Motorcycle Dragrace Regulations 2022

1. CLASSIFICATION AND STARTING SYSTEM

Drag Race motorcycle classification and starting systems are:

PROBIKE (EMV PB-category)
Pro-tree, time index 0.4 seconds.

STREETBIKE (EMV SB-category)
Sportsman-tree, time index 0.5 seconds.

BIKE BRACKET (Estonian Drag Racing Cup BB category)
Sportsman-tree, time index 0.5 seconds.

2. PROBIKE CATEGORY SPECIFICATION

2.1. ProBike general profile:

- Engine capacity of 400 cc or larger and maximum capacity or the number of cylinders is not limited.
- No limitations on fuel or superchargers.

2.2. ProBike technical regulations

Like the name and specification suggests, ProBike can be modified in any way with the goal to achieve the lowest possible elapsed time (ET) for the distance of 1/4 miles or 1/8 mile.

The following regulations are established in order to ensure essential safety.

Also, StreetBike category motorcycles can perform in the ProBike category but must be fully brought into conformity with the ProBike requirements and the vehicle must be presented to the technical commission for inspection. When the vehicle has passed the technical inspection then it’s deemed to be a ProBike category vehicle whereupon the ProBike category technical regulations shall apply both to the driver’s equipment and to the motorcycle.

2.2.1. Equipment:

- closed and double D strap racing helmet,
- full leather or imitation leather gloves, length of gloves must overlap the sleeves.
- covered racing boots that fully cover the ankle, at least as tall as the foot length
- separate back protector (not part of racing clothes),
- a special complete leather suit or two-piece suit zipped together with at least shoulder, elbow and knee padding. The zip must be fastening throughout the race. Can be replaced with a similar set of paddings and a leather suit without the padding.
- The whole suit must fit to the racer (in sense of sizing).

2.2.2. General modification principles

This guide shall not provide powers for modifications and all requirements and regulations by the

manufacturer shall remain valid. Therefore, the “derogations” mentioned in the following regulation may be realised/experimented on its own responsibility!
The replacement or changes on the power train, steering or structural construction's must always be at least as strong, or stronger than the original (is valid when the vehicle is based on some other manufacturer products).

2.2.3. Frame

Frame made solely from aluminium or non-metal must be original by a licensed manufacturer (motorcycle or frame manufacturer) and changing its geometry is not permitted. No rigid connections (including welded connection) can be removed.

Self-made/self-modified frame can be made of steel or chrome-molly, in case of frames from other materials (for example aluminium) the manufacturer (legal person/company) must be responsible for the constructional suitability/durability. In case there is no information on the manufacturer or modifier, the technical commission may allow this vehicle to the track under the racer’s own responsibility (this shall appear on the technical check paper, signed by the racer).

For suspension and other constructions supported on the frame, there shall only be limitations on technical durability and general safety, that follow the general modifications principles.

2.2.4. Front fork and suspension (front shock absorbers)

The minimum allowed diameter of suspensions must be 35 mm. Minimum of 50mm.of suspension travel gap should be measurable while vehicle standing in upright position in full starting weight (includes driver + riding gear). However, it must be monitored that the allowed minimal ground clearance must stay under the permitted limits (ProBike category minimally 50 mm). No part of the motorcycle, except the wheels, may touch the ground with the forks bottomed.

Handlebar shock absorbers (steering damper) is recommended.

2.2.5. Rear fork and suspension (swing-arm and rear shock absorbers)

Longer homologated rear fork must be by a licensed manufacturer, with a self-made or self-modified rear swing arm same regulations and derogations apply as explained in this regulation point 2.2.3. for the frame.

The location of the rear axle can also be changed with additional constructions (swing-arm extensions) which are mounted as pins to the original axle mounting slots and bolted, while following the general modification regulations. Rear suspension/shock absorber can be replaced with another serial manufacturer one, but its strength level must remain the same. However, it must be monitored that the ground clearance must stay in the permissible limits (ProBike category minimally 50 mm).

The rear suspension system may be altered as a rigid construction.

Wheelie-bars are allowed but the distance between the wheelie-bar wheel and ground must not exceed 100 mm (measured at starting weight).

The maximum allowed protrusion of chain adjuster regulation bolts may be up to 1/3 bigger than the original. After each added third, the bolt diameter must be increased by minimum of 1 mm. Chain guard, both the top and bottom (shark fin), is strongly recommended. If the foot rests are mounted to the swing-arm then the chain guards (both top and “shark fin” bottom guard) are mandatory!

2.2.6. Brakes

Homologated motorcycle front and rear brake discs/drums, slave- and master cylinders homologated may be changed or replaced. Only one of the two front brake discs with master cylinder and break lines may be removed. ABS system may be removed.

The ability to fully block the first and rear wheel must remain.
The rear brake is checked in starting weight (with the fuel and racer) while moving forward and front brake in the opposite direction.

2.2.7. Footrest and foot controls (rear brake and clutch)

Foot rests may be replaced and relocated but the mounting points must not generally be on the unsprang mass.

As an exception, the foot rests can be placed to the swing-arm, the minimum diameter of the mounting point of the foot rest can be 8 mm and the chain guards must be added in case of foot rests placed on the swing-arm (see also point 2.2.5).

Foot rests must be located in front of the rear axle centre point.

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

If the footrests are not originals, then the end of it must be spherical, with a radius minimum of 8 mm.

2.2.8. Handlebars and control levers (throttle, clutch, brake)

Handlebars, hand controls and cables homologated by the manufacturer may be replaced or modified.

A functioning ignition kill switch must be mounted to the right-hand handlebar or on the right side of a one-piece handlebar.

Throttle controls (throttle, cables and butterfly valve) must automatically close/reversible when it’s not being held by hand.

2.2.9. Fairings (brackets), covers and wind screen

Fairings, wind screen and mudguards may be replaced, changed or removed.

It is recommended to use a closed bottom fairing with a minimum capacity of 5 litres of fluid. This named recommended fairing will discharge the racer from any liability from an accidental leak and therefore from contaminating the track.

All protruding edges must be removed. Smallest radius allowed is 8 mm.

2.2.10. Fuel tank

The location of the fuel tank is not regulated, but strong enough cover and mounting must be ensured. Also, safe distance (or isolation) from threats like electrical systems and heat must me ensured.

Non-metal fuel tank (metal grounding element required) must be grounded to the frame.

Closed fuel cap must not leak.

2.2.11. Transmission/gearbox, power train

The replacement or change of the transmission or power train, using quick-shifters transmission is only allowed while following the general modification principles (see also point 2.2.2). Extra mechanisms of the gear box or ignition mechanism, for example quick-shift system is allowed. Fully automatic shifting-systems, including automatic gear boxes and the so-called slider clutches are allowed.

2.2.12. Generator, starter

Starter system may be replaced with any other starter system (also off-board). Generator may be removed or replaced with one from another manufacturer.

2.2.13. Cooling, coolant

The circulation system of the engines coolant and parts of it (for example oil) may be replaced or removed (for example if a solid coolant is used).
The cooling system piping and hoses may be replaced only with the same ones or with one technically more resistant. Covering radiators with a safety cover is recommended. As a coolant, distilled water or the mixture of water and ethyl alcohol is recommended. Only with solid or above-mentioned coolants the cooling fan with its sensor and wiring may be removed.

2.2.14. Air box and air filter

Air box homologated by the manufacturer may be replaced by another producer's, but the engine venting system (engine ventilation) must remain.
If the closed system is removed or the engine venting system opens to the air for another reason then it must be provided with an air tight hose directed to minimum of 250 ml container. It is STRICTLY PROHIBITED to direct the overflow of other liquids there.

Air filter element may be removed.

2.2.15. Ignition and fuel injection system, fuel injection and electronic control system

Control system (CDI/ECU) may be replaced. Telemetry is allowed. Local tuning is allowed.
Any kind of control or tuning from the distance is prohibited.

Fuel lines and hoses may only be replaced by the same or technically more resilient ones. Fuel filters may be added.

Fuel pump and fuel pressure regulator valve modifications or replacements are permitted, except electronic tip-over control unit, which must work with the same principle as the one homologated to the model.

The electronic tip-over system must stop the fuel pump (or ignition) if the motorcycle is accidentally falling sideways. In case the manufacturers tip-over system is not working, the motorcycle must be equipped with a similar emergency switch (the so-called kill-switch).

2.2.16. Engine

All replacements and modifications are allowed in accordance with the specification in 2.1. All additional openings to the engine corpus must be covered with thread or welded connections. All added welded connections with a positive oil pressure must be sealed.

2.2.17. Exhaust system

Exhaust pipes and silencers may be modified, replaced or removed. Exhaust must be directed away from the motorcycle (so it wouldn't heat it substantially) and the driver.

2.2.18. Wheels and tires

All wheels, adapters and bearings following their general modification requirements are allowed (2.2.2).

Any tire, which exceeds its wear limit when the race ends, are prohibited. Tyres without wear limit markings are not allowed.

All tires with speed index W, Y, ZR or produced specifically for drag racing or racing (usually marked as „for drag racing“, „racing use only”, „not for highway use”) are allowed.

Tire heaters are allowed.

*Wear limit has been exceeded when the marking by the producer is evened with the tire contact surface.
It is prohibited to self-change the wear limit marking.

2.2.19. Mandatory changes

1) All glass-made lights (also indicators) and mirrors must be removed if they are not covered with tape or some other material to avoid shards from the track.

2) All engine oil draining and filling caps and oil filter (not sealed by the manufacturer) must be sealed by a wire, or others, that prevents unscrewing the cap.

3) If a crankcase ventilation system is missing, then the ventilation must be directed to a oil catch tank in an easily accessible place and must to be checked before each start and emptied, if needed. Oil catch tank must be minimum of 250 cm^3.

4) If water or the mixture of ethyl-alcohol and water is used as a coolant, then the coolant overflow may be directed to a closed fairing. In its absence, or with all other coolants, the coolant overflow must be directed to at least 500 cm^3 transparent tank that needs to be checked before each start and emptied, if needed.

3. StreetBike category (SB) specification

3.1. StreetBike (SB) general description

Street type motorcycles, with engine capacity from 400 cc, upper cubic capacity not specified but the engine must comply with its homologation, i.e. it is prohibited to replace the original engine with an engine made for another model or with other type (and/or size) of engine and it is also prohibited to change the engine capacity ("Big-Bore") compared to the original capacity of the engine.

Fuel: engine must run on regular unleaded fuel (from a regular gas station), maximum lead content up to 0.005g/l (unleaded), except when some other fuel is required for the vehicle.

Air intake must maintain as originally homologated.

3.2. StreetBike technical regulations

Like the name StreetBike describes, the vehicles used have limited modifications, are basically street legal motorcycles, but also most of road racing motorcycles fit into this category.

The design of StreetBike motorcycles (front, rear and side) must comply to homologation (original) with additions or removals in allowed limits.

The following rules are established in order to ensure essential safety and limit the cost of the motorcycle. At the same time, the regulations leave limited room for modification and development.

3.2.1. Minimum requirements for StreetBike category

a) Equipment:

- closed helmets with a strap
- full leather or imitation leather or textile gloves
- motorbike or military boots (material is not regulated),
- separate back protector is not needed, but is recommended
- special motorcycle one- or two-piece suit with at least shoulder, elbow and knee padding (material is not regulated). Can be replaced with a similar set of paddings and racing suit without padding.
- the whole suit must fit to the racer (in sense of sizing).

b) StreetBike (3.1) and without any technical deviation motorcycle with:

- removal of rear-view mirror, tool kit and non-stationary optional equipment's is recommended,
- taped lamps (mandatory if they are made of class, applies also to mirrors that cannot be removed easily),
- without any technical modifications. This means that starting from the first modification where a difference to the Streetbike rules has been made, the motorcycle must be in compliance with ProBike requirements!

3.2.2. General modification principles

This guide shall not provide powers for modifications and all requirements and regulations by the manufacturer and requirements shall remain valid. Therefore the “derogations” mentioned in the following regulation may be realised/experimented on its own responsibility!

The replacement or changes on the power train, steering or structural construction's must always be at least as strong or stronger than the original.

Only decorative modification is not limited, except when they do not comply with requirements for commercial traffic.

All other modifications not described in the following regulations are prohibited.

3.2.3. Frame

Frame must be original in accordance with the homologated motorcycle and the change of its geometry is not allowed. Also, the suspension, support construction with axles must remain of original distance unless otherwise stated. Also, wheelie bars (suspension extensions) nor extra ballast are allowed.

No rigid connections (including welded connection) may be removed, also removal of material (including drilling, milling, grinding, etc) is not allowed. Protecting/strengthening the frame and its components with covers or covering is allowed (for example with carbon, etc.).

All motorcycle must have an identification number (frame number and/or VIN code) on its frame. National technical inception or compulsory vehicle insurance is not required.

Rear part supported by the frame and other bolted mounting constructions may be replaced or changes in accordance with the general modification principles. Stands, passenger footrests and handlebars can be removed.

3.2.4. Front fork and suspension (front shock absorbers)

Front fork must be original or after market.

It is prohibited to limit the stroke (length of the work phase) of shock absorbers in any way. The position of shock absorbers to the triple clamps may be changed:

- Upside-down shock absorbers maximum of 20 mm protrusion
- Right-side-down shock absorbers maximum of 10 mm protrusion

But it must be followed that the minimum ground clearance would be granted (100 mm, with the exception when homologation requires less). The modification must not present danger to free movement of the front wheel in any position of the handlebar and suspension (for example when the suspension is fully compressed).

The upper and bottom beam of the front fork may be replaced with another serially produced one, but cutting material from it (drilling, milling, etc.) is not allowed.

Handlebar shock absorbers (steering damper) is recommended.

3.2.5. Rear fork and suspension (swing-arm and rear shock absorbers) and covers

Homologated rear fork must remain as original and changing its geometry (including extension) is not allowed. Protecting/strengthening the rear fork with covers or covering is allowed (for example with carbon, etc.).

Shifting the rear axle to the rearmost position is allowed only within existing rear axle housing. To ensure this it is allowed to modify or replace the chain adjusters.

The maximum allowed protrusion of chain adjuster regulation bolts must be as originally homologated. The chain adjuster bolts may be replaced with the same size and strength longer bolts, but the maximum allowed protrusion may be up to 1/3 bigger than the original.

Rear suspension/shock absorber can be replaced with a serially produced or self-made one, but its material and strength level (also smallest cross-section area) must remain the same. It must also be followed that the ground clearance remains in the allowed limits (minimally 100 mm, unless the homologation provides otherwise). Rear suspension (shock absorber/s and spring/s may be changed, but shock absorber/s stroke length of the work phase) must not be limited in any way.

3.2.6. Brakes

Motorcycle front and rear brake discs/drums, work and master cylinders homologated by the manufacturer may be changed or replaced but they must work the same and must be at same numbers.

Break lines/hoses may be replaced.

3.2.7. Footrest and foot controls (rear brake and clutch)

Footrests can be relocated and replaced but the mounting locations must remain as originals. Foot rests may be adjustable (the so called drag racing foot rest sets).

Foot rests must be located in front of the rear axle centre point.

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

If the footrests are not originals, then the end of it must be spherical, with a radius minimum of 8 mm.

3.2.8. Handlebars and control levers (throttle, clutch, brake)

Handlebars, hand controls and cables homologated by the manufacturer may be replaced or modified.

A functioning (manufacturer installed) ignition kill switch must be on the right-hand handlebar or on the right side of one-piece handlebar.

Throttle controls (throttle, cables and butterfly valve) must automatically close/reversible when it’s not being held by hand.

3.2.9. Fairings (brackets), covers and wind screen

- Fairings or mudguards may be replaced, changed or removed. If used, the distance of fairings from back to front, from sides and the overall shape of it must comply with the ones on a homologated motorcycle.
  The so called road racing fairings may be used to replace the original fairings.
- Wind screen may be replaced.
- Original air funnels between the originally homologated motorcycle fairings and the air box may be changed, removed or replaced.
- Rear mudguard can be added or removed.
- All protruding edges must be removed. Smallest radius allowed is 8 mm.
- Lighting devices (lamps, indicators) can be removed.

3.2.10. Fuel tank

Fuel tank (also its covers) must look like homologated original part and it's allowed to be replaced with a same sized one or with one that resembled in appearance.

Material is not regulated, but a non-ferrous fuel tank (metal grounding element in the tank) must be mounted to the frame.

The location of the fuel tank nor the mounting type (for example 3-point mounting) may be changed.

Fuel cap may be changed or replaced. Closed fuel cap must not leak.

3.2.11. Seats

Seat, seat frame and integrated fairings can be replaced in accordance with the general modification requirements.
The material or size is not regulated.

The rear fairing designed for two seats can be modified for one seat.

The distance of the fairing from back and sides and the shape of it must comply with the one of a homologated motorcycle.

3.2.12. Transmission/gearbox, power train

The replacement and change of the transmission and power train, using quick connectors is only allowed following the general modification principles. Chain guard may be removed, but is not recommended.

Extra mechanisms of the gear box or ignition mechanism, for example quick-shift system is allowed but the implementation on every shift must be initiated by the driver.

It is allowed to use homologated starting aids-launch controls and/or stability controls.

Fully automatic transmission, also remote systems are not allowed, unless a gear box allowing automatic transmission is homologated to the vehicle.

3.2.13. Generator, starter

Starting motor may be replaced with one from another manufacturer but the location and operations must remain the same.

Generator may be removed or replaced with one from another manufacturer.

3.2.14. Cooling, coolant

Engine cooling system circulation system radiator may be replaced but it must remain located (front, back, sideways) as in the homologated model.

Homologated oil radiator can be removed, modified. Additional oil coolers can be added. All the cooling system hoses may be replaced with similar or with one technically more resistant.

Covering radiators with a safety cover is recommended. Distilled water or the mixture of water and ethyl alcohol is recommended to be used as a coolant. Only with above mentioned coolants the cooling fan with its sensor and wiring may be removed.

3.2.15. Air box and air filter

Air box homologated by the manufacturer may be replaced by other producers but the engine venting system (engine ventilation) must remain. Oiling ventilation pipes must be connected and open to the air box the way it was homologated to the model.

If the air box opens to the environment in homologated model, then it must be equipped with an oil proof hose that should be discharged into at least a 250 ml container (oil catch-tank). It is STRICTLY PROHIBITED to direct the overflow of other liquids there.

Air filter element may be removed.

3.2.16. Ignition and fuel injection system, fuel injection and electronic control system

Control system (CDI/ECU) may be replaced. Telemetry is allowed. Local tuning is allowed.
Any kind of control or tuning from the distance is prohibited.

Fuel lines and hoses may only be replaced by the same or technically more resilient ones. Fuel filters may be added.

Fuel pump and fuel pressure valve modifications or replacements are permitted, except electronic tip-over control unit which must work with the same principle as the one homologated to the model.

The tip-over control system must stop the fuel pump (or ignition) work if the motorcycle is accidently falling sideways. In case the manufacturers system is not working or is missing, the motorcycle must be equipped with a similar automatic emergency switch (the so-called kill-switch).

3.2.17. Engine

All alterations within the specification (3.1) are permitted. All additional openings to the engine corpus must be covered with thread or welded connection. All added welded connections with a positive oil pressure must be sealed.

3.2.18. Exhaust system

Exhaust pipes and silencers homologated by the producer may be modified, replaced or removed. Exhaust must be directed away from the motorcycle (so it wouldn't heat it substantially) and the driver.

3.2.19. Wheels and tires

Wheels, adapters and bearings must be homologated or after market.

Special racing tires (use for drag race only) are prohibited and also any type of tires, with tire wear exceeded after the race ends. Tires without wear limit markings are not allowed. All tire types with the speed index V, W, Y, ZE or with markings „racing use only” or „not for highway use” (so called racing tires) are allowed.

Tire measurement is not regulated, but it must be followed that the minimum ground clearance would be in the permitted range (minimal 100 mm, unless the homologation requires less).

Tire heaters are NOT allowed.

*Wear limit has been exceeded when the marking by the manufacturer is evened with the tire contact surface.
It is prohibited to self-change the wear limit marking.

3.2.20. Mandatory changes

Shall only be effective if there are changes between the originally manufactured and points from 3.2.14 to 3.2.17, in other cases - recommended.

All engine oil draining and filling caps and oil filter must be sealed by a wire.

If a closed crankcase ventilation system is missing then the ventilation must be directed to a transparent oil catch tank in an easily accessible place and which needs to be emptied, if needed, before each start. Oil catch tank must be minimum of 250 cm^3.
If water or the mixture of ethyl-alcohol and water is not used as a coolant, then the expansion canister overflow may be directed to a minimum of 500 cm^3 transparent tank or into a fairing closed at the bottom (which must accommodate at least 5 litres of fluids).

4. BIKE BRACKET CATEGORY

4.1. BikeBracket general description:

Different street motorcycles and motorcycles in accordance with StreetBike and ProBike regulations.

4.2. Bike Bracket technical regulations

This category is described with dial-ins as accurate as possible, therefore different types of motorcycles with different capacities can compete.

4.2.1. Minimum requirements for BikeBracket category

a) equipment: - strapped racing helmet, -

full textile leather or imitation leather

gloves

- motorbike or military boots (material is not regulated),

- special motorcycle one- or two-piece suit with at least shoulder, elbow and knee padding (material is not regulated). Can be replaced with a similar set of padding and racing suit without a padding.

- the whole suit must fit to the racer (in sense of sizing).

Minimal equipment for ET 11,500 seconds up to 9,900 seconds:

- strapped racing helmet

- full textile, leather or imitation leather gloves

- motorbike or military boots (material is not regulated),

- separate back protector is not required, but is highly recommended

- special motorcycle one- or two-piece suit with at least shoulder, elbow and knee padding (material is not regulated). Can be replaced with a similar set of padding and racing suit without a padding.

- the whole suit must fit to the racer (in sense of sizing).

Equipment for ET 9,00 seconds and below:

- closed and double D strap racing helmet

- full leather or imitation leather gloves, long enough to overlap the jackets sleeves

- covered racing boots that fully cover the ankle, boot sleeve at least as long as foot size

- separate back protector is mandatory (not part of the racing clothes),

- complete leather suit or two-piece suit zipped together with at least shoulder, elbow and knee padding. The zip must be fastening throughout the race. Can be replaced with a similar set of paddings and a leather suit without the padding.

- the whole suit must fit to the racer (in sense of sizing).

b) BikeBracet specification and without any technical deviations with: - removed rear-view mirror, tool kit and non-stationary optional equipment's is recommended,

- taped lamps (mandatory if they are made of glass, applies also to mirrors that cannot be removed easily),

- **without any technical modifications. This means that starting from the first modification where a difference to the homologation (original) has been made, the motorcycle must be in compliance with ProBike requirements!**

4.2.2. General modification principles

This guide shall not provide powers for modification and all requirements and regulations by the manufacturer and requirements shall remain valid. Therefore the "derogations" mentioned in the following regulation may be realised/experimented on its own responsibility!

The replacement or changes on the power train, steering or structural construction's must always be at least as strong or stronger than the original.

Only decorative modification is not limited, except when they do not comply with regulations for commercial traffic.

All modifications not complying with the following regulations are allowed but then the ProBike regulations shall apply.

4.2.3. Frame

Frame must be original in accordance with the homologated motorcycle and the change of its geometry is not allowed.

All motorcycles must have an identification number (frame number and/or VIN code) on its frame. National technical inception or compulsory vehicle insurance is not required.

4.2.4. Front fork and suspension (front shock absorbers)

Front fork must be original or after market.

Handlebar shock absorbers (steering damper) is recommended.

No detail, except the steering damper shall disrupt the movement of the handlebar.

4.2.5. Rear fork and suspension (swing-arm and rear shock absorbers)

Homologated rear fork must remain as original and changing its geometry (including swing arm extensions) is not allowed.

4.2.6. Brakes

Motorcycle front and rear brake discs/drums, slave- and master cylinders homologated by the manufacturer may be changed or replaced but they must work the same and must remain at same numbers.

4.2.7. Handlebars and control levers (throttle, clutch, brake)

A functioning ignition kill switch must be mounted to the right-hand handlebar or on the right side of one-piece handlebar.

Throttle controls (throttle, cables and butterfly valve) must automatically close/reversible when it’s not being held by hand.

4.2.8. Fairings (brackets), covers and wind screen

a) Wind screen may be replaced.

b) Rear mudguard can be added or removed.

c) Lighting devices (lamps, indicators) can be removed.

4.2.9. Fuel tank

Closed fuel cap must not leak.

4.2.10. Air box and air filter

If the air box opens to the environment in homologated model, then it must be equipped with an oil proof hose that should be discharged into at least a 250 ml container. It is STRICTLY PROHIBITED to direct the overflow of other liquids there.

Air filter element may be removed.

4.2.11. Ignition and fuel injection system, fuel injection and electronic control system

The electronic tip-over control system must stop the fuel pump (or ignition) work if the motorcycle is accidently falling sideways. In case the manufacturers tip-over system is not working or is missing, the motorcycle must be equipped with a similar automatic emergency switch (the so-called kill-switch).

4.2.12. Seats

Seat must be properly fixed. Rear seat may be replaced with a rear fairing.

4.2.13. Exhaust system

Exhaust pipes and silencers homologated by the producer may be modified, replaced or removed. Exhaust must be directed away from the motorcycle (so it wouldn't heat it substantially) and the driver.

4.2.14. Tires

Worn tires below the limit and wheels with signs of ageing, i.e. cracked are prohibited.

The size and type of tires is not regulated.

**Wear limit has been exceeded when the marking by the producer is evened with the tire contact*

surface. It is prohibited to change the wear limit marking!

5. TERMS

Homologation – manufacturer's original equipment fitted to the model

Ground clearance – the distance to the ground from the lowest part of the motorcycle. Measured in the take-off-mass (with the driver, fuel, etc).

Take-off-mass – The weight of the race vehicle with the driver, fuel, etc.

Wheelie bar – in case of a motorcycle a construction supported by the rear fork that limits the lifting of front wheel.

Big-Bore – enlarged capacity

Upside-down suspension– the unsprang shock absorber moves inside the body

Right-side-down suspension – the unsprang shock absorber is the body

Telemetry – the measurement and wireless transmission of data

ET – Elapsed Time or the total time the run took

Dial-in – estimated time in which the vehicle runs by the driver.