities are made available for members of the press, including a room with tables and chairs. If possible should it be telephone and fax in this room.

Facilities for the Public

The facilities for the public must comply with national and local building and safety regulations, with particular attention to the following:

1. Car parking and Motorcycle parking
2. First aid facilities
3. Grandstands
4. Toilets
5. Water supply for both drinking and cleaning purposes.
6. Waste and litter bins.
7. Fire and safety
8. Restaurants and catering

There should be signs on the road to show the access to the track from the day of the event starts to the end of it to allow both riders and public to find the track

EMERGENCY EQUIPMENT

Medical Services

All events must have their own medical service, headed by a Chief Medical Officer who is answerable to the Clerk of the Course. This officer will position any medical or paramedical personnel and vehicles where he judges necessary. One ambulance is mandatory and a second ambulance is highly recommended. One of the ambulances should be also placed so that public can get access to it. For more details see the FIM/UEM medical code.

Fire-Fighting Service

A fire-fighting service must be provided on the dragstrip and in the competitor's paddock. Each post along the track must be provided with a portable fire extinguisher. One rescue vehicles should be placed at in the braking area.
One or two man with extinguisher should be place in the starting area.
Fire fighting personnel should also be situated in the location of braking area where bikes typically come to rest at end of their run.

Tow-Away Truck

A truck or other vehicle for moving broken vehicles should be available. It should have a rope that can be given to the rider and help him tow safely from the track.

Medical room

A room must be at the track that can take care of easier medical problems. The room shall be quiet so it is possible to use medical equipment.

Inspection and homologation procedure

Definition

An inspection is a visit by a delegate of the UEM road and Drag racing commission or the UEM sporting commission in order to:

- establish the level of safety of a strip and make recommendations in accordance with these rules
- Or to verify or approve work performed on the basis of such recommendations.
- Or to grant a homologation licence

Inspection requests Deadline

A FMN must request the inspection of a strip to UEM Secretariat at least two mounts before the first UEM race on the track.

Delegations of inspection

The delegations of the inspectors are composed in the following manner:

- one member of the UEM road and Drag racing commission or the UEM sporting commission
- a qualified member of the FMNR
- a driver of the FMNR

Expenses of inspections

The FMNR will cover the expenses of the inspector appointed by the UEM to carry out the inspections, using the method of paying established by the UEM. If not the FMNR directly pays the inspector should the expense form be send to UEM.

Inspection procedure

At all inspections it shall be the duty of the inspectors to examine all the installations and the safety features at the circuit and make recommendations where required to ensure that these and the necessary services conform to these rules.

Inspection report

The appointed inspectors will draw up, sign and send to the UEM Secretariat within the 15 days following a circuit inspection, an inspection report in which he will write down the remarks and proposals, or improvements to be made. The result of an inspection if it is approved or approved with remarks must clearly be in the report.

Homologation of a circuit

A circuit complying with all recommendations and conditions of a final inspection report will receive a UEM drag strip license valid for 3 years. The license could be valid from the date of the inspection until first of January 3 years later or from the first of January the next year and 3 more years

TIMING EQUIPMENT

Aim

The aim of the timing equipment is to measure the time that it takes for a bike to travel over the length of the dragstrip from it starts until it breaks the finish line. The time should be measured in sec and the top speed should be measured in km/t (if the general speed in the country is measured in miles/hours can this be used, but all records will be calculated in km/h buy the formula m/hr * 1.609 rounded to hole km/h)

Starting area

The starting area should have 3 photocells: Pre stage, Stage and Start or Guard.
The distance between Pre Stage and Stage should be 175 ± 10 mm, and between Stage and Start/Guard 400 ± 10 mm.
All cables should be placed in such a way that they do not interfere with competitors or the running of the race.

STARTING TREE

Distance from start line to tree: 11,5 – 12,5 meter.
Height of tree: 2300 mm ±100 mm from ground to centre of pre-stage bulb.

Finish area

The finish line photocells should be 402,33m ±100mm (1/4 mile) or 201.16 m ±50 mm (1/8 mile) from the start line. The difference in length of each lane should be 20 mm max. The terminal speed measurement should take place before the finish line preferably, but a speed trap that straddles the finish line is acceptable.

Photocells

All photocells at the start line should be set so that at the centre of each lane the timing beam operates between 30 and 60 mm above the track surface. In cases where there is difficulty achieving this, the 60mm height should take priority.
Photocells for 60 foot time should be 250mm ±20 mm above the track surface.
All other photocells should be 150mm ±20 mm above the track surface. All interval increments and quarter-mile finish lines are measured from the guard beam.

All timing equipment placed in the middle of the track after the 60 foot timing should be made without metallic construction. Foam is recommended. The equipment should be constructed and attached to the track surface in such way that it can be run over or kicked out of position without causing serious damage to the rider/ vehicles.

Registrations of times

All times shall be registered and stored under the qualification and race.

Starting tree

For each lane the Starting tree should have:

1 or 2 Lamps to indicate Pre Stage position	(white or yellow)
1 or 2 Lamps to indicate Stage position	(white or yellow)
3 countdown lamps	(yellow)
1 Start lamp	(green)
1 Foul start lamp	(red)

It should also be lamps on the spectator side to make it visible to the public what is happening.

Function

Pre Stage: When Pre Stage beam is broken, the Pre Stage lamp lights.

Stage: When Stage beam is broken, the Stage lamp lights.

Start/Guard: If the Stage beam and the Start/Guard beam are broken at the same time, the Stage lamp should turn off.

Pro Start: All 3 count-down lamps should light 0,4 seconds before the Green Start lamp.

Timing: Timing for each lane should be completely separate. Once the Start sequence has been started, the timing should start when the Stage beam remakes or the Start/Guard beam is broken.

Foul start: If the Stage lamp remakes or the Start/Guard beam is broken before the Green Start lamp is on, a foul start is indicated by the Red light on the Tree and the Green lamp should not light.
In eliminations, it should be possible for only one lane to have a Red light.
In qualifying, it should be possible for both lanes to have Red light.

Reaction time: Is the time between the start signal being given and the competitor starting the clock, and may be measured either from the Green light signal - where zero is the perfect reaction time - or from the count-down signal - where 0,4 seconds is the perfect reaction time.

Abort of start

It should always be possible to abort the start for the starter. After an abort of the start should no lights at all be illuminated on the starting tree. Abortion of the start is only up to the starters decision.

Specification and accuracy

Pre Stage and Stage Lamps: Should light 0,1 sec maximum after the beams are broken.
Count-down: Should have an accuracy of ± 0,01 second.
Timing: Should have an accuracy of ± 0,001 second.
Top speed: Should have an accuracy of ± 1 km/h.
Win indication: Should have an accuracy of ± 0,001 second.

RR09 UEM TECHNICAL RULES FOR DRAG BIKES
General Construction Rules

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:

$$\text{Capacity} = \frac{D2 \times 3.1416 \times C}{4}$$

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.

Brakes

Motorcycles must be equipped with two independent brakes, working on two wheels. Disc brake minimum 250 x 4,5 mm for single disc. Minimum 220 x 4,5 mm for dual discs.

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 contact surface of rear tyre.

Tyres and Tubes

Tyres should be 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 indicators hollow become worn on different parts of the periphery, the tyre must no longer be used. Metal dust caps with rubber gasket must be fitted.

Frames

Stress-bearing tubes in the frame should be at least 25 x 1,5mm (± 0,1 mm tolerance) chrome-moly or equal material. If a single backbone tube is used, it should be at least 50 mm. All welding shall be TIG method or bronze welding method. The engine should not be a stressed part of the frame. The engine should be located so that a safe weight distribution is achieved.

BALLAST

Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. No part of the motorcycle can be re-manufactured for the purpose of adding weight. 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 added to rider.

In Pro Stock Bike should the weight be place between the engine and the rear wheel under the seat of the rider.

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.

Front Forks

The front fork must be of the telescopic type with hydraulic or friction damping. Minimum stroke 40 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.

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 radiuses and engineered so as to avoid fracture points in the bar. The repair by welding of light alloy handlebars is prohibited. Aluminium handle bars is not allowed for two cylinder bikes.

Control Levers

All handlebar levers (clutch, brake, etc.) must be in principle ball ended. 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 made so that none of the hands must be removed from the handlebar.

Streamlining

Streamlining must be made so the rider can jump on and off the motorcycle without removing any parts of it. It must not create difficulties for the rider to control the motorcycle.

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.

Wheelie Bars

Wheelie bars are mandatory in Pro Stock bike, Top fuel Bike and Super twin Bike.

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.

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.

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.

Kill Switch

The 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 vehicles 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.

It must be 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 levels are allowed on the handle bar.
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.

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 dual cell design with a wall dividing the inlet and outlet cells. The outlet must 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 l secured at both ends.
Engines with breather hose plumbed into a vacuum pump system also require a catch can.

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.

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.

Gear Change

The gear change mechanism must be constructed so the rider can operate it with both hands on the handlebar.

Starting

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

Starter Carts

Carts must be equipped with enclosed battery batteries). Plastic marine battery boxes permitted. No open battery (batteries). To prevent starters from rotating, it is highly recommended starters have a safety bar that rest against engine case or frame. It is recommended but not required to have your bike number on your starter cart.

Two-way Communications

The use of two-way radios for the purpose of voice communication between rider and crew is permitted in all classes. Telemetry may in no way be used for gathering data or performing control functions. 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.

Computers

Computers may be used, for information gathering only. All electronic systems, including electronically assisted traction control system, apart from the ignition and injection, are strictly forbidden during the race. Throttle operation, shifting, clutch actuation, and braking, etc. are to be solely under the control of the rider.
Data recorders/computers are passive data recording devices only. Third wheel sensing devices are prohibited. This includes wheelie bar wheels and front wheels. No type of suspension travel, ride height or loading sensors may be used. Transmission or display of data gathered or processed by data recorder, to the rider or any remote location, is prohibited. Data may only be reviewed after the run. 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.

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.

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
Super Twin Bike	Orange background	Black numbers

Protective Clothing and Helmets

Leather Suit

Rider must wear a complete leather suit of at least 1.2 mm in thickness (on all parts of the suit). Non leather material may be used if it meets with the requirements laid down by the UEM in Art. 65.07. Two-piece zipped together racing suits are allowed. 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

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.

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.

Gloves

Rider must wear leather protective gloves.

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.

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.

Recognised International Approval Marks

Australia	AS 1698
Denmark	DS 2124
Europe	ECE 22-03 & ECE 22-04 & 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/ SNELL 95 2000 or 2005

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

.Special Regulations for Pro Stock Bike

Definition

This class will be for standard appearance (factory produced motorcycles available to the general public, modified for drag racing) gasoline burning motorcycles.

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.

Front Suspension

Minimum usable travel: 40 mm, inner tube diameter minimum 34 mm. Replacement front ends are allowed.

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.

Controls

All handlebar controls must remain in standard location. Replacement bars are permitted. Welded aluminium bars are prohibited. Welded steel or chrome-moly 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.

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.

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.

Wheels

Replacement wheels are permitted front and rear. Front: 16” minimum, 19” maximum, or as standard. Rear: 15” minimum.

Tyres

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

Wheelie bar

Maximum length of 3,300 mm from centre of front axle to centre of wheelie bar axle measured in a straight line from axle to axle. Wheels must be non metallic.

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.

Cylinder head

Cylinder head casting must be manufactured by the same manufacturer of the main engine cases. UEM accepted aftermarket cylinder heads permitted. Contact UEM for approval.

Fuel Injection

Aftermarket electronic fuel injection and throttle bodies are allowed.

Fuel

Any kind of unleaded pump fuel or unleaded racing gasoline is permitted.
Use of propylene oxide and/or Nitrous oxide prohibited.

Weight Limits

Minimum weights of bike and rider equipped with:

2-valve DOHC	260 kg	max. 1510 cc
2-valve DOHC	270 kg	max. 1600 cc
2-valve DOHC	275 kg	max. 1655 cc
4 or 5 valve	270 kg	max. 1510 cc
4 or 5 valve	280 kg	max. 1600 cc
4 or 5 valve	285 kg	max. 1655 cc
2 cylinder / pushrod	265 kg	max. 3000 cc
2 cylinder	220 kg	max. 2000 cc
2-stroke	220 kg/n²o allowed	max. 1000 cc

For combinations running fuel injection, an additional 10kg must be added to the weight.

Use of UEM approve after market cylinder head, add 10kg to the weight.

For two cylinder engines with aftermarket r cases add 10kg to the weight break.

Engines with stock cases and plain bearing reduce weight with 5 kg

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.

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.

Special Regulations for Top Fuel Bike

Engine

Single or double engines with a maximum displacement of engine 3200 cc for normally aspirated motorcycles and 1700 cc for super charged or turbo charged motorcycles. Minimum 750 cc cylinder capability. Motorcycles that is according to the Super Twin Bike rules are allowed

Fuel

Methanol and/or Nitro methane are allowed. Unleaded racing gasoline is permitted.

Wheelbase

Minimum wheelbase 1800mm

Tyres

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

Special Regulations for Super Twin Bike

Machines in accordance with the Top Fuel Bike regulations. Powered by a single 4-stroke engine with a maximum of two pistons/cylinders and a minimum of 750 cc.

Engine

- Maximum displacement of engine 3000 cc for normally aspirated motorcycles. Using up to 100% Nitro methane.

- Maximum displacement of engine 2000 cc for super charged or turbo charged motorcycles using Nitro methane. Maximum allowed Nitro methane 90% mixed with methanol.

- Maximum displacement of engine 1700 cc for super charged or turbo charged motorcycles using Nitro methane. Using up to 100% Nitro methane.

Restrain System

Engines running on Nitro methane there the cylinder head not is direct mounted in the crankcase, shall have a cylinder restrain system for the cylinder head. (Equipment according to SFI 46.1 is recommended).

Wheelbase

Minimum wheelbase 1800mm

Tyres

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

Top

RR 010 SPORTING RULES FOR WOMEN'S EUROPEAN ROAD RACING CHAMPIONSHIP

Everything printed in **BOLD** is new or changed for **2007**.

RR 010 SPORTING RULES

RR 010.1 GENERAL

The UEM has established the Individual **WOMEN'S EUROPEAN ROAD RACING CHAMPIONSHIP** according to the rules of the UEM Sporting Code, the UEM Road Racing Rules and this appendix. This appendix is an addition to RR 01, RR 02 and **RR 03**.
This EC is reserved for lady-racers only.

RR 010.2 MOTORCYCLES and CLASSES

Races are open to motorcycles as defined by the "**Technical Appendices in the FIM Regulations for INTERNATIONAL ROAD RACING MEETINGS.**"
Brake discs must be of ferrous materials.

RR 010.2.1 CLASSES

2 Classes will ride together, but with separated classifications:
- **Stocksport** 600 Class (401 cc and up to 600 cc 4-cylinders and 401 cc and up to 750 cc 2-cylinders)
- **Stocksport** 1000 Class (over 600 cc 4 cylinders and over 750 cc 2 cylinders)

Except for what is allowed by the FIM **Stocksport** Technical rules (FIM 2.7), the motorcycles must remain as originally produced by the manufacturers.

All motorcycle models (faired and naked) are admitted, even if not included in the "list of homologated models" (see Appendix A to the FIM **Stocksport** Regulations). They must be produced after 1995.
When a model is not included in the above "list", the rider or team must provide the promoter and the UEM a document, containing all the bike's technical specifications, certified by the manufacturer or the respective official importer.

RR 010.3 TYRES

While there are no restrictions for tyre brands, all tyres must be compulsory carved. Slick tyres are strictly forbidden.

RR 010.4 ROUNDS

At least 1 (minimum) and 4 (maximum) rounds should be arranged for the **EC** under patronage of the UEM.
It is possible to run two races in an event, which will both count for the EC.

RR 010.5 LICENCE

See RR02.4.1

RR 010.6 ACCEPTANCE OF INSCRIPTIONS

Maximum 88 riders are accepted for practice.
The number admitted to the race depends of the capacity of the circuit (see Art.RR 02.4.3).

RR 010.7 DISTANCE OF RACES

The races must correspond to the distance of 40 km minimum and 50 km maximum.

RR 010.8 PRACTICE

There must be at least one free practice and two qualifying practice sessions with a minimum duration of 25 minutes each. During these practices, all the laps of each rider will be timed.
If there is a possibility in the time schedule and in agreement with the Organiser, it is possible to run two races per event. Than there is only one qualifying practice. To qualify for the race, a rider must achieve at least a time equal to 120% of the time recorded by the fastest rider of her class

RR 010.9 TIMETABLES

FIRST DAY
Administrative registration, technical **safety** verifications and other formalities.
Free practice

SECOND DAY
2 Qualifying practices, OR:

1 Qualifying practices + 1 Race

RACE DAY
Warm-up practice
Race

RR 010.10 ENTRY FEE

The entry fee is fixed to maximum € 150,00 per rider, per class and per event, as far as the entry form arrives on time to the promoter. If the inscription is received by the promoter after the closing date of entries, the entry fee will be € 200,00 per rider and per event.
The N° of the banking account for the transfer of the inscription fee in favour of the promoter appears in the Supplementary Regulations of the event.

RR 010.21 TECHNICAL REGULATION

See **FIM rulebook "International Road Racing Meetings"** chapter: STOCKSPORT TECHNICAL REGULATIONS for 600cc and for 1000 cc.

Top

RR 011 EUROPEAN CHAMPIONSHIP POCKET BIKE

Everything printed in **BOLD** is new or changed for **2007**.

RR011 EUROPEAN CHAMPIONSHIP POCKET BIKE

RR011.1 SPORTING RULES

RR011.1.1 DEFINITION

The UEM establish every year a European Championship series, for riders on Pocket Bikes. This rule is an addition to RR 01 and RR 02 with exception of art. RR 02.2; 02.4.2; 02.4.6; 02.5.4 and 2.5.6.

RR011.1.2 ROUNDS

A maximum of three (3) rounds with two races each, should be arranged under jurisdiction of the UEM. In principle in the time frame between July 1st and August 31st of each year.

RR011.1.3 CLASSES, AGE LIMITS AND RIDERS WEIGHT

Class	**Age limits**
JUNIOR A 2-stroke	7-9 years old
JUNIOR A 4-stroke	7-9 years old
JUNIOR B	10-12 years old
SENIOR MINI	13 years and up
SENIOR OPEN	14 years and up

A class will count only for the Championship if there are more than four (4) riders.

The limit for the minimum age starts on the date of the rider's birthday. The limit for the maximum age finishes at the end of the current champion year.

There is no weight limit for the riders.

RR011.1.4 LICENCE

All riders must have a valid UEM Junior licence (Annual or One event) and an approval of their FMN.

RR011.1.5 BIKES

Only Pocket bikes of categories as defined in RR011.2 of the Technical Rules are allowed.

RR011.1.6 CIRCUIT

The circuit must comply with UEM rules RR 07 (SRRC) and must have an FMNR homologation.
It must be between 350 and 600 meters long. The starting grid should be minimum 5 meters wide. Between any two track sides, the clearance must be at least 4 meters.

RR011.1.6.1 MAXIMUM NUMBER OF RIDERS

	Length	**350 > 450 m**	**450 > 500 m**	**Over 500 m**
Width	4 > 5 m	16 riders	18 riders	20 riders

Width	5 > 6 m	18 riders	20 riders	22 riders
Width	Over 6 m	20 riders	22 riders	24 riders

RR011.1.6.2 STARTING GRID FORMATION

The width of the Starting Grid is that provided by the FMNR homologation, except different decision from the Jury President.

There must be a 1,5 meter distance between each row.
The Pole Position is on the same side as the first turn.

RR011.1.7 APPLICATION AND ENTRY FEE

The organising club must receive the applications in writing **(by mail is preferred)** not later than 14 days prior to the Race date. The entry fee is **€ 75,00** (or equivalent in local currency) and will be collected during administrative scrutineering.

RR011.1.8 SCRUTINEERING
Administrative registration:
All riders must present their valid racing licence. For riders younger than 18 years: responsible is their statutory representative (proxy). This statutory representative must be present during the whole event.

Technical scrutineering:
a) a maximum of two bikes are allowed for each rider;
b) the outfit and all personal safety equipment is subject to inspection.

Both scrutineerings must be done before participating in the practices.

RR011.1.9 RIDERS BRIEFING

Riders and statutory responsible representative's briefing must be held **before the first race** in all rounds of the EC. Participation is compulsory.

RR011.1.10 OUTFIT AND SAFETY EQUIPMENT

During practice and race, the riders must wear the following clothing, footwear and protections:

a) protective full-face helmet (homologated according FIM Technical rules)
b) leather (or other durable anti-abrasion material) suit
c) gloves of durable material
d) ankle**-**length leather (or other durable anti-abrasion material) boots
e) knee protectors
f) back protector

Elbow and shoulder protection are recommended.
All this must fit properly.

RR011.1.11 RIDERS BEHAVIOUR ON THE TRACK

1. Riders may not hinder each other on the track.
2. Riders **(when riding)** must continuously **keep the lower part of** their feet **in contact with** the foot bar, especially in the corners. Failing in this will be punished by deleting

the fastest lap for each infringement during the concerning practice. During the race, the penalty is 1 sec. added to his total race time.
Exception: is, to sign when entering the pit lane.

3. Riding in opposite direction is absolutely forbidden.
4. Voluntary stopping on the track is not allowed.
5. Proof starts are only allowed after the chequered flag and on a safe place of the track.
6. The speed in the pit lane is, walking speed.

RR011.1.12 FREE PRACTICE

Minimum of one free practice must be planned on the first day of the event. This must be at least **10 and maximum 15** minutes long.

RR011.1.13 QUALIFICATION PRACTICE

Two (2) qualifying practices will take place for each class. Each practice must be at least 10 minutes long.
In the case that the number of riders exceeds the capacity of the track (according the track homologation), the organiser must program two practice groups. If a class is split into several groups, these groups must be determined by ballot. Each group must be composed of the same number of riders rounded off to the nearest figure. Changing from group is not allowed.

RR011.1.14 STARTING GRID

The starting grid will be based on qualifying practice results of the first day with the fastest riders on the first row. In case of two races, the starting grid will be the same for both races.

RR011.1.15 RACE

The distance for a race of each category is as follows:

JUNIOR A	8 min + 2 laps
JUNIOR B	11 min + 2 laps
SENIOR MINI / OPEN	14 min + 2 laps

The remaining time must be clearly visible shown to the riders at the start/finish line by a Count-Down clock. The last laps must be shown by a good visible black board with white numbers (2 and 1).

RR011.1.16 TIME SCHEDULE

If races take place over two days, the time schedule is as follows:

FIRST DAY
Free Practice
First Qualifying Practice
Second Qualifying Practice
Race

SECOND DAY

Free Practice
Race

RR011.1.17 START PROCEDURE

1. Riders start Sighting lap from the pit lane within 15 seconds. Then the pit lane exit will close.
2. Riders take up their position on the grid according to their practice results.
3. If all riders are on their position, the start marshal **must show a "30 seconds" board. After this time he** will give the start signal for the Warm Up lap with a green flag. Any rider(s) who are still in the pit lane, may start the Warm Up lap from there.
4. After coming back on the starting grid, riders must take up their right position. If a rider starts from a wrong place **which gives him an advantage**, he will be punished with a **10** seconds penalty.
5. When all riders are on their position the official with the red flag walks to the side of the track.
   Than the starter will switch on the red light. After 2 to 5 seconds the red light switches off. This is the start of the race.
6. No one may attempt to delay the start.
7. If a rider delays the start, in case of a re-start, he must start from the last place.
8. Any rider who is still in the pit lane, may start the race from there after the group has passed the exit.
9. If the start is not regular and a restart must perform again, it will starts from point 4. of this art.
10. Change of machine is permitted until the leader has passed the finish line after the first lap.

RR011.1.18 ANTICIPATION OF THE START (JUMP-START)

Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President will decide if a penalty will be imposed and must arrange information to the team and the rider to be notified of such penalty.
The penalty is **10** sec. added to the total race time.

RR011.1.19 PRIZES

Prizes will be assigned to riders based on classification in each race. **There must be at least prizes for the first ten qualified riders.**
Material prizes are recommended.

RR011.1.20 FINAL CLASSIFICATION FOR CHAMPIONSHIP

According to art RR02.9. Riders receive points for each race in accordance with points table on article RR 01.15.4. Final classification is based on the results of all races.

RR011.1.21 PROTEST

Protests must be submitted in accordance with the UEM Disciplinary and Arbitration Code, together with a fee of EURO 130 (or equivalent sum in national currency).

RR011.1.22 INSURANCE

Insurance must be arranged by the organiser and must carry out a policy in accordance with national legal obligations. Name of insurance company must be published in Supplementary Regulations.

RR.011.1.23 OFFICIALS

FMNR have to assign the following officials who must be a holder of a UEM or FIM licence for each event of European Championship (see Art. RR 02.3):

a) Clerk of the course
b) Chief Technical Scrutinizing
c) Chief Timekeepers

RR011.1.24 JURY

According RR 02.3.1

RR011.2 TECHNICAL RULES

RR011.2.1 SPECIFICATIONS

Pocket Bikes are special racing motorcycles equipped with combustion engines.

RR011.2.2 DIMENSIONS JUNIOR A, B, SENIOR MINI AND SENIOR OPEN

Wheelbase:	max 620 mm
Length:	max 900 mm
Seat height:	max 385 mm
Max height	Max 540 mm

RR011.2.3 DIMENSIONS SENIOR MIDI (only allowed in Senior Open class)

Wheelbase:	max 675 – 730 mm
Length:	max 965 – 1060 mm
Seat height:	max 425 – 460 mm
Max height	Max 620 mm

RR011.2.4 ENGINE

Single cylinder engine with max. displacement 40 cc (two stroke) or 90 cc (four stroke), air or water cooled, equipped by centrifugal clutch, only single gear.

RR011.2.4.1 ENGINE FOR JUNIOR A 2-Stroke AND JUNIOR A 4-Stroke

Engine as in RR011.2.4 with power restriction:

- Restriction for 2-stroke: of minimum 3 mm thick and a maximum circular hole with a diameter of 9 mm in the **exhaust port** and before the **exhaust header pipe**.
- Restriction for 4-stroke: of minimum 5 and maximum 10 mm thick and a maximum circular hole with a diameter of 10 mm in the inlet port but after the **mixing area of the** carburettor.
- 4-Stroke may have only a 2 valve cylinder head.
- No water cooled engine.

RR011.2.4.2 ENGINE FOR JUNIOR B

Engine as in RR011.2.4.1 with power restriction:

- Restriction for 2-stroke: of minimum 3 mm thick and a maximum circular hole with a diameter of 14 mm in the **exhaust port** and before the **exhaust header pipe**.
- Restriction for 4-stroke: of minimum 5 and maximum 10 mm thick and a maximum circular hole with a diameter of 15 mm in the inlet port but after the **mixing area of the** carburettor.
- 4-Stroke may have only a 2 valve cylinder head.
- No water cooled engine.

RR011.2.4.3 ENGINE FOR SENIOR MINI

Engine as in RR011.2.4.2 without power restrictor.
Air or liquid cooled is allowed.

RR011.2.4.4 ENGINE FOR SENIOR OPEN (AND SENIOR MIDI)

Engine is free within the figures mentioned in article RR011.2.4.

RR011.2.5 CARBURETTOR

Any serial produced carburettor with max diameter of diffuser:
- 15 mm (circular) for Junior A and B, Senior MINI 2-stroke;
- 16 mm for Senior MINI 4-stroke;
- free for Senior OPEN

The diffuser may be oval but the square must not exceed the maximum size (15 or 16 mm).

RR011.2.6 MUFFLER

The muffler of any design may not overlap rear line of motorcycle. The noise limit is: 97 dB/A at 8.000-9.000 Rpm.
The header pipe before the muffler for Junior A/B must be a cylinder. Long: 280 mm with a max diameter of 25 mm Ø.
A cable operated valve in the outlet is not allowed for all categories.

RR011.2.7 WHEEL AND TYRES

Rims must be from serial production of motorcycle producer. Tyres can be with or without profile.
Dimension of wheel with tyre: Min. diameter: 240 mm
Max. diameter: 280 mm
Max. width: 110 mm

RR011.2.8 FUEL AND LIQUID

Lead free gasoline max. octane number 100. Liquid of the cooled circuit as FIM Technical rules.

RR011.2.9 STOP (KILL) SWITCH

Kill switch must be placed on left or right side of the steering bar, easily reachable by riders hand and must securely stop the running engine.

RR011.2.10 CONTROL LEVERS / HANDLE BARS

Max length of levers / handles is 120 mm. Each lever / handle must have a ball ending with min. diameter of 14 mm.
It is allowed to flatten the ball to 10 mm. Borders of flattened surface must be rounded with min. radius of 5 mm. This ending must be an integral part of lever / handle. Each lever / handle must be mounted on a separate pivot.
The maximum width of the handlebars (**total steer from** left **to** right) is **550** mm.
Handlebars must have at least 20 mm of free space between any part when in maximum positions.

RR011.2.11 FOOTRESTS

Maximum **length** of the footrests, from top view is 45 mm. Footrests can be of a tip-up type, but must be equipped with a device, which will return them automatically to normal riding position. Each footrest must have integral ball ending cover with min. 8 mm diameter. If footrests are not of tip-up type, they must be equipped with a rubber or Teflon cover.

RR011.2.12 BRAKES

Motorcycle must be equipped by two independent concentrically operating brakes. One brake is for the front wheel and second brake is for the rear wheel. **Hydraulic brakes are forbidden in the Junior classes**.
The mounting bolts of the discs of 6 mm Ø are recommended.
The front wheel brake must be covered to prevent physical contact with the brake disc.

RR011.2.13 TRANSMISSION

Transmission rates are not limited. The chain must be covered by responsible way from the footrest.
A chain guard must be fitted in such a way as to prevent any **direct** physical contact **possible** between the chain-run and the sprockets.

RR011.2.14 LINING AND FAIRING

Sharp edges have to be rounded by 8 mm radius.

RR011.2.15 NUMBER PLATES

The colour of the numbers and the background of the numbers are free in all classes, but must be clearly contrasted from each other.

Each motorcycle **must have** two rear number plates, one on the left side and one on the right side and one number plate on the front windshield-fairing. A minimum of 10 mm width free room, must be around the numbers. Shape of the numbers must meet FIM standards.

Inclination of front Number Plate will not exceed 15 degree from the vertical.

Numbers sizes:

Front number	height 100 mm	width 45 mm	thickness of line 15 mm
Rear number	height 70 mm	width 35 mm	thickness of line 10 mm

RR12 UEM SNOWMOBILE DRAG EUROPEAN CUP

TITLE AND GENERAL

The UEM holds a European Snowmobile Drag Cup, organised each year.

SNOWMOBILES AND CLASSES

SNOWMOBILES

The races are open to snowmobiles as defined in Drag Racing Technical Rules UEM RR09.

Classes

The class will be:

- Pro Stock Snow (PSS)

Additional races

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

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 RR08 type C or better

OFFICIALS

According to UEM RR06.4

SUPPLEMENTARY REGULATIONS

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

RIDERS

Licence

Riders must be in possession of a valid UEM (one year or one event), another CONU or an FIM World Championship licence, which is provided by the riders FMN.

Number of starters

The maximum number of riders admitted in all classes is 16. If less the 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. For a 16 snowmobiles field format then13 qualifiers must be within 120% of the number one qualifier to be qualified. This also applies for any alternates if more than 16.

QUALIFYING

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.

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.

Alternates

In the first round, alternates will stand ready in the starting area and take the first empty spot in the ladder (see RR05.9.1). They will only be eligible for points and prize money from that stage on.

RACES

Schedule of races

In general races should be finished by 5.00 pm. The preferred timetable is 10.00 for the first run and 13.00 for the semi-final and 16.00 for the final.

Runs

The time limit between 2 runs:
If possible, a time limit of 2 hours should be foreseen in between 2 runs. Exceptions are possible if both participants of a run agree or according to a decision of the Jury.

PROTEST

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.

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 5.6 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.

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% is not the record valid.

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 do have the same record will the rider that make the record first have the credit. All records for time are up to 1/1000 of a sec and for speed up to 1 km/h.

ENTRY FEE EVENT

Entry fee is €100 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 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

PRIZES

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 3 hours after the finish of the race. Not collected prize money will revert to the organizer.

Minimum prize scales

The following amounts are shown in Euro:

Pro Stock snowmobile:	each qualified rider	50
	each win in the race	100

TICKETS

Each entrant will have 5 entry passes. One ticket for the rider and 4 tickets for his crew and two vehicles passes for each entry. Additional tickets should be available to all entrants at a discounted price.

POINT ALLOCATION

Points are allocated as follows:

Attendance each rider who is present and whose snowmobile has passed technical inspection	10
Qualified for elimination	10

An extra 1 points ascending for each qualified rider, i.e. in a full field of 8 snowmobiles the No 1 qualifier gets 8 points and number 8 get 1 point. If only 6 riders qualify No 1 will get 6 points and No 6 will get 1 points

An alternate that take place in the elimination	10
Elimination's each winning run	10

Bonus

European Cup record E T	5
European Championship record T S	3
If one rider make both ET and TS at the same event	10

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

FINAL PLACING IN THE CUP

In case of a tie at the end of the Cup: if two or more riders have the same number of points, they will be separated respectively by the numbers of victories in that year in the championship, by the numbers of second, etc.

RR13 UEM TECHNICAL RULES FOR DRAG SNOWMOBILES

General Construction Rules

The general regulation applies as long as the nothing else is stated in the class regulations.

Chassis

Snow flap

All snowmobiles must have a snow flap designed to intercept parts loosening from the suspension and track. The snow flap shall be constructed in such way that it may not be pulled in to the tunnel during the race.

Lifting handle

All snowmobiles shall have a type of lifting handle in the rear of the tunnel. This handle can be a stock bumper.

Hood

Hood/side-plates hinges or straps must not be longer than 150mm.

Streamlining

Streamlining must be made so the rider leaves the snowmobile without removing any parts of it. It must not create difficulties for the rider to control the snowmobile.

Air dam / Spoiler

All snowmobiles must be equipped with a front spoiler. The spoiler cannot be installed to extend further than 40 mm in front of the front bumper of snowmobile, and not further back than the end of the ski. If the spoiler is mounted perpendicular to the skis, it must maintain a minimum of 25mm ground clearance. If the spoiler is mounted in front of the skis, it must maintain a minimum of 50mm ground clearance from ski to ski. Spoilers are not permitted to affect the photocells. There should be min 75 mm ground clearances under the belly pan, behind the skis. Suspension side skirt / or spoiler is permitted. The spoiler shall not prevent normal steering operations.

Handlebars

Handlebar ends must be solid or rubber covered. Whatever the position of the handlebars it shall never be able to touch the snowmobile tank – seat area. Aluminium handlebar is not allowed.

Seats

Seats must be constructed to give the rider a safe riding position, and must not be dangerously uncomfortable.

Cooling circuits

Quick disconnects and flow directional valves are allowed. Cooling circuits can be removed or modified but must be dimensioned so that no disturbance occur. Only clean water or special designed coolant such as VP Cool Down is allowed in the cooling circuit.

Chain case

Every snowmobile must have a chain case with cover to envelope the drive chain. The case must cover the chain 360 º.

Clutch cover
Clutches must be covered down to centre of clutch bolt or below. The clutch cover material must be minimum 2mm of steel or 3 mm of aluminium. The stock cover can be used if an armed rubber belting min 10 mm thick is mounted on the cover. The belting must be as long and wide as the stock cover, and secured with min 3 M6 bolts in each end. The stock cover must also be modified to cover down to centre of clutch bolts, with min thickness 2mm of steel or 3 mm of aluminium. The cover must be securely fastened

All snowmobiles must be equipped with a clutch cover. Nor holes or openings in cover, is allowed in the rotating direction of the belt cover.

Drive system
All snowmobiles must use one drive and one driven clutch with a drive belt as only transmission between the engine and the track.

Driving wheel/Drive sprockets
The driving wheel/drive sprockets must not be mounted closer to the ground than minimum chassis travel allows.

Jackshaft/drive axle
Jackshaft may be changed or modified. Welding on jackshaft not allowed.
Track drive axle may be changed or modified. Welding on track drive axle not allowed

Track
Only Camoplast Challenger tracks special designed for asphalt are allowed. The track serial number shall be visible on the left side of the snowmobile.

Brakes
The snowmobile must be equipped with minimum one effective brake. Stock or after-marked control levers can be used even though they are not equipped with a 19mm ball end. Additional brake on the drive shaft is allowed as long as the brake disk is placed inside the chassis tunnel.

Suspension

Front suspension
The front suspension shall be dimensioned for racing on an asphalt race track.

Rear suspension/ Boogie
Any type of boogie is allowed. The boogie shall have enough wheels or rollers to ensure that the slides to not touch the track. The hyfax/plastic slides must be removed from the stock boogie. Boogie wheels/idlers and rollers may be made of aluminium.

Travel in suspension – front and rear
For running on the asphalt the snowmobile must have minimum 25 mm of travel. Travel must be measured when the driver sits on the snowmobile.

Rod ends
Outer rod ends shall be secured by using lock washers. Ensure that rod end motion is maintained. Use of stock rod ends which cannot be ensured with lock washers are not allowed.

Skis
Any commercially available aftermarket asphalt ski or copy is allowed. Minimum length of ski 450mm, maximum length 550mm. Both skis must be identical and not staggered on snowmobile.

Fuel
Any kind of unleaded pump fuel or unleaded racing gasoline is permitted.
Use of propylene oxide and/or Nitrous oxide prohibited.

Fuel Tanks and system
Fuel tank must be securely mounted to the snowmobile. All snowmobiles must have operational fuel shut-off valves. Use of non-stock fuel tank is allowed. Pressurized fuel cells

or system is not allowed. If 2 or more fuel cells are used they should be configured to simultaneously deliver fuel to the engine.

Fuel system

Artificial cooling or heating prohibited. Circulation systems not part of normal fuel pump system prohibited.

Fuel lines

All fuel lines shall be of the reinforced type and fastened with clamps. Fuel lines made of Silicon or Viton of good quality may be used.

Kill switch

All snowmobiles shall be equipped with a kill switch system, which disconnect the primary ignition loop, and cuts any automatically fuel delivery system, if the driver leaves the snowmobile. The kill switch shall be possible to activate in all directions. The kill switch lanyard shall be fastened to the driver's wrist. The lanyard may not be extended or cut.

Ballast weights

Ballast weights bolted to the snowmobile is allowed. The weight must be fastened with min one M8 or two M6 bolts of min 8.8 quality. Lock nut and lock washer must be used. No weight belts is allowed on the rider

Computers

Computers may be used, for information gathering only. All electronic systems, including electronically assisted traction control system, apart from the ignition and injection, are strictly forbidden during the race. Throttle operation and braking, etc. are to be solely under the control of the rider.

Warm up stand

All snowmobiles must be equipped with a warm up stand. The stand shall cover the rear of the tunnel. The rear plate of the stand must be min 2 mm thick steel plate or 4mm aluminium plate. The plates may be welded or bolted to the stand. Wheels may be added to the stand in order to push the snowmobile to start area.

Attention! During all preheating the snowmobile must be operated on the warm up stand. During all preheating the kill switch lanyard must be fastened to the operator.

Number plates

All snowmobiles shall have number plates on both sides of the hood. The number plates should be easy to read. Use light numbers on dark background or vice versa. The recommended size of the numbers should be:

Height 15 cm
With 5 cm

Protective Clothing and Helmets

According to UEM RR09.

Special Regulations for Pro Stock Snowmobile

Definition

All snowmobiles in this class must begin as a stock qualified production snowmobile and retain OEM stock appearing profile. Modified for Drag Racing and gasoline burning. Super charging and turbo charging is NOT permitted.

Engine

2-stroke or 4-stroke engines

The class Pro Stock Snow is regulated trough a weight limit system. The system gives different weight limits depending on numbers of cylinders, 2 or 4 stroke engines, volume and type of crankcase. Any modification of cylinder, cylinder heads, reeds or carburettors /injection /inlet manifolds are allowed. Aftermarket injection is allowed.

Snowmobile equipped with 2-stroke engines could use any type of crankcase as long it is specifically designed and manufactured for snowmobile use. Any modification in and outside is permitted. Outboard, motorcycle, aircraft or automotive engines are not permitted. Watercraft engine "Hot Seat" is permitted.

Snowmobile equipped with 4-stroke engines must use OEM crankcase. Any modification in and outside is permitted. Chassis and crankcase must be from same model and brand.

Any location of engine inside belly pan and under engine hood is permitted, as long it does not change outside stock appearance. Driveshaft must be in OEM location.

Motor mounts/Torque arms
Stock or commercially available aftermarket motor mounts are allowed. Fixed mounting of the engine is allowed. Uses of torque arms are allowed.
Exhaust pipes
Stock or commercially available aftermarket pipes are permitted, provided that they fit under the engine hood. The pipes may extrude through the belly pan or hood or seats long as the stock appearance not is changed drastically. It is recommended that the pipes extrude at back of the seat or sideways out of belly pan and not towards the ground.
Cooling circuits
Radiators and ducting may be used as long as OEM appearance remains. Radiator must be functional and not protrude beyond the belly pan. The maximum opening in belly pan not to exceed 645 mm^2.
Drive line
Clutch
Stock or commercially available aftermarket driven and drive clutch is allowed.
Drive sprockets/wheels
Drive wheels may be changed or modified, as long as they fit into the chassis/tunnel without modifications.
Drive chain/gear
Stock or commercially available aftermarket drive chain and gears is allowed as long as they fit in to the stock chain case. Chain case and cover must be from Stock qualified model within the brand. Chain case may not be modified
Suspension
Front suspension
Front suspension components may be modified or changed as long as stock configuration is maintained. An original A-arm must be replaced with A-arm and an original trailing arm chassis must be replaced with trailing arm
Spindles may be strengthened or replaced with a stronger spindle. Minimum wall thickness is 3mm and minimum outside diameter is 19mm. Inspection hole required if wall thickness is not visible. All components must maintain structural integrity, using different material than stock is allowed as long as stock appearance and dimensions is kept. The following types of material are allowed; steel, chromemoly and titanium.
Any type of shocks and springs are permitted.
Torsion bars
Torsion bars and housing can be removed.
Steering system
Steering equipment
All parts in the steering shall be stock or stronger. Steering rod can be modified or changed to stronger type than stock. Light weights parts are not allowed.
Any type of handlebar is allowed as long as it not degrades the security.

Chassis

Hood

Use of non-stock hoods is allowed, as long as the stock appearance is kept. Stock ventilation holes can be closed. Extra ventilation holes may be made as long as the stock appearance is kept. Extra scoop is not allowed.

Belly pan

Modification of the belly pan is allowed as long as the stock appearance is kept.

Isolation

The stock isolation can be removed as long as the stock appearance is kept.

Seat

The seat can be lowered max 50mm. The seat padding may be made of other material than stock as long as stock appearance is kept.

Chassis

Aftermarket chassis is permitted as long as the OEM appearance is kept.
Adding aftermarket tunnel extensions is permitted as long as the chassis keep an appearance equivalent to the OEM tunnel extension option. Reinforcement of the chassis is permitted as long as the OEM appearance is kept. Some modification in the front frame/bulkhead is permitted for installing other crankcases and cylinders without sacrificing strength. Change to stronger engine plate in newer models is permitted. Change chassis angle between tunnel and bulkhead is permitted as long OEM parts from same model and brand is used. Tubular front ends are not permitted

Weight Limits

Minimum weights of snowmobile and rider. See webpage of SVEMO.SE

EUROPEAN GSX-R CUP 2007

SUZUKI MOTOR CORPORATION (SMC) and RACING INTERNATIONAL PROMOTION (ALSTARE GROUP MEMBER) are proud to present the 2007 GSX-R SUZUKI EUROPEAN CUP(SEC) , a unique and fantastic event for ambitious riders.

In 2007, the series will take place over 6 rounds, during the Corona Extra Superbike World Championship.

SMC and RACING INTERNATIONAL PROMOTION will provide participants with a complete service for the entire championship.

The participants will use the bikes of the SEC 2006. The bikes will be revisioned and repainted very near to the standards GSX-R Colour blue/white, with the different countries flags on the fairing and in the front of the bikes.

Please read the General Rules carefully.

GENERAL RULES

1 TITLE & GENERAL

The Suzuki GSX-R EUROPEAN CHAMPIONSHIP, organised each year, is a one make Championship consisting of 6 rounds.

The same officials, i.e. Race Director, Technical Director, Medical Director, FIM Safety Officer, Starter, Clerk of the Course, International UEM Jury, FIM Stewards, Disciplinary and Arbitration, who manage the Superbike, Supersport World Championship (in accordance with the FIM Road Racing World Championship Superbike and Supersport Regulations) will manage the SEC as well.

The penalties, amount of the fines and the Disciplinary and Arbitration Code conform to the FIM Road Racing World Championship Superbike, Supersport Regulations, except for the limit for protest – 30 minutes at the latest after the publication of the results.

2 RIDERS

Distributors and Importers (at the indication of the SMC) will enrol their designated riders in conjunction with the SMC.

- Riders must be in possession of a **UEM Road Racing or UEM PROMOSPORT** LICENCE (1 Year or 1 event + the National Licence and the Starting Permission of the National Federation of each rider). UEM Licences will be available by the National Federations.
- Insurance coverage for the rider must be made by his National Federation for the races where Starting Permission is issued.
- In the Starting Permission will be stated the insurance coverage for the rider made by his National Federation for the races where the Starting Permission is issued.

- Riders who are supported by a distributor in the form of racing machines, parts and financial support in excess of 10,000 Euro will NOT be eligible.

- Riders who have more than 3 years professional racing career will not be eligible.
- Age limit of riders: Birthday not before the 1St of January 1984.
- The wild cards have no such limitations (No age limit).

- The riders can't do double start in other race series at the same weekend.

3 RACES

The SEC 2007 will be spread over 6 rounds during the weekend of the SBK Championship on:

15 April VALENCIA - Spain
29 April ASSEN - Netherlands
27 May SILVERSTONE - GB
17 June MISANO - Italy
09 September LAUSITZRING - Germany
07 October MAGNYCOURS - France

PRACTICE: Friday 45 minutes of qualifying practice, Saturday 40 minutes of qualifying practice.

Riders must complete a minimum of 5 laps of the circuit during the qualifying practice. All riders who complete a minimum of 5 laps of qualifying practice are admitted to the grid of the race and also if the time obtained is within 10%of pole-position's time. The Organisers (D. Mutti, F. Pirovano) will check the qualifying times of practice and if a rider is very slow the Organiser will inform this rider that they can start the race but, after two laps, they must enter the pit (for safety reasons), otherwise the Organiser will ask the Race Director to black flag them.

The time obtained in qualifying will determine grid positions.

Each round will consist of one race.

If Friday and Saturday practice are dry and the race is wet, the riders will make two inspection laps and can then stop on the grid to modify suspension setting and /or change tyres. In this case the race distance is reduced by one lap.

The points will be awarded according to the criterion adopted by the World SBK/WSS Championships (25-20-16-etc.). Wild cards do not score any points.

4 PRIZES

Race prizes and final prize money.

For each round

1° place: 1.000 Euro
2° place: 500 Euro

3° place:	350 Euro
4° place:	250 Euro
5° place:	200 Euro
6° place:	180 Euro
7° place:	160 Euro
8° place:	140 Euro
9° place:	120 Euro
10°place:	100 Euro

For overall ranking:

Series Champion:	3.000 Euro
2nd Ranking:	2.500 Euro
3rd Ranking:	2.000 Euro

Pole position: 500 Euro

The wild card riders do not take the prizes.

5 THE BIKE

The bikes will be the bikes of the SEC 2006. The bikes will be revisioned and repainted very near to the standards GSX-R Colour blue/white, with the different countries flags on the fairing and in the front of the bikes.

The following modifications will be permitted during the weekend:

Riding position

The seat height may be modified (through padding).

The position of footrests and levers may be altered.

The height and angle of the handlebars may be altered.

Suspension

Suspension settings maybe modified (by the normal adjusters).

The springs of front fork and rear shock may be replaced with the assistance of the Andreani group , and they will also be able to alter the front - and rear ride height.

Gear ratios

Every bike will have a selection of front and rear sprockets and the rider can choose his own combination.

Carburation

The carburation may be altered (enriched or weakened) by use of the exclusive tool supplied by Racing International Promotion.

Any other modification (not mentioned above) is absolutely forbidden: punishment – disqualification.

6 TYRES

There will be a limit of three rears and two fronts for the weekend + tyres for rain in case of necessity – as follows:

For dry conditions, there will be three rears and two fronts available in total for use in practice and the race.

For wet conditions, there will be three rears and two fronts available in total for practice and the race.

If there are mixed conditions (dry and wet) during the weekend, four rears and three fronts in total will be available.

Each bike will receive one set of spare wheels for possible change in qualifying.

It is the rider's responsibility to manage the tyres during the weekend.

Each bike will be equipped with a set of tyre warmers for use during the weekend. Tyre warmers may be used on the grid, but the use of generators is not allowed. It is not permitted to use your own personal tyre warmers.

7 FUEL

The fuel will be supplied by the Organisation. Refuelling will take place in the Suzuki Cup Village and pre-race refuelling will take place 45 minutes before the start in the Village Parc Fermé.

8 SPARE PARTS

A spare parts service (for kit and standard parts) will be operated by Organisation in the Suzuki Cup Village.

Spare parts will be supplied to the Distributor/Importer who requests them. Riders and their mechanics cannot purchase them directly.

The kit spare parts and STD will be invoiced to the Distributor/Importer by the Organisation.

Obviously, there will be a limited supply of spare parts, which means, in case of irreparable damage, the bike will be excluded from the grid. The Organisation's decision to exclude such a bike is final.
The use of spare parts not supplied by the Organisation is NOT ALLOWED.

9 TECHNICAL INSPECTIONS / RIDERS-BRIEFING

On Friday at 13:00 in the Suzuki-Cup Village the Clerk of the Course will conduct a riders briefing and Licence check.
On Friday morning all the bikes will be checked by the FIM Commissioners to check if the safety measures are respected, leathers and helmets will be also checked.

Riders who are not present will incur an FIMUEM disciplinary penalty.

At the end of qualifying, an inspection will be carried out to confirm that there has been no tampering. If any irregularity occurs, the rider will be penalised and excluded from the grid.

The Organisation, in accordance with the FIM/UEM, can ask for the substitution of the ignition system on some bikes; in case of refusal, the rider will be disqualified.
Before entering the race track, all the bikes will be checked.
Should the bikes not correspond to the image that corresponds to the spirit of the Cup, the Organisation has the right to refuse entry to the race track.

Post race inspections will be carried out by the FIM technical commissioners, with the support of Organization's technicians.

For all technical regulations not specified above, the FIM/UEM regulations for the European Superstock Championship will be followed.

Possible appeals must be presented by the rider to the FIM as described in the FIM rules for road races.

10 CLOTHING

The Organization will provide riders and technicians with clothing, which must be worn during the weekend.

11 SPONSORS

No personal sponsors are allowed, except by financial agreement with the Distributor/Importer. There will be a space available for promotion on the bike's fairing at the discretion of the Distributor/Importer. However, this must not be in conflict with any of the SEC's current partners.

12 Behaviour

Anti-sporting, impolite and/or bad behaviour carried out by riders or their team will be liable to disciplinary and economic penalties (a fine of 500 – 10.000 EURO). The Organisation will invoice this to the Distributor/Importer and will deduct a part for image damage. In case of serious bad behaviour, the rider will be excluded from the championship. The Organisation's judgement is final.

NB Every Distributor/Importer and their riders and technicians must fully accept these rules. There will be no rule changes during the season. Note that all equipment is the exclusive property of RACING INTERNATIONAL PROMOTION and no parts may be removed.