



Motorcycle Drag Race Regulations 2025

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1. CLASSIFICATION AND STARTING SYSTEM

Drag Race motorcycle classification, descriptions, starting system mode and ladders are:

BALTIC MOTORCYCLE A (BM/A)

Heads-up, sportsman-tree, sportsman ladder, Class index 9.5 seconds.

BALTIC MOTORCYCLE B (BM/B)

Heads up, sportsman-tree, sportsman ladder. No class index.

2. GENERAL TECHNICAL RULES

2.1. 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).

2.1.1. 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.

2.1.2. 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 (Faster than 9.5 sec 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.

2.1.3. 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 2.1.1. 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 (Faster than 9.5 sec 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 a 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!

2.1.4. 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 brake lines may be removed. The 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.

2.1.5. 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 unsprung 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 2.1.3).

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.

2.1.6. 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.

2.1.7. 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.

2.1.8. 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 be ensured.

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

Closed fuel cap must not leak.

2.1.9. 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 systems are allowed. Fully automatic shifting-systems, including automatic gear boxes and the so-called slider clutches are allowed.

2.1.10. 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.

2.1.11. Cooling, coolant.

The circulation system of the engine 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.

2.1.12. 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.

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 a minimum of 250 ml container. It is STRICTLY PROHIBITED to direct the overflow of other liquids there.

Air filter element may be removed.

2.1.13. 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 a 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).

2.1.14. Engine

All replacements and modifications are allowed in accordance with the specification in 4.1. 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.

2.1.15. 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.

2.1.16. Wheels and tires.

All wheels, adapters and bearings following their general modification requirements are allowed (2.1.).

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.*

3. BALTIC MOTORCYCLE A (BM/A) category specification.

3.1. General description.

- Engine capacity of 125 cc or larger and maximum capacity or the number of cylinders is not limited.
- No limitations on fuel or superchargers.

3.2. Additional regulations.

3.2.1. Minimum requirements.

Equipment

- closed helmets with a strap,
- full leather or imitation leather or textile gloves,
- motorbike 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 the racer (in a sense of sizing).

b) Slower than 9.5 index (3.1) and without any technical deviation motorcycle with:

- removal of rear-view mirror, tool kit and non-stationary optional equipment is recommended,
- taped lamps (mandatory if they are made of class, applies also to mirrors that cannot be removed easily),

3.2.2. 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.

3.2.3. 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.

3.2.4. Mandatory changes.

Shall only be effective if there are changes between the originally manufactured and points from 2.1.11. to 2.1.13., in other cases - recommended.

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 cm³ transparent tank or into a fairing closed at the bottom (which must accommodate at least 5 litres of fluids).

4. BALTIC MOTORCYCLE B (BM/B) index category specification.

4.1. General description.

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

4.2. Additional technical regulations.

Faster than 9.5 sec 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 to ensure essential safety.

Also, Class index slower than 9.5sec category motorcycles can perform in the Faster than 9.5 sec category but must be fully brought into conformity with the Faster than 9.5 sec index 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 Faster than 9.5 index category vehicle whereupon the Faster than 9.5 sec category technical regulations shall apply both to the driver's equipment and to the motorcycle.

4.2.1. Minimum requirements.

- 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 fastened throughout the race. Can be replaced with a similar set of paddings and a leather suit without the padding,

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

4.2.2. Mandatory changes

- 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.
- 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.
- If a crankcase ventilation system is missing, then the ventilation must be directed to an oil catch tank in an easily accessible place and must be checked before each start and emptied, if needed. Oil catch tank must be a minimum of 250 cm³.
- 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 cm³ transparent tank that needs to be checked before each start and emptied, if needed.

5. TERMS.

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

Big-Bore – enlarged capacity.