Major Funny Bike differences:

Engine:

UEM:	Maximum 2500cc with gears or 3278 cc without gearbox. Maximum 2500cc with turbo or supercharger, petrol or methanol only
Finland:	Max for naturally aspirated engines: 3000cc Max for charged engines: 2100cc Car engine is permitted when motorcycle has equal weight and weight distribution as it would with motorcycle engine.
Sweden:	No limit if naturally aspirated Max 1700cc if turbo or supercharger
UK:	No limit Nitro injected no supercharging or nitrous allowed, 2500cc maximum displacement. Aftermarket cases must have same number of cylinder studs as OEM motorcycle manufacture and located within 2mm of stock position, twin or v8 engines excepted.

Wheelbase:

UEM:	Min 1880 mm
Finland:	At the owner's discretion
Sweden:	Min 1700 mm
UK:	At the owner's discretion

Weight:

UEM:	min 295 kg
Finland:	At the owner's discretion
Sweden:	min 295 kg
UK:	At the owner's discretion

Tires:

UEM:	Minimum rear tire width is 10". Maximum tire width is 14"
Finland:	Minimum size of front wheel is WM 1x16. Rear tire cannot exceed the width of rear wheel/rim more than 50mm. Bikes with terminal velocity above 200km/h must use minimum of V –speed rated or roar race –motorcycle tires.
Sweden:	Rear tire min 8,5" and max 14".
UK:	At the owner's discretion Front tyres to be of road type, minimum specification 'V' rated or racing tyre specification.

Other:

UEM:	All bikes must have front and rear fenders
Finland:	Engine breather hose end must be conducted to external oil catch can. Minimum capacities: naturally aspirated engines 0.5 liters and supercharged engines 2 liters.
Sweden:	Wheeliebar mandatory
UK:	All machines except Nitro burning Twins must run a fuel tank, either real or dummy, in stock location, with the engine manufacturers name clearly visible on both sides of the tank

National regulations apply for each event, the above information are not full regulations and should be considered as a guideline only.

Presented by Tomas Pettersson / EDRS work group on behalf of Speedgroup
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