

NMC GENERAL RULES FOR DRAG RACING 2019

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DR1 NORDIC MOTORCYCLE DRAG RACING CHAMPIONSHIP

DR1.1 DEFINITION OF DRAG RACING

Drag race is a speed event run on an elimination basis between two riders, covering a prescribed distance from one point to another.

DR1.2 MOTORCYCLES/CLASSES

The following categories are defined in section DR4 of this document

1. PRO STOCK BIKE

This class will be for stock appearing gasoline burning motorcycles.

2. TOP FUEL BIKE

These machines are constructed for nitro methane, Methanol and Racing gasoline fuel only.

3. SUPER TWIN BIKE

Machines in accordance with Top Fuel Bike but powered by a 4-stroke engine with a maximum of two pistons/cylinders. The fuel must contain at least 50% nitromethane

4. SUPER STREET BIKE

A class for bikes that resemble road-going machines

DR1.3 COURSE

The races must be held on tracks specifically designed and equipped for this type of event. The tracks shall be homologated by the FMNR. The course shall be according to FIM Europe rule book DR13

DR1.3.1 Start line

The starter will give a sign to the rider to go into pre-stage and stage. As soon as the front wheel of the vehicle has turned on the pre-stage light it is no longer allowed for team members to touch the vehicle or the rider. If touching the vehicle or rider when in pre-stage the round will be cancelled.

DR1.3.2 Finish line

The finish line is situated at 402.33m for ¼ mile or 201.16m for 1/8 mile. This is a line at the same height as the photo cells - 150mm ± 20mm. The winner is the first motorcycle to cross this line with the front wheel.

DR1.4 TECHNICAL INSPECTION

All motorcycles must pass a technical inspection before they are admitted to start. A motorcycle can only be inspected in one category for one event. A rider is allowed to have several motorcycles inspected but can only use the qualifying times from the last of his qualifying attempts in elimination. All previous event times on other motorcycles are void. The rider is only allowed to change motorcycle once and exchange of motorcycles between riders is not permitted. The rider cannot change motorcycles in the eliminations.

A motorcycle must pass technical inspection after being involved in an accident, before it is admitted to start again. The main aim of the inspection before a race is for the safety of riders and others.

DR1.5 STARTING ENGINES IN THE PADDOCK

If an engine is started in the paddock, the front of the motorcycle shall point towards a solid barrier, which could capture a fleeing motorcycle. The rear wheel must be elevated off the ground on a strong, safe support stand.

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

DR1.6 OFFICIAL NOTICE BOARD

All official documents must be displayed on the official notice board as outlined in the supplementary regulations.

After each qualification round; a list with all qualified riders and their results shall be published.

During elimination 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 the deputy along with notification of publishing time.

DR1.7 AUXILIARY PIT VEHICLES

Auxiliary pit vehicles (autos, golf carts, ATV's, motorcycles, motor scooters, mini-bikes, etc.) may be used for necessary transportation only. No recreational or fun riding allowed. Speed limit is the maximum safe speed 20km/h or as stated in the supplementary regulations for the event. The organizer is not liable for any incidents involving auxiliary vehicles – anyone utilizing such vehicles must obtain adequate liability insurance coverage. Vehicles must display contestant's Competition Number at all times - pit vehicles without such identification will not be allowed in the pit area, and may be impounded. Vehicles will be impounded if excessive speed or careless driving practices are used.

DR1.8 RUNS

DR1.8.1 Definition of a run

The motorcycle, including rear wheel, must pass the starting line under its own engine momentum.

Failure to start upon the starter's instructions is grounds for exclusion from the run.

Any rider leaving the starting line before the start system is activated, or as instructed by the starter will have his run voided.

If both motorcycles, in a qualifying or elimination race, leave before the start system is activated, they will both be excluded from the run.

The starter has the final starting line control. If a rider takes too much time to stage, the starter can activate the starting tree when it is determined that the rider is holding back.

A rider that goes into pre stage has accepted all conditions for the run, such as lane choice, the rider in the other lane and, if used, index etc.

The run is finished when the rider leaves the braking area. During the run the rider must use all stipulated safety equipment and protecting clothes and helmet.

DR1.8.1.1 Starting Methods

The method for starting a race can be under the control of the Chief Starter (manual) or can be an "Auto Start" system. Which system is used is a decision for the Organiser. An "Auto Start" system will automatically start the tree at a random pace within a given window. Three programmable timing parameters are available to tune the start sequence to the type of bike running. The Auto Start Parameter Settings for ALL bike classes are:

Stage Minimum: 0.5 Sec

Staged to Start: 0.3 Sec

Total Variance: 0.8-0.93 Sec

Total Timeout: 7.0 Sec

Definitions:

Stage Minimum is the amount of time from when the tire breaks the beam to begin Auto Start

Staged to Start is the amount of time from both bikes entering full stage to the beginning of the Auto Start countdown

Total Variance is the combined total time of both "Stage Minimum" and "Staged to Start" plus the variable random delay

Total Timeout is the total time from both bikes being in pre-stage, one bike in full-stage to when the system will automatically cycle the tree.

The system will allow a bike to “bump” into the Stage Beam without the fear of an early or false start. After the STAGED condition is met, the programmable desired DELAY is then activated. The system then adds a random 0.0 to 0.13 seconds to the sequence before firing the tree, preventing the racer from guessing the tree cycle.

NOTE: The third parameter, a programmable “Total Timeout” timer, is also in effect. This timer starts when both bikes have PRE-STAGED, and then one bike has entered FULL-STAGE. If the second bike does not enter FULL-STAGE within the pre-programmed Total Timeout Limit, the tree will automatically cycle resulting in a red light for the bike that has not entered full stage.

The Chief Starter may STOP the sequence at any time by simply turning the starter switch off (before the Tree activates). He may also OVERRIDE the sequence if one bike does not Stage, or if other conditions exist. Chief Starter discretion may be used in this decision, thereby allowing the Chief Starter control of the Race.

If Auto Start is to be used at an Event, it must be stated in the Supplementary Regulations.

DR1.8.2 Starting engine

When the engine is started the rear wheel should be elevated from the ground in a safe way, or with the rider sitting on the motorcycle.

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

In the line-up and starting area a rider or crew member must always take care of the motorcycle. Starting devices, pit-bikes and other equipment must always be under the charge of the rider or crew member.

DR1.8.3 Method of start (Super Twin Bike & Top Fuel Bike)

If a rider loses fire after starting and entering the burnout zone they are not permitted to restart their engine. A maximum of two burn outs with water are permitted. The starter will signal the riders when to come into stage. If both riders lose fire in the final then every effort should be made to determine a winner and a runner up subject to all safety measures being respected.

DR1.8.4 Method of start for all other classes

Once the rider has started his engine and has entered the burnout zone, he is only allowed to restart his engine once. A maximum of two burn outs with water are permitted. The starter will signal the riders when to come into stage

If both riders lose fire in the final then every effort should be made to determine a winner and a runner up subject to all safety measures being respected.

DR1.8.5 Weight

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

DR1.8.6 Rerun

Rerun of a pass can only occur, if time allows, due to technical problems with the timing system, problems on the track or interference from officials or public during the pass. The clerk of the course and the jury president must agree on a rerun. A rerun must take place as soon as the track is ready and the riders have had time to prepare their bikes sufficiently.

DR1.9 RACES

DR1.9.1 Number of Riders in the elimination

DR1.9.1.1 Top Fuel, Super Twin, Pro Stock and Super Street Bike

The maximum number of riders admitted into eliminations will be sixteen (16) in all classes.

FIA Progressive ladders will be utilized

DR1.9.1.2 Super Gas Bike and Super Comp Bike

There are no limits in number of attendees in elimination unless the organizer has stated otherwise in the Supplementary Regulations.

Sportsman all-in ladders will be utilized

DR1.9.2 (Intentionally left blank)

DR1.9.3 Choice of lane

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

DR1.9.4 Winner

The rider who crosses the finish line first is the winner. The motorcycle must cross the finish line without outside assistance and with the rider sitting on the motorcycle. The rider must cross the finish line under the motorcycle's own momentum. If the other rider is excluded from the run according to DR1.9.5 then this rule does not apply.

DR1.9.4 Secondary "Bye" Runs

Should a rider not be able to fulfill his pass, his opponent must still make his own pass in accordance with the rules, for him to take part in the next round of elimination.

In bye run situations he is considered the winner once he stages, receives the start signal, and leaves the start under the engine's own momentum. The rear wheel must pass the starting line for the run to be valid.

DR1.9.5 Exclusion from the run

Exclusion from the run will be pronounced for the reasons mentioned below. In case of dual infraction, a "First or Worst" rule will apply. If two riders commit the same infraction the one who did it first will be excluded from the run. The list of infractions assembled in order (worst first) is:

1. Crossing the centerline in front of, or alongside, his opponent.
2. Hitting any part of the track installations, including timing equipment by either the rider or bike
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 boundary lines.
7. In qualifications all infractions will deem the run invalid except false start/red-light.

- 'Crossing' means that any part of the tire is on or over the painted centerline or boundary lines. However, crossing the center of the track after the finish line will be considered a rule infraction if done in an unsafe manner. Each rider shall stay on their side of the track until in close proximity to the exit point. Riders crossing the center lane must always be sure that this is done in a safe manner.
- In situations where a rider is making a single run during eliminations, they are considered an automatic winner once staging, receiving the start signal and the rear wheel crossing the start line under engine momentum.
- Crossing a boundary line on a burnout between the water box and the start line or past the finish line is not necessarily grounds for disqualification. However, the Clerk of the course or the starter may disqualify a contestant if such action is determined to be unsafe or unsportsmanlike conduct.
- Parts generated from a rider into an opponent's lane may be grounds for disqualification. It must be determined that such parts created a clear and present hazard for the opposing contestant or required avoiding action. The Clerk of the course shall make any judgments and/or disqualifications.
- Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for disqualification if made in a safe manner

DR2 NORDIC MOTORCYCLE DRAG RACING CHAMPIONSHIP

DR2.1 TITLE AND GENERAL

The NMC organize an annual Nordic Motorcycle Drag Racing Championship.

DR2.2 MOTORCYCLES AND CLASSES

DR2.2.1 Motorcycles

The Nordic Motorcycle Drag Racing Championship is open for:
Super Gas Bike, Super Comp Bike (technical regulations EDRS) and
Super Street Bike, Pro Stock Motorcycle, Top Fuel Bike and Super Twin (technical regulations according to section DR4)

DR2.3 (Intentionally left blank)

DR2.4 OFFICIALS

DR2.4.1 NORDIC JURY

The Jury consists of a Jury President appointed from Nordic Drag Racing Commission (NDC) and one Member (appointed by the National FMN). Other appointed FMN Delegates (maximum one per FMN) are part of the Jury as well and have voting right.

The Nordic Jury will meet at any time required during the meeting, but at least:

- A. Prior to the first qualification session
- B. At the end of all the qualification
- C. At the end of the meeting

DR2.4.2 DUTIES OF THE NORDIC JURY

- A. Amend the Supplementary Regulations if necessary.
- B. Receive and confirm the qualifications and race results.
- C. If necessary, make recommendations to the organizer to improve the smooth and efficient running of the meeting.
- D. Adjudicate on any protest relating to infringements of the Regulations occurring during the meeting.

DR2.4.3 FMN DELEGATE

Shall be appointed by his FMN and must be a holder of a national Clerk of the Course license.

DR2.4.4 CLERK OF THE COURSE

The Clerk of the Course shall be approved by the FMN and hold a valid FMN Clerk of the Course license.

DR2.4.5 TRACK OFFICIALS

The Chief Starter must have a valid FMN Starter license, if it is available, within the organizers FMN. The Chief Technical officer must have a Technical license in his FMN.

DR2.5 SUPPLEMENTARY REGULATIONS

The Organizer must send the supplementary regulations to Chairman of the Nordic Drag Racing Commission (NDC), at least 30 days before the event. After approval it will be sent back to the FMNR and the Organizer. It is the duty of the Chairman of the NDC to deliver this approved SR to all 5 FMN's of the NDC.

DR2.6 RIDERS

DR2.6.1 License

Rider must have a valid license issued by his own FMN. Riders from within the Nordics, e.g. Finland, Sweden, Norway, Denmark and Iceland can compete with their National licenses.

Riders from outside of the Nordics may have to get start permission from the FMN in their home country.

DR2.6.2 Championship Registration

Championship registration is handled by Speedgroup via www.dragracing.eu

DR2.6.3 STARTNUMBER

All riders in the Championship must use a valid start number issued by the person assigned to be responsible for start numbers, Peder Eneroth peder.eneroth@svemo.se

DR2.7 QUALIFICATION/ELIMINATION

DR2.7.1 OFFICIAL QUALIFYING

Qualifying must take place the day before the race if possible. At least 3 timed qualifying sessions should be organized for each class. The minimum requirements for each class must be one timed qualifying session.

If one or more riders have been unable to make a qualification run 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.

DR2.7.2 ELIMINATION

After 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.

DR2.7.2.1 Super Street Bike, Pro Stock Motorcycle, Top Fuel Bike and Super Twin

The maximum number of riders admitted to eliminations is 16 unless the organizer has stated otherwise in the Supplementary Regulations.

Each organizer has the right to maximize the first round of elimination to 8 bikes in each class.

The organizers have the right to decide to run smaller or larger fields in the first round of elimination if appropriate, without further consultation or notification.

All eliminations have to take place on the final day of the event unless more than 13 bikes are in the first round of the elimination. In that case the first round can take place on the day before the final day of the event.

If less than 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.

Progressive ladders will be utilized.

DR2.7.2.2 Super Gas Bike and Super Comp Bike

In Super Gas Bike and Super Comp Bike there are no limits in number of attendees in the elimination unless the organizer has stated otherwise in the Supplementary Regulations.

Sportsman all-in ladders will be utilized.

DR2.7.3 Alternates

Once qualifying has been concluded and a ladder has been established, pairings will not be changed. However, should a qualified bike and driver be unable to make the first round of elimination's (not reach the bleach box), an alternate will be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this happens is at the sole discretion of the Clerk of the Course.

DR2.8 RACES

DR2.8.1 Schedule of races

In general races should be finished by 5.00 pm. The preferred timetable is 10.00 for the first run, 13.00 for the semi-final and 16.00 for the final. Adjustments can be made in case of 16 bike fields and to include consideration to include the FIA European championship for Cars.

DR2.8.2 Runs

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

DR2.9 PROTEST

The right to protest lies only with a *Competitor*.

Several *Competitors* cannot lodge a joint protest.

A *Competitor* wishing to protest against more than one fellow *Competitor* must lodge as many protests as there are *Competitors* involved in the action concerned.

DR2.9.1 SUBJECT OF A PROTEST

A protest can be filed against:

- the *Entry* of a *Competitor* or *Driver*,
- the length of the *Course*,
- a *Handicap*,
- the make-up of a heat or final,
- any error or irregularity occurring during a *Competition*,
- the non-compliance of *Motorcycles* with the regulations, or
- the *Classification* established at the end of the *Competition*.

DR2.9.2 PROTEST TIME LIMIT

Entry of a Competitor or Driver	No later than two hours after the official closing time for of the scrutineering of the Motorcycles
Length of the Course	
Handicap	No later than one hour before the start of the Competition or as specified in the applicable sporting regulations or Supplementary Regulations.
Make up of a heat or final	No later than thirty minutes after the publication of the make-up of a heat or final, unless specified otherwise in the applicable sporting regulations or Supplementary Regulations.
Any error or irregularity occurring during a Competition, protests referring to non-compliance of Motorcycles with the regulations	No later than thirty minutes after the publication of the results

Classification established at the end of the Competition	No later than thirty minutes after the publication of the results
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DR2.9.3 LODGING OF PROTEST

Any protest shall be in writing. Each protest must specify:

- the relevant regulations,
- the concerns of the protesting party, and
- against whom the protest is lodged, when relevant.

Where multiple *Competitors* are concerned, a separate protest must be filed against each *Competitor* concerned.

Each protest must be accompanied by a deposit of €200 in cash or equivalent in national currency. This has to be specified in the sporting regulations or Supplementary Regulations of the *Competition*. This deposit may only be returned if the protest is upheld, unless fairness requires otherwise.

The additional 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.

DR2.9.4 TO WHOM ADDRESSED

Protests shall be addressed to the chairman of the stewards and be delivered to the clerk of the *Course* or their assistant if such exists.

Receipt of the protest shall be acknowledged in writing, with the time of receipt noted.

DR2.9.5 HEARING

The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest has been lodged.

The parties concerned shall be summoned to appear at the hearing, and may be accompanied by witnesses.

The stewards must ensure that the summons has been personally received by all parties concerned.

In the absence of any party concerned or of their witnesses, judgment may be made by default.

If judgment cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.

DR2.9.6 INADMISSIBLE PROTEST

Protests against decisions made by any judges of fact in the exercise of their duties will not be admitted.

The decisions of these judges are final unless such decision is overruled by the stewards, but they shall not in themselves constitute the classification, because they have taken no account of the conditions under which the *Competitors* have completed the *Course*.

DR2.9.7 PUBLICATION OF THE AWARDS AND PRIZEGIVING

A prize won by a *Competitor* against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest.

Moreover, in the event of any protest being lodged whose outcome might modify the classification of the *Competition*, the *Organisers* shall only publish a provisional classification and shall withhold all prizes until a final decision concerning the protest (including appeals) has been reached.

However, in the case of a protest affecting only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

DR2.9.8 JUDGEMENT

All parties concerned shall be bound by the decision reached, subject to the conditions of appeal laid down in the *Code*, but neither the stewards nor the *FMN* shall have the right to order that a *Competition* be re-run.

DR2.9.9 PROTEST WITHOUT FOUNDATION

If the protest is rejected or if it is withdrawn after being brought, no part of the deposit shall be returned.

Moreover, if it is proved that the author of the protest has acted in bad faith, the *FMN* may inflict upon them one of the penalties laid down in the national Sporting Code of the country where the event is held.

DR2.9.10 LODGING OF APPEAL

Any appeal has to be routed to the NMC

DR2.9.11 TIME LIMIT FOR THE LODGING OF AN APPEAL

The time limit for lodging a statement of appeal is:

-against the decision of the Race Direction:

30 minutes after the announcement of the decision by Race Direction

- against a decision of the Jury or Referee - 5 days

- against a decision of the FMNR or the Disciplinary Commission - 5 days

- against a decision of the International Steward's Panel - 5 days

The time limit shall be taken from the date of receipt of the decision by the appellant.

DR2.9.12 LODGING OF AN APPEAL

To be admissible, the statement of appeal must be sent by registered letter or special courier to the FMN where the Competition took place and postmarked within the deadlines specified in DR2.9.11

The Security deposit of €1000 for an appeal must be paid within the deadlines specified in DR2.9.11 to the FMN Secretariat or to the FMNR, where applicable.

DR2.10 ENTRY FEE

€300 or equivalent in local currency to be collected by the organizer of each event. The entry fee does not include electricity.

The entry fee must be stated in the Supplementary Regulations. If the organizer is accepting entries after the official closing date of entries, the entry fee may 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

DR2.10.1 TICKETS

Each entrant in the classes Top Fuel, Super Twin, Pro Stock and Super Street will have 10 entry passes. One ticket for the rider, 9 tickets for his crew and two passes for vehicles for each entry. 3 of the entry passes have to admit start line access.

Each entrant in the classes Super Gas and Super Comp will have 5 entry passes. One ticket for the rider, 4 tickets for the crew and two passes for vehicles for each entry. 2 of the entry passes have to admit start line access.

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

DR2.11 PRIZE FUNDS & TRAVEL FUNDS

Only Championship registered racers are eligible for payout of any earned prize funds and/or travel funds. Prize and/or travel funds for non-championship registered racers are collected by Speedgroup and will be used as resource in the work with the Championship.

For prize funds and travel funds, please refer to the “EDRS Pro Nordic Motorcycle Drag Racing Championship Guidelines” available on the following webpage: <http://www.dragracingeurope.eu/edrspro/racers-pages/>

DR2.11.1 CURRENCY

Agreed between the promoter and organizer, stated in the supplementary regulations for the event

DR2.12 POINTS

DR2.12.1 POINT ALLOCATION FOR ALL CLASSES

Field size	1 st round loser	2 nd round loser	3 rd round loser	4 th round loser	5 th round loser	R/U	WIN
1 - 2	-	-	-	-	-	20	40
3 - 4	20	-	-	-	-	40	60
5 - 8	20	40	-	-	-	60	80
9 - 16	20	40	60	-	-	80	100
17 - 32	20	40	60	80	-	100	120
32 – 64	20	40	60	80	100	120	140

Qualifying positions earn points as follows:

1 st	8 points
2 nd	7 points
3 rd	6 points
4 th	5 points
5 th & 6 th	4 points each
7 th & 8 th	3 points each
9 th through 12 th	2 points each
13 th through 16 th	1 point each

DR2.12.2 Additional points are awarded as follows:

50 points to all contestants, one qualifying run required.

30 points to contestants who have attended all events in the series.

DR2.12.3 POINTS, GENERAL

All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one category to another.

DR2.12.2 CALCULATION OF POINTS:

Points will be calculated from all events in the championship series.

DR2.12.3 ELIGIBLE FOR POINTS, STICKERS:

To be eligible for points and prize money at an event and in the series, stickers from Speedgroup and any class or contingency sponsor must be applied clearly visible on the vehicle during qualification and elimination. The driver is responsible for having the stickers in place. Stickers are available at all championship events from Speedgroup Service Center or by contacting Speedgroup in advance via email to asa.kinnemar@speedgroup.eu

DR2.12.4 EXTRA POINTS Super Gas Bike, Super Comp Bike

The competitor earn 20 extra points (max once per event) if during qualifying being the first one in that category to make a pass exactly on the category index when including 3 decimals, e.g. 8.500 or 9.500 (1/4 mile).

DR2.12.5 EXTRA POINTS Super Street Bike, Pro Stock Motorcycle, Top Fuel Bike and Super Twin

After each qualifying session, the top 3 qualifiers in that session will be awarded points as follows:

- 3 points to the quickest ET
- 2 points to the 2nd quickest ET
- 1 point to the 3rd quickest ET

DR2.12.6 ALTERNATES, Points:

Once qualifying has been concluded and a ladder has been established, pairings will not be changed. However, should a qualified bike and driver be unable to make the first round of elimination's (not reach the bleach box), an alternate will be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this happens is at the sole discretion of the Clerk of the Course. First round points and any cash awards will be kept by the qualified driver. The awards paid to the original qualifier will be deducted from the cash awards paid to the alternates if applicable.

Alternates will not receive points under any circumstances.

DR2.12.7 POINTS, CANCELLED CLASS:

If the class is cancelled before qualification, present competitors in the cancelled class will be awarded 20 points.

DR2.12.8 POINTS, CANCELLED EVENT:

If the event is cancelled before elimination's, all qualified competitors will be awarded 20 points in addition to qualifying points.

If the event is cancelled before any qualification has taken place, the competitors who successfully passed tech inspection will be awarded 20 points each.

If the event is cancelled between elimination rounds, all in the ladder remaining competitors will be awarded next round's loser points. Example: If it starts to rain and the event is cancelled after round 1, all in the ladder remaining competitors will be awarded 40 points.

If the event is cancelled in the middle of a round, all competitors remaining in the ladder at the start of the current round will be awarded the current round's loser points and those pairs in this round that has raced will be cancelled.

DR2.12.9 POINTS AT DISQUALIFICATION:

Competitor that is disqualified is awarded all earned points up to disqualification if not otherwise decided by SpeedGroup in cooperation with the NDC.

DR2.12.10 COMPLETED EVENT:

All events are completed one-by-one. Cancelled events cannot be continued and finalized at another event.

DR2.12.11 TIE-BREAKER METHOD AT THE END OF SERIES:

If more than one competitor should have equal points at the end of series, the finishing order is decided by the following order and rules:

1. Competitor with most wins in events.
2. Competitor that is awarded most points by the following wins:
 - Event winner - 5 points
 - Runner up - 3 points
 - Semi Finalist - 2 points
 - Quarter Finalist - 1 point
3. Competitor with most won rounds wins at series events.
4. Lottery.

Disputes regarding point's calculations are decided by SpeedGroup in cooperation with NDC

DR2.12.12 ESTABLISHED POINTS STANDINGS:

The point standings are considered established 10 days after the event if not otherwise decided by Speedgroup and NDC.

The point standings will be published on Internet at <http://www.edrspro.com/>

DR2.13 RECORDS

Records can only be set during qualifying sessions or elimination in the Nordic Championship for these classes: Super Street Bike, Pro Stock, Super Twin and Top Fuel Bike.

In order to ensure the validity of all new records, a backup 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 backup for the slower time which will stand as the new record. If the difference between the faster time and / or speed exceeds 5% then the record is invalid.

Only the rider holding the record at the conclusion of the event will be credited with the record. A rider setting and then losing a record at the same event will not receive credit for establishing a record or receive points for doing so. If two riders have the same record the rider that made the record first will have the credit.

All records for time are up to 1/1000 of a sec and for speed up to 3 decimal places.

The riders must apply for the records within the protest time of the race. The Jury president will provide applications forms.

The Jury president should as soon as possible mail the documentation of the record to Lin Amundsen (N) dragbike@mc.nmfspor.no

See also: www.nordicdragbike.com

DR3 NORDIC MOTORCYCLE DRAG RACING CHAMPIONSHIP

DR3.1 DRAG RACING TRACKS

The races must be held on tracks specifically designed and equipped for this type of event and must follow the document DR13-FIM-EUROPE-STANDARDS-for-DRAG-RACING-TRACKS.

<http://www.fim-europe.com/wp-content/uploads/2017/12/DR13-Standards-for-Drag-Racing-Track-2018.pdf>

The tracks shall be homologated by the FMNR.

DR4 NORDIC MOTORCYCLE DRAG RACING CHAMPIONSHIP

DR4.1 TECHNICAL RULES

DR14 FIM EUROPE TECHNICAL RULES FOR DRAG BIKES 2019

SUPER TWIN BIKE, TOP FUEL BIKE, PRO STOCK MOTORCYCLE AND SUPER STREET BIKE:

<http://www.fim-europe.com/drag-bike/>

SUPER GAS BIKE and SUPER GAS BIKE: Technical rules: National rules in the country where the event is held