



2019

C.M.D.R.A. RULE BOOK

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2018

C.M.D.R.A. RULES & REGULATIONS

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events, and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. These are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race official shall be empowered to permit minor deviation from any of the specifications herein or impose further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

This rulebook contains guidelines specific to the Canadian Motorcycle Drag Racing Association. In addition, all NHRA rules applicable to your vehicle must be adhered to when competing at an NHRA facility.

**Please consult the 2019
NHRA Rulebook.**

**Any interpretation or deviation of these rules is left to the discretion of
the C.M.D.R.A. Race Committee.**

**Their decision IS FINAL!!
E&OE.**

RULE CHANGES

Proposed, non-safety, rule changes must be made in writing to the race committee before October 31 for next year's race season. The individuals who propose the change must poll all affected CMDRA competitors and submit the results along with the proposed change.

GENERAL RULES

PARTICIPATION

For the purpose of this rule book the term "participant" shall include officials, any person possessing or who has been issued a credential, and any person directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of competition, including, but not limited to, owners, riders, and crew members.

Participants at CMDRA events are expected at all times to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole and absolute judgement of the CMDRA, 1) verbally or physically threatens another participant or other person, 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct or conducts detrimental to the CMDRA, or 4) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall have violated the rules and regulations of the CMDRA.

Courtesy generator placement. Please do not place loud generators behind your trailer by the adjacent pit. If possible use a longer cord and place generator further to the front and centre of your pit.

Rider or a crew member must attend riders meeting. At each race a class will be picked randomly and will have to sign in. Teams not in attendance will lose show up points.

In order to ensure compliance with the rules and regulations, the CMDRA reserves the right to take action against any participant for failure to comply with any decision, rule or regulation of the CMDRA. The action taken by the CMDRA may range from permanent suspension from the CMDRA events to admonishment intended to inform participants of the offender's failure to comply. Intermediate actions range from temporary suspension to fines.

PUBLICITY

In consideration of being allowed to enter and by being issued credentials to a CMDRA event or an event at a NHRA member track, the motorcycle owner, the motorcycle rider, crew members, advertisers, sponsors, media, photographers and other holders of event credentials (the "Participant") agrees as follows.

1. All rights to advertising, promotion, filming, recording, exhibition and other exploitation of the event, the participants and motorcycles entered in the event, and their activities at the site of the event before, during and after the event and reasonably related to the event, are reserved to the CMDRA.
2. **NO ONE** other than previously approved participants may take pictures or film in restricted areas other than a crew member for a specific race

team. All other pictures and filming must be done from the stands. **No Exceptions.**

NUMBER ASSIGNMENT

All CMDRA racers will be assigned a permanent number. **Racers must run CMDRA regulation number plates which must be visible from the Tower.** The numbers 1 (one) through 10 (ten) of all classes will be reserved for the points leaders. Permanent numbers of lapsed memberships will revert back to the CMDRA number pool and be reissued. Numbers and plates are available at the CMDRA booth at each event. It is illegal to trade numbers.

WINNINGS

Entry and Registration forms must be filled out using proper names or no points will be issued. This is a due diligence and safety issue. The prize money for the class shall be awarded to the competitor provided all other rules of competition are adhered to.

All cheques must be cashed within 6 (six) months of issue or they will be considered void. No replacement will be issued. The CMDRA will not cash prize payout cheques. Cheques will be ready for pick up at the track one hour after completion of the race event. Cheques not picked up will remain in the trailer until the end of the season. Those cheques not picked up by the end of the season will be destroyed. Racers claiming prize/contingency, other than the CMDRA prize payouts, must fully comply with sponsor's individual terms and conditions. It is the racers responsibility to confirm with CMDRA officials that any and all terms and conditions are in place and recorded by the end of each race. NO EXCEPTIONS.

To be eligible for year-end payouts a rider must compete in that class for a minimum of 4 (four) CMDRA races.

POINT SYSTEM

Points awarded as follows:

30 points will be awarded upon entry to a race

20 points per elimination round

20 additional points for winner of eliminations

Qualifying Performance Bonus Points (FOR PRO CLASSES ONLY)-
Performance bonus points are awarded for each qualifying session as follows:

Low E.T. of each session.....3 points

Second quickest 2 points

Third quickest..... 1 point

Performance bonus points WILL NOT be awarded for any session unable to be completed.

Qualifying Positions earn points as follows. Ladders are locked-in after qualifying. Qualifiers and non-qualifiers will receive 30 points regardless if an event is postponed or rescheduled.

1st ___ 8 points

5th & 6th ___ 4 points

2nd ___ 7 points

7th & 8th ___ 3 points

3rd ___ 6 points

9th -12th ___ 2 points

4th ___ 5 points

13th -16th ___ 1 point

16 Bike Field

8 Bike Field

Winner

100

Winner

80

Runner-up

80

Runner-up

60

Third-round Loser

60

Second-round Loser

40

Second-round Loser

40

First-round Loser

20

First-round Loser

20

Twenty Points will be awarded for setting a new ¼ mile E.T. or ¼ mile MPH record. Total points calculated on all eligible races during the season. In the event of a tie, the winner will be determined by whomever earns the most first place finishes during the season. If still tied, the winner will be determined by whoever earns the most points at the final race of the season.

Champion points will be calculated from all events.

DISRUPTED EVENT

In the case of an event being disrupted by weather or other reasons beyond the control of the CMDRA, to the extent that it cannot be completed within the scheduled time, the following procedures shall apply:

1) If the disruption occurs before at least one (1) complete round of qualifying for all classes has been completed, the event will be cancelled. Thirty (30) points will be awarded to all participants entered. No championship points or prize payouts will be awarded.

2) If the event is disrupted after at least one (1) round of qualifying for all classes has been completed, but eliminations have not proceeded through one (1) complete round for all classes, the event will be terminated. Points awarded to any class that has completed that round. The number one (1) qualifier will be paid the award for qualifying first according to the C.M.D.R.A. payout schedule.

3) If at least one (1) complete round of eliminations for all classes has been completed, the event will be considered complete. The distribution of prize payouts will be determined by the degree of completion of eliminations, and based upon C.M.D.R.A. payout schedule. Championship points will be awarded based on each competitor's position at the time of the completed class round prior to the disruption.

RECORD RUNS

To qualify, there must be two runs made at an event that are within 1% (one percent) of each other. In the event that two runs exceed the existing record but are not within 1% (one percent) of each other, the quicker time or faster speed will back up the slower time or speed which will stand as the new record.

Records for E.T. and/or MPH must be set during qualifying and/or eliminations. It is the racer's responsibility to confirm record claims in accordance with the CMDRA rules. Claims submitted after the event will not be considered. Clear copies of the racer's ET slips and an official Record Claim form must be submitted to and witnessed and signed by a CMDRA official no later than the end of the Event/Race that the record is being claimed. Record Claim forms are available in the CMDRA booth. Red lights during record runs are allowed; out of bounds runs are not allowed. Record setters may have bike re-teched and/or torn down at the discretion of the race committee. The rider holding the new record(s) at the conclusion of an event will be credited with the record(s). 1/8 mile records can be set at any CMDRA events but 1/8 mile record points will only be awarded to classes running 1/8 mile scheduled events.

LANE CHOICE

In the Pro and Semi-pro categories, lane choice is determined by elapsed times. The rider with the better qualifying E.T. gets first-round lane choice. In subsequent rounds lane choice goes to the rider with the lowest E.T. in the previous round. In all other categories, the competing riders are to determine lane choice by reaction time.

QUALIFYING

The CMDRA has established guidelines for ladder structures based on the following principles. Professional and Semi-Professional categories will be laddered in accordance with qualifying elapsed times. E.T. classes will be laddered by reaction time. In order to be placed upon the ladder, all competitors must be officially entered and must have completed a valid qualifying pass (i.e. breaking the beams **under the bikes own power**) on the qualifying day.

All qualified bikes in all classes will run. There must be a minimum of 2 bikes to make a class. Classes with 4 bikes or less will need to run 3 rounds to get winning round points. Ladders will be based on double knockout. Bye runs for 3 bikes will be based on quickest ET from qualifying and from the first round.

For classes with 2 bikes if one bike wins both of the first rounds then both bikes need to run the third round to get final round points and winning round points.

All classes are open to test and tune passes on any day of the event time permitting.

Professional classes with thirteen (13) or less qualifying entries will run on an eight (8) bike ladder. Fourteen (14) qualified entries will compete on a fourteen (14) bike ladder. Fifteen (15) or sixteen (16) qualified entries will compete on a sixteen (16) bike ladder. In E.T. classes all entries compete.

MOTORCYCLE CHANGES

The Event Director has the option of permitting rider or motorcycle changes, but only under the following conditions.

1. Motorcycle must pass a technical and safety inspection.
2. If a rider breaks his/her bike after last qualifying run you may substitute bike as long as bike conforms to class rules. No pit bikes. Rider will then go to the bottom of the ladder with no more qualifying runs.
3. If a rider wants to substitute while still in qualifying you can re-qualify during the normal schedule, as posted, for the event.
4. Rider must stay within original eliminator category entered and must have proper credentials to ride the replacement motorcycle.
5. Only one change permitted during the course of an event.

You must contact the race official and remove the changed motorcycle from competition.

ALTERNATES

Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified motorcycle and rider be unable to make the first round of eliminations, an *Alternate* will be inserted in their place. Under normal conditions, all qualifying points and cash awards will remain with the qualified rider. *Alternates* will be eligible for round points for all rounds advanced past round one. The cash award paid to the *Alternates* will be less the amount paid to original qualifier. Awards based solely on qualifying remain with original qualifier. It is important to note that points and awards are based on a round loss basis, not simply on qualifying.

RACE PROCEDURES

All competitors will start using a 4/10ths of a second Pro Tree. 5/10ths of a second full tree permitted in Super Bike only using a delay box. Rider must have the letter F after their dial in. **Cross talk not in use when tree is split.** Rider must also let race director and tower know he is using delay box and full tree. **Deep staging permitted in pro classes only. The final staging motion must be in a forward direction going from pre-stage to stage position.** In the event of deep staging in other than Pro Classes, the following will apply:

1. Both pre-stage and stage lights must be activated to constitute a legal stage.
2. In a dual deep stage situation, both competitors will be disqualified except in the final round of competition, in which case the two finalists will be re-run.

All classes will be called to staging lanes by class. All bike classes will be paired according to competition ladder. Lane choice will be determined by lowest E.T. of previous round in all Pro and Semi-Pro classes. Lowest reaction time will be used for E.T. classes. Riders must alternate lanes during qualifying. Bye runs are determined by the ladder in Pro classes and by reaction time in E.T. classes. During a bye run it is legal to red light.

The bike must self stage and break starting beam under **bikes own engine power**, but does not have to cross finish line. If bike breakage occurs (all classes) before or after entering staging lanes, crew has until the end of the round, or three (3) minutes, to make repairs. Motorcycles in Top Fuel, Pro Fuel, and Pro Drag classes, once started and having started their burnout, may not restart engines. Only head staging personnel will give approval for starting engines.

Non-pro classes may have support crew in staging lanes only. It is illegal for crew to hold any part of the bike during burn out or when staging. Do not start burn out until you have approval. All bikes may burn out across the starting line. All team crewmen that help start, assist burn out and stage race bike must wear a uniform shirt that relates to their specific team, **no profanity to show on team shirts** and must display their "Restricted Area" pass.

For safety on the starting line and in the pits, no loose clothing, key fobs, sandals, shorts, etc. for crew. **You race as a team.** An infraction by any member of that team can be cause for disqualification.

During eliminations, dial-in times must be clearly displayed on E.T. bikes in a location that is visible to both the tower and track staff. No dial-in may be changed after the entry has left the head of staging unless approved by the race director. Dial-in times may not be changed in the event of a re-run. Once an E.T. bike is pre-staged, the rider has accepted the dial-in posted on the reader board. Do not stage if the dial-in is incorrect. During eliminations, after heating tire, racers have thirty (30) seconds to stage. The starter will start the tree within thirty (30) seconds after the first bike has staged. **Quick staging prohibited.**

Bikes competing in elimination cannot make "time only" runs between rounds.

DISQUALIFICATION

*The race and technical officials and the race committee present at an event have the authority to disqualify any organization, racer, motorcycle or participant. It is the racer's responsibility to ensure that the crew's behaviour, the condition of the machine and all procedures are within C.M.D.R.A. and/or track rules. Problems occurring on starting line or during any race procedure must be observed by a C.M.D.R.A. official for consideration and/or re-run. **THE RACE OFFICIALS DECISION IS FINAL.***

Technical: Riders must compete on the bike they qualified with. Any rider found operating an illegal bike, in any class, may be barred from C.M.D.R.A. competition for a period of time and forfeit all points and records from that event. When race bikes are running they shall be pointed towards their own pit vehicle or trailer and a C.M.D.R.A. licensed racer and/or competent crew member will maintain complete control of the motorcycle. Bikes equipped with a slipper clutch must be elevated during start up and run in. Other grounds for disqualification include but are not limited to the following:

- Burning out, practicing and/or exceeding 10 MPH in the pit area.
- Tow bikes exceeding 20 MPH in the return lane.
- The operation of a motor vehicle of any kind in the pit area by any child or unlicensed person will disqualify the team(s) involved.
- Unsportsmanlike conduct.
- Any participant operating a motor vehicle on the track surface at any time during, prior to, or after the conclusion of the day's event(s), without the express permission of the C.M.D.R.A. and/or track owners' representative, will disqualify the team(s) involved.
- Failure to report to staging lanes when called (eliminations only).

Fouls: A racer committing a foul will be disqualified for that round of elimination. In the event that both racers commit a foul, the results will be determined on a "first or worst" basis: the racer who commits the first foul or the worst foul will be disqualified. A list of rank ordered fouls from worst to least is as follows:

- Crossing the center line. Elimination and qualifying rounds.
- Unsportsmanlike conduct. Eliminations and qualifying rounds.
- Foul start (red light). Elimination rounds only.
- Deep staging (non-pro classes only). Elimination rounds only.

In the event that both riders cross the center line prior to the final round, both riders will be disqualified. Should both riders cross the center line in the final round, the rider with the greater number of qualifying point will be deemed the winner.

Boundary line, center line and object violations will remain in effect for single and bye runs.

When a motorcycle crosses the center line, the rider's priority is, firstly, the safety of the opposing racer.

In the event of a motorcycle crossing the center line, the rider shall immediately abort the run and make every effort to return the motorcycle to the assigned lane in a safe and timely manner and subsequently return the motorcycle to the turnoff lane(s). Only sufficient throttle will be applied to accomplish this objective. Any further application of the throttle in excess of those parameters, or reckless disregard for the safety of the opposing racer, shall result in additional penalties being assessed upon the rider.

A written safety record will be kept by the C.M.D.R.A. of all contraventions of this rule and may be used to evaluate trends in a rider's tendency for violating the rule. This may ultimately lead to the revocation of the rider's racing license.

C.M.D.R.A. start line officials and track observers will judge the severity of the infraction and additional penalties may be imposed upon the racer, if any, prior to the commencement of the next event.

During qualifying, any incidence of crossing the center line will disqualify the run with additional penalties assessed where applicable. In the event that a rider violates the center line rule, and impedes the opposing rider, the opposing rider may request a re-run only if that rider is not qualified. More than one (1) infraction of crossing the center line during qualifications will eliminate the rider from further competition during the event. If both riders cross the center line, both runs will be disqualified. During elimination round, when a motorcycle crosses the center line, the racer will be disqualified from the round. The racer will retain their position in relation to their final standing in the race event, including accumulated round points, and prize payouts (if any).

A rider will be disqualified if the rider and/or the motorcycle come into contact with any object other than the track surface.

Boundary line, center line and object violations will remain in effect for single and bye runs.

A rider will be disqualified for crossing the center line or boundary lines as specifically described below.

The center line is considered continuous from the starting line to the finish line. In determining center line and lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted line surface. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitors racing lane will be used for reference. Intentional crossing of boundary lines (in a safe and controlled manner) to leave track or avoid depositing debris on track is not grounds for disqualification.

A rider will be disqualified for leaving the starting line before the timing system is activated except on bye runs.

Additional Penalties:

Contact with the opposing racer and/or a violation of the "center line" rule that results in the loss of control of the opposing racer- LOSS OF ALL POINTS ACCUMULATED DURING THE RACE EVENT.

A flagrant and reckless disregard for the opposing racer's safety, and/or a center line violation involving injury to the opposing racer, and/or an accumulated history of center line violations- WILL BE EVALUATED BY C.M.D.R.A. OFFICIALS AND DIRECTORS, AND PENALTIES FROM LOSS OF SEASON POINTS TO REVOCATION OF RACER'S LICENSE MAY BE IMPOSED. Any rider and/or pit crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be disqualified and ejected from the event. Such a condition is cause for suspension, fine and/or revocation of competition privileges.

PLACEMENT OF "BASTARD" MOTORCYCLES

Competitors who have motorcycles that do not fit into the existing C.M.D.R.A. class structure, but will pass safety standards, can be placed into a given class where the director in charge of rules feels they should be competitive.

C.M.D.R.A. classes are set up to run the fastest, safest and most popular race bikes in professional and street categories.

A bike may not run alone in a class but will be placed into a class where they will be competitive by the director in charge of rules.

TECHNICAL INSPECTION (TECH)

Prior to practice and qualifying, all bikes and riders with their protective gear and credentials must come to the Tech area for inspection by a tech official (**roll through tech**). Refer to each class for requirements. Riders choosing to purchase an Extended Technical Inspection ("ETI") will be exempt from roll through tech for the balance of the season, except for mandatory inspection of subsequent changes to the bike or rider's gear. If a bike and rider are involved in an accident or on-track mechanical failure, they must be re-inspected by a tech official before they can return to competition.

GENERAL RULES FOR ALL CLASSES

All classes require a tethered kill switch, except motorcycles equipped with an operational OEM Tip Over/Cut Off Switch.

Must have Full Finger, Semi or Full Gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted.

All classes running liquid cooled bikes except Street!

Destroyer, Super Bike, Pro Mod, Pro Street, and V-Pro: Antifreeze must be replaced with Non Glycol Non Silicon based coolant. Water Wetter or Engine Ice types allowed. Must have overflow catch can with breather.

PROTEST PROCEDURE

Mechanical protests require some form of disassembly of the motorcycle and can only be filed after eliminations are complete and in reference to a competitor in the same class, who placed higher in eliminations. Visual protests can be validated by C.M.D.R.A. officials without major disassembly and must be filed at least sixty (60) minutes before last round of qualifying for the protested competitor. All protests must be filed in writing. There is no fee required for a visual protest. A \$250.00 fee must accompany a mechanical protest. If the protested motorcycle is found to be legal, the protested owner shall receive the protest fee for his trouble. If the protested motorcycle is found to be illegal, the protest fee will be returned to the individual(s) that filed the protest. Tech Inspectors may protest a motorcycle at no cost. **The Head Tech Official's decision is final!** If it's a fuel protest the sample will be taken at the time of the protest and then tested at the end of the race. Any racer caught cheating will have all their points taken away and will have no championship eligibility.

GASOLINE CHECK PROCEDURE

All entries, with the exception of Top Fuel, Pro Fuel, and Pro Drag, must use either pump or race gasoline (with the exception of alcohol where permitted). Gasoline is defined, for the purpose of this rulebook, as a mixture of hydrocarbons only. Non-hydrocarbons blended in the gasoline by the refiner or fuel manufacturer are allowed. Additives bearing

nitrogen and/or oxygen are prohibited. Pro classes will be checked at the conclusion of every qualifying and elimination run.

WEIGHT CHECK PROCEDURE

All bikes with weight restrictions will be checked at the end of each run. Failure to weigh in will result in no points or round advancement (The disqualification of that pass).

COMPETITION CLASS

Professional classes include: Top Fuel, Pro Fuel, Pro Dragster, Pro Modified, and Pro Street. Semi-Pro classes include: Modified, V-Rod Destroyer, V-Pro, Super Gas, and XL (883). Pro and Semi-Pro classes must qualify to compete in eliminations. E.T. classes include: Super Bike, Super Street, Hot Twin, and Street. Riders may race in multiple classes. E.T. and Semi and Pro riders may run the same bike in multiple classes, having paid the appropriate entry fees for each class. If you do not make it back for the next round of qualifying or eliminations you ARE eliminated from competition or that round of qualifying.

C.M.D.R.A. LICENSE REQUIREMENTS

Forms to request a license are available from the C.M.D.R.A. office. **Rider and crew must demonstrate the ability to run the bike in a safe manner to the satisfaction of C.M.D.R.A. officials.** A minimum of three (3) runs is required to obtain a license. Riders are required to have the following C.M.D.R.A. licenses or equivalent, for example NHRA or AHDRA (see class rules). **When licensing, consideration will be given to allowing racer to complete licensing, qualify and race on the same weekend.**

Racers must complete a controlled burn out, launch, and full track pass to the satisfaction of the C.M.D.R.A. Race officials, and be within on and one half (1 ½) seconds of the number one (1) qualifier of the applicable class at the event.

Licensing from Pro Dragster to Pro Fuel/Top Fuel

Any rider wishing to license will have to make three (3) qualifying single passes. An experienced rider will not be put at risk with an inexperienced rider going down the track for the first time. To get his or her license at an event the rider will have to come within one and one half (1 ½) seconds of the top qualifier. It will be left to the race official's discretion if the rider is ready to go down the track.

Medical must be dated no earlier than 6 months prior to licensing passes.

Lapsed License

If any rider has not been in competition for two (2) years from the date of issue of a valid competitors license then that license will be deemed expired and the rider will have to re-license including all forms, medicals and track procedures.

The C.M.D.R.A. recognises NHRA, AMRA, and Mancup licenses.

Please contact the C.M.D.R.A. office for specifics.

ALL RIDERS RUNNING 9.99 SECONDS OR QUICKER E.T.

1. Motorcycle and rider's safety equipment must pass technical inspection.
2. Racers must have a valid C.M.D.R.A. or N.H.R.A. competition license. Application forms are available at the C.M.D.R.A. office.
3. All riders must have a valid driver's license.

Medical not required unless running 7.50 and quicker.

3. First Pass: Must complete a controlled burn out and launch of the motorcycle. Second Pass: Must complete a controlled burnt out, launch and half-track pass with shut-off at half-track. Third Pass: Must completed a controlled burn out, launch and full track pass to the satisfaction of the C.M.D.R.A. Technical Officials, and be within an E.T. applicable to the class.

4. Riding ability must be approved by C.M.D.R.A. Race Official and two (2) licensed riders from the same or higher class.

ALL RIDERS RUNNING 9.99 SECONDS OR SLOWER E.T.

1. Motorcycle and rider's safety equipment must pass technical inspection.
2. Rider must hold a valid Canadian, U.S. or International motorcycle driving license.
3. Head Tech official is the only approval needed.

License Fee:

All Classes - \$100.00

If you 9.99 seconds or quicker you must purchase a C.M.D.R.A. license. If you have an NHRA or an IHRA license we will accept that instead of a physical. You will have to show your NHRA or IHRA license at the beginning of each year for us to record when it comes due so we know your medical is valid.

WHEELIE BARS

Aluminum wheelie bars are allowed if manufactured by a reputable motorcycle chassis building facility. They must pass visual inspection. The final decision is up to the discretion of the tech inspectors.

TOP FUEL

REQUIREMENTS AND SPECIFICATIONS

Designation: "T/F" preceded by bike number. Reserved for nitro burning dragsters built specifically for drag racing.

1. Engine

(a) Engine: Must keep design features of Harley-Davidson engines (45-90 degree push rod V-twin). Single engines with 200 c.i. Max. Displacement using carburetors, fuel injectors (mechanical or electronic) or superchargers are legal. Push rod after market head, including four valve, are permitted. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system. Superchargers must have rubber manifold connections or some form of "sneeze" valve. Supercharger blankets are mandatory. "Belly pan" scatter shield under engine is mandatory. ***Cylinder head restraint system mandatory. Must meet SFI spec 46.1. Engine Restraints must be recertified every 2 (two) years.***

(b) Fuel System: Emergency fuel shut-off valve is mandatory. Shut-off must be attached to the rider with a lanyard of rawhide, wire, etc. Lanyard for secondary fuel shut-off must run through an eyelet, allowing the lanyard to be pulled in any direction, closing the shut-off. Handle bar mounted fuel shut-off is mandatory.

(c) Fuel: Nitromethane. No nitrous-oxide and nitromethane combinations. No propylene oxide.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard should be constructed from .060 inch steel or .125 inch aluminum mounted on at least two points that are securely mounted. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Any type of clutch/belt may be used. Clutch assembly must have top covered by .060 inch steel or .125 inch aluminum.

(c) Transmission: Any transmission may be used.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Dual disc required on front. Minimum rotor size is 9 inch diameter x .125 inch thickness. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Handlebar controls must be located in a safe, workable position and mounted in a safe, craftsman-like manner. Snap back throttle return is mandatory. Handlebar mounted fuel shut-off mandatory. Mechanical, cable, pneumatic or electrical actuation permitted. Foot pegs and brake pedal may be rear set. Any brake that can be operated from the legal foot peg location, with the foot on the peg will be permitted. Air shifters permitted. Air shift bottles must be stamped DOT-1800 pound and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 32mm with a minimum travel of 2 inches. Steering dampener mandatory. Rear suspension not recommended.

(d) Wheelie Bars: Mandatory. Wheels must be non-metallic. Minimum specified construction of .75 inch chrome moly and .058 wall thickness. Maximum length 130 inches measured from center of rear axle to center of wheelie bar wheel axle.

4. Frame

(a) Frame: Any type permitted. Frame material must be 4130 chrome moly. All frames must be mig or tig welded. Main rails must be at least 1 inch diameter with .058 inch wall thickness. Rake angle must be at least 40 degrees. Frame may be used as an air tank: pressure not to exceed 150 P.S.I.. Some method of checking air pressure is mandatory.

(b) Wheelbase: 78 inches minimum length.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches, bead lock wheel required.

(b) Tires: Must be specified for racing use by manufacturer. Any tire size is legal, except for minimum front tire width of three (3) inches. Automotive tires permitted.

6. Body

(a) Body: No body parts are necessary. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fenders: Front fender optional. Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position.

(c) Fairing: Recommended. Highly recommended that fairing be mounted solidly to frame tubes.

7. Electrical

(a) Ignition: Any ignition system may be used.

(b) Charging System: Optional.

(c) Starting System: Must be external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Control Switches: Must be mounted and constructed in a safe, craftsman-like manner.

(e) Computers: Only data gathering computers are allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. or N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office. Valid C.M.D.R.A. Pro Competition license with fuel endorsement required.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Chest protection: Chest protectors are mandatory. "Ballistic chest protection" (meaning bullet proof) is a device worn to protect the rider's chest from puncture of flying debris in case of catastrophic engine explosion. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

PRO MODIFIED

REQUIREMENTS AND SPECIFICATIONS

Designation: "P/M" preceded by bike number. Reserved for highly modified motorcycles specifically built for drag racing running 9.99 seconds and quicker.

PRO STOCK AND PRO GAS ARE INVITED TO RUN IN PRO MODIFIED.

1. Engine

(a) Engine: Must be stock-type engine designed and manufactured for production motorcycle use. Single engine only. Carburetors, turbochargers, fuel injectors and superchargers and EFI may be used in any combination. Unlimited displacement. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system. Protective blanket recommended. **Oil containment device is mandatory in form of belly pan or protective engine blanket.**

(b) Fuel System: Fuel shut-off mandatory. Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted inside perimeter of frame members. No hose clamps or tie straps. Line from bottle to solenoid must be high pressure steel braid or steel. All nitrous bikes must have thumb (butterfly) fasteners. All body fasteners must be able to be removed by hand without the use of tools.

(c) Fuel: Gasoline, Alcohol and Nitrous allowed. Nitromethane prohibited! Fuel testing may be utilized in case of questionable performance.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard to be constructed from .060 inch steel or .125 inch aluminum securely mounted on at least two points. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch Guard: Must have at least half of the side surface covered by .060 inch steel or .125 inch aluminum unless stock equipped. Guard must be securely mounted in a safe craftsman-like manner.

(c) Transmission: Any transmission may be used.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 7 inch diameter x 3/16 inch thickness, O.E.M. or aftermarket. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Grips may not extend below bottom of fork crown. Snap back throttle return mandatory. Foot pegs may be rear set. Any shifter or brake pedal that can be operated from the legal foot peg location, with the foot on the peg will be permitted. Air shifters permitted. Air bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 32mm or stock with a minimum travel of 2 inches. Steering dampener required. Rear suspension not recommended.

(d) Wheelie Bars: Not mandatory. No maximum length. Wheels must be non-metallic. Minimum specified construction of .75 inch chromoly and .058 wall thickness.

4. Frame

(a) Frame: Stock or aftermarket frames are permitted. Recommended that replacement parts be 4130 chromoly. Must be mig or tig welded. Steering head angle to be not less than stock rake. Swing arm or frame may be used as an air tank. Pressure not to exceed 150 P.S.I. Some method of checking pressure is mandatory.

(b) Wheelbase: 90 inches maximum length.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 14 inches: maximum diameter 18 inches.

(b) Tires: Minimum front tire width is three (3) inches. **Max rear tire width 15 inches**

6. Body

(a) Body: No body parts are necessary. Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is permitted. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit.

(b) Charging System: Optional.

(c) Starting System: Must be self starter or external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Computers & Data Recorders: Allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you

are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

PRO FUEL

REQUIRMENTS AND SPECIFICATIONS

Designation: "P/F" preceded by bike number. Reserved for nitro burning limited dragsters built specifically for drag racing.

1. Engine

(a) Engine: Must keep design features of Harley-Davidson engines (45-90 degree push rod V-twin). Single engines carburetted with transmission or fuel injected high gear with a maximum 151.1 c.i. displacement. Fuel injected engines of 132c.i. or less may use transmission. No superchargers. Push rod after market head, including four valve, are permitted. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system. "Belly pan" scatter shield under engine is mandatory. ***Cylinder head restraint system mandatory. Must meet SFI spec 46.1. Engine Restraints must be recertified every 2 (two) years.***

(b) Fuel System: Single or dual throttle bodies will be allowed. Any fuel system that is capable of adding fuel volume during the run is not allowed. Only single stage fuel systems are allowed. This means that the fuel system can only have one programmable bleed down function after the hit of the throttle. Only manually set timers are allowed for this function. Jet cans are legal under the same rules as fuel systems. Fuel systems with ways to add fuel after the launch or computer activated timers must be taken off the bike while racing at the event. Emergency fuel shut-off valve is mandatory. Shut-off must be attached to the rider with a lanyard of rawhide, wire, etc. Lanyard for secondary fuel shut-off must run through an eyelet, allowing the lanyard to be pulled in any direction, closing the shut-off. Handle bar mounted fuel shut-off is mandatory.

(c) Fuel: Nitromethane. No nitrous-oxide and nitromethane combinations. No propylene oxide.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard should be constructed from .060 inch steel or .125 inch aluminum mounted on at least two points that are securely mounted. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Any dry, friction type clutch allowed. No inboard clutches allowed. Clutch must be engaged by centrifugal force only. Active or timed clutch controls are limited to one distinct step. Clutch must exhibit reliable disengagement at engine idle speed. Clutch must be contained by suitable "scatter shield" (engineering data may be required). Clutch assembly must have top covered by .060 inch steel or .125 inch aluminum.

(c) Transmission: Any transmission may be used if a transmission is used under rule 1.(a).

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 9 inch diameter x .125 inch thickness. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Handlebar controls must be located in a safe, workable position and mounted in a safe, craftsman-like manner. Snap back throttle return is mandatory. Handlebar mounted fuel shut-off mandatory. Mechanical, cable, pneumatic or electrical actuation permitted. Foot pegs and brake pedal may be rear set. Any brake that can be operated from the legal foot peg location, with the foot on the peg will be permitted. Air shifters permitted. Air shift bottles must be stamped DOT-1800 pound and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 32mm with a minimum travel of 2 inches. Steering dampener mandatory. Rear suspension not recommended.

(d) Wheelie Bars: Wheelie bars are required. Minimum length from center of rear axle to center of wheelie bar axle must be at least 79 inches but not exceed 130 inches. Must be securely cross braced. Mandatory. Minimum specified construction of .75 inch chromoly and .058 wall thickness.

4. Frame

(a) Frame: Any type permitted. Frame material must be 4130 chromoly . All frames must be mig or tig welded. Main rails must be at least 1 inch diameter with .058 inch wall thickness. Rake angle must be at least 40 degrees. Frame may be used as an air tank: pressure not to exceed 150 P.S.I.. Some method of checking air pressure is mandatory.

(b) Wheelbase: 80 inches minimum length.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches, bead lock wheel required.

(b) Tires: Must be specified for racing use by manufacturer. Maximum tire width is thirteen (13) inches. Minimum front tire width is three (3) inches. Automotive tires permitted.

6. Body

(a) Body: No body parts are necessary. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fenders: Front fender optional. Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position.

(c) Fairing: Recommended. Highly recommended that fairing be mounted solidly to frame tubes.

7. Electrical

(a) Ignition: Any ignition system may be used.

(b) Charging System: Optional.

(c) Starting System: Must be external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Control Switches: Must be mounted and constructed in a safe, craftsman-like manner.

(e) Computers: Only data gathering computers are allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office. Valid C.M.D.R.A. Pro Competition license with fuel endorsement required.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Chest protection: Chest protectors are mandatory. "Ballistic chest protection" (meaning bullet proof) is a device worn to protect the rider's chest from puncture of flying debris in case of catastrophic engine explosion. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

PRO DRAGSTER

REQUIREMENTS AND SPECIFICATIONS

Designation: "P/D" preceded by bike number. Reserved for nitro burning, carburetted, high gear dragsters built specifically for all out drag racing. Combined weight of motorcycle and rider at the conclusion of a run must be equal to at least 5.7 pounds per cubic inch including safety gear. The combined weight will be checked at tech. The event winner may be weighed after the final round.

Note: You **DO NOT** have to weigh after each round but random checks may be requested at any time by a C.M.D.R.A. official.

114c.i.=649.8lbs--

116c.i.=661.2lbs

122c.i.=695.4lbs

1. Engine

(a) Engine: Must keep design features of Harley-Davidson engines (45 degree push rod V-twin). Push rod after market head, including four valve, are permitted. Single engine up to 122 c.i. displacement. Carburetted only. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system. "Belly pan" scatter shield under engine is mandatory. ***Cylinder head restraint system mandatory. Must meet SFI spec 46.1. Engine Restraints must be recertified every 2 (two) years.***

(b) Fuel System: Fuel shut-off valve is mandatory. The use of fuel enrichers or lean outs are permitted. Carburetors and lean out/enrichers/lean outs must be positioned in the carburetor body only. They may not be placed in the intake manifold or heads. Lean out/enricher systems may be activated by any mechanical, electrical or pneumatic means. Accelerator pumps are allowed using the following guidelines: accelerator pumps must be gravity fed, force feeding or pressurization is not allowed, accelerator pumps must be actuated mechanically by the throttle using linkage or a cable.

(c) Fuel: Nitromethane. No nitrous-oxide and nitromethane combinations. No propylene oxide.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard should be constructed from .060 inch steel or .125 inch aluminum mounted on at least two points that are securely mounted. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Any centrifugal and/or RPM clutch may be used. The clutch must be self-contained. No fluid or electrical inputs may control the

operation of the clutch. (Clutch must have strong protective covering).
Guard must be .060 inch steel or 1/8 inch aluminum.

(c) **Transmission:** High gear only.

3. Suspension and Brakes

(a) **Brakes:** Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 9 inch diameter x .125 inch thickness. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) **Controls:** Handlebars must be at least 20 inches overall with grips removed. Handlebar controls must be located in a safe, workable position and mounted in a safe, craftsman-like manner. Snap back throttle return is mandatory. Handlebar mounted fuel shut-off mandatory. Foot pegs and brake pedal may be rear set. Any brake that can be operated from the legal foot peg location, with the foot on the peg will be permitted.

(c) **Suspension:** Front suspension minimum fork diameter is 32mm with a minimum travel of 2 inches. Steering dampener mandatory. Rear suspension not recommended.

(d) **Wheelie Bars:** Mandatory. Wheels must be non-metallic. Minimum specified construction of .75 inch chromoly and .058 wall thickness. Maximum length 130 inches, measured from center of rear axle to center of wheelie bar axle.

4. Frame

(a) **Frame:** Any type permitted. Frame material must be 4130 chromoly. All frames must be mig or tig welded. Main rails must be at least 1 inch diameter and all major frame tubing must have at least .058 inch wall thickness. Rake angle must be at least 35 degrees.

(b) **Wheelbase:** 68 inches minimum length.

(c) **Ground Clearance:** Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) **Wheels:** Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches.

(b) **Tires:** Must be specified for racing use by manufacturer. Maximum tire width is eleven (11) inches. Minimum front tire width is three (3) inches. Automotive tires permitted.

6. Body

(a) **Body:** No body parts are necessary. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fenders: Front fender optional. Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position.

(c) Fairing: Recommended. Highly recommended that fairing be mounted solidly to frame.

7. Electrical

(a) Ignition: Motorcycles with inductive OR capacitive discharge ignition systems shall be allowed to be configured with two (2) ignition systems and two (2) sparkplugs per cylinder. Motorcycles with hybrid (capacitive AND inductive) ignitions systems are limited to one (1) ignition system and one (1) sparkplug per cylinder. Cut-off must be connected to the primary side of the ignition circuit.

(b) Charging System: Optional.

(c) Starting System: Must be external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Control Switches: Must be mounted and constructed in a safe, craftsman-like manner.

(e) Computers: Only data gathering computers are allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office. Valid C.M.D.R.A. N.H.R.A. Pro Competition license with fuel endorsement required.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Chest protection: Chest protectors are mandatory. "Ballistic chest protection" (meaning bullet proof) is a device worn to protect the rider's chest from puncture of flying debris in case of catastrophic engine explosion. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

PRO STREET

REQUIREMENTS AND SPECIFICATIONS

Designation: "P/S" preceded by bike number.

Pro Street will showcase the quickest street bikes in Canada. Created as a safe alternative to illegal street racing. All bikes must be street legal with self-starting motorcycle engines only. Unlimited engine modifications with any approved fuel.

1. Engine

(a) Engine: Production-based motorcycle engines are permitted, and must utilize factory cases and cylinder heads, or suitable aftermarket replacement. Entrants running nitrous oxide are permitted to run aftermarket cylinder heads. Entrants running GS/KZ engine platform are permitted to run aftermarket cases. Aftermarket cylinder blocks are permitted. Any internal modifications are permitted. Nitrous oxide may not be used in conjunction with any turbocharged or supercharged entrants. Air or electric shifters permitted.

INTEGRAL ENGINE CASES: Big-bore bikes with 1-piece top case/cylinder block designs.

Combination	Max Displacement
Turbocharged – Big Bore	Up to 1370cc with no weight penalty. See chart at bottom of rulebook on weight penalty for 1371cc – 1450cc max engine.
Supercharged – Big Bore	Up to 1450cc with no weight penalty. See chart at bottom of rulebook on weight penalty for 1451cc – 1660cc max engine.
Nitrous Injected – Big Bore	1660cc max
Turbocharged – Original Liter	Unlimited
Supercharged – Original Liter	Unlimited
Nitrous Injected – Original Liter	Unlimited

(b) Nitrous Oxide: Entrants allowed to run nitrous oxide may use any style nitrous system with any number of solenoids or nozzles.

(c) Superchargers: Entrants are limited to a single centrifugal-style supercharger with a maximum inlet opening of 72.0mm. Wheel design limitations and measurement methods are identical to turbocharger rules.

(d) Turbochargers: Entrants are limited to one turbo with a maximum turbo inlet opening of 62.5mm. Maximum turbo size is the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels permitted, the contour from the inducer to the exducer must be continuous without steps. The leading edge of inducer wheel may not

exceed 62.5mm, and must fit inside the 62.5mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than 62.5mm is not acceptable.
INLET COOLING: Any type of inter-cooling permissible. Nitrous may not be used as a cryogenic cooling source. Intercooling is not allowed on any entrant using methanol.

(e) Intercooler Mounting: Any part of the turbo, supercharger, or induction system may be mounted within the original bodywork/frame envelope in any available location. Components mounted outside of the bodywork are limited to an area no higher than 24 inches above the ground, 18 inches to either side of the bike centerline, and no more than 3 inches forward of the front axle. Only air-to-air intercooler components may be mounted outside of the bodywork. No tanks, pumps or heat exchangers part of a liquid-to-air intercooler may be mounted outside of the bodywork envelope. No tanks or heat exchangers part of a cryogenic system may be mounted outside of the bodywork envelope, with the exception of spray bars, hoses, and solenoids as part of an unsealed cryogenic spray bar mounted to an air-to-air intercooler. No ballast may be mounted to any part of the turbo, supercharger, or induction system outside of the bodywork envelope. The use of "heavy" parts in the design of induction, supercharger, or turbo system components mounted outside of the bodywork is prohibited. Any design must allow the required access to both sides of the front axle for wheelbase measurements (see WHEELBASE MEASUREMENTS).

(f) Water Injection: Entrants utilizing water injection must have the tank mounted in a manner to allow tech to easily inspect its contents.
BIG BORE TURBO BIKES: Water or methanol is permitted in tank.

SUPERCHARGED BIKES: Water or methanol is permitted in tank.

LITER TURBO BIKES: Water or methanol is permitted in tank.

NITROUS BIKES: Water or methanol is permitted in tank.

(g) Fuel: Any gasoline is allowed. Methanol is allowed for certain combinations. Nitromethane, propylene oxide, and ethanol, are not allowed in any entrants.

TURBOCHARGED & SUPERCHARGED LITER BIKES: Any gasoline is allowed. Methanol is permitted, VP M1 or VP M3 is the only approved methanol fuel, and cannot be blended. Methanol may not be used in conjunction with any form of intercooling.

TURBOCHARGED & SUPERCHARGED BIG BORE BIKES: Any gasoline is allowed. Methanol is permitted, VP M1 is the only approved methanol fuel. Methanol may not be used in conjunction with any form of intercooling. See chart at end of rule book for any relevant weight penalties associated with the use of methanol.

NITROUS-INJECTED BIKES: Any gasoline is allowed. Methanol is permitted, VP M1 is the only approved methanol fuel. Nitrous bikes are allowed the simultaneous use of both methanol and gasoline as fuels. Dual-fueled entrants must maintain the fuels in separate tanks to allow for fuel

inspections. The mixing of methanol and gasoline in a single fuel tank is not allowed. See FUEL TANK for specifics on tank design.

GASOLINE: Gasoline to be a complex mix of hydrocarbons, with a maximum of 25% oxygenates, and a maximum of 1% non-energetic anti-knock and/or lubricant additives. Methanol and ethanol may not be used as oxygenates or additives.

2. Drive Train

(a) Chain and/or belt guard mandatory: Guard should be constructed from .060 inch steel or .125 inch aluminum and firmly mounted. No clamps or tie straps. OEM chain guards allowed only on stock length OEM swing arms.

(b) Clutch: All clutch systems must be approved by CMDRA for use in this class. Each interested manufacturer or team must submit sample parts for approval a minimum of 60-days prior to any event in which it desires approval eligibility. No pneumatic, electric, or hydraulic clutch engagement, release or activation systems are permitted. The use of any electric or hydraulic systems to assist or adjust clutch slippage or lockup is not allowed.

TURBOCHARGED BIKES: Slider clutches prohibited. Pneumatic lockup assist clutches prohibited. Clutch engagement and disengagement must be controlled by conventional cable or hydraulic-actuated clutch lever. With the engine off and the bike in gear, the clutch must have sufficient engagement force to prevent the bike from being rolled without either sliding the rear tire or rotating the engine. With the brakes locked or the bike otherwise blocked from rolling, the clutch system must have sufficient engagement force at idle to kill the engine if the clutch lever is released. Idle may be set between 1500-2000rpm for this test. The use of ECU mapping or electrical system functions to simulate the positive results of this test is not allowed, engine kill must be as a direct result of clutch engagement drag.

NITROUS INJECTED BIKES: Any approved clutch system permitted. Slider clutches are permitted. Pneumatic lockup assist clutches are permitted.

SUPERCHARGED BIKES: Any approved clutch system permitted. Slider clutches are permitted.

(c) Transmission: All entrants must utilize an OEM-style shift drum and transmission. Transmission must be installed in the original location engine cases

AUTOMATIC TRANSMISSIONS: An automatic transmission is defined as any transmission designed in a manner that could allow override-style shifting. A transmission is considered to be an auto transmission if it utilizes any components designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but not exclusive to, windowed shift drums, split forks, split gears, split fork slider rings, gear or fork detent springs, etc.

1-2 AUTO: Bikes utilizing a 1-2 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear only. All

power adder and platform combinations are allowed the use of a 1-2 auto. Check weight tables at bottom for appropriate weight considerations for the use of a 1-2 auto.

1-2-3 AUTO: Bikes utilizing a 1-2-3 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear, and from 2nd gear to 3rd gear. Turbocharged liter bikes are allowed the use of a 1-2-3 auto. Check weight tables at bottom for appropriate weight considerations for the use of a 1-2-3 auto.

FULL AUTO: Bikes utilizing a full auto may utilize auto transmission components that allow override shifting in any or all gear change positions. All nitrous-injected and supercharged entrants are allowed the use of a full auto. Check weight tables at bottom for appropriate weight considerations for the use of a full auto.

3. Suspension and Brakes

(a) Brakes: Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type or braided steel hose or stainless steel line. Braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to insure no contact with moving parts. Carbon fiber brake pads or disks are prohibited. Braking forces must be generated and controlled solely by the rider. The use of any electrical or mechanical device to apply braking force at any point during the run is prohibited.

ABS BRAKES: ABS systems must be removed from motorcycles OEM-equipped with such systems.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Snap back throttle return mandatory. Foot pegs may be rear set. Any shifter or brake pedal that can be operated with the foot on the peg will be permitted. Air or electric shifters permitted. Air bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Front Suspension: Rigid forks prohibited. Hydraulic-dampened tube type only, with a minimum tube diameter of 34mm. Front suspension must have sufficient hydraulic damping to allow safe operation. Modifications to existing OEM or aftermarket forks which completely remove or otherwise defeat the function of the damping systems is not acceptable. The design of custom forks must include sufficient damping for the safe operation of the motorcycle under race conditions. All entrants must have a minimum of 1" travel in the front forks, with sufficient clearance around the fender, fairing, headlight, exhaust, etc. to allow the forks, fender, and wheel/brake assembly to safely move across the full range of fork travel at any steering angle. Forks must have enough front spring force to keep forks extended at least .50" above compression bump stop with bike sitting level and rider seated in riding position. Travel is measured from the compression bump stop to the rebound bump stop. NOTE: Having 1" of exposed fork slider DOES NOT guarantee that 1" of travel exists. No more than 1.5" of upper tube (2" on inverted forks) may be exposed above top triple clamp or clip-on, whichever is higher.

MAXIMUM FORK WEIGHT: Fork components may be manufactured of any materials. Fork weight includes all internal and external components of the fork, including the fork oil. Weight does not include axles, axle spacers or hardware, brakes, brake brackets or hardware, fenders, fender mounts or hardware, or any other components mounted external of the fork. Applicable fork weight is determined by the year model of the frame, and not the year model of the forks.

Maximum Weight per Side:
1999 & Newer Models: 9.0 lbs
1998 & Older Models: 12.50 lbs

(d) Rear Suspension: On turbocharged and supercharged bikes, the use of any active suspension components is prohibited. Active suspension components include, but are not limited to, electronic, pneumatic, or air-operated shocks, forks, springs, dampers, or ride height adjustments.

(e) Ground Clearance: Belly pans and oil retention blankets may be removed to pass ground clearance test. All ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run with rider sitting on bike, straight up perpendicular to the ground. No rider or team member is allowed to alter the pressure, measure the pressure, or otherwise make any contact with either tire valve stem until the conclusion of the post-run technical inspection. If an entrant fails the ground clearance inspection and their rear tire pressure has dropped below 8lbs they will be allowed, upon the tech director's approval, to raise the rear tire to 8lbs and reattempt the ground clearance test.

Nitrous Bikes: Must have a minimum of 2" ground clearance.
Turbocharged Liter Bikes: Must have a minimum of 3" ground clearance.
Turbocharged & Supercharged Big-Bore Bikes with Integral Engines Cases (i.e., ZX-14): Must have a minimum of 2" ground clearance.
Turbocharged & Supercharged Bikes with separate block/engine cases (i.e., Hayabusa): Must have a minimum of 3" ground clearance.

4. Frame

(a) Frame: Stock OEM frames required. No modifications to any portion of frame permitted, unless specifically noted. Allowable Modifications Below:

ALL BIKES: Frames may be polished, chromed, painted, powder coated, or otherwise cosmetically altered, as long as such modifications do not remove substantial material or weaken the frame. No braces, gussets, or crossbars may be removed, unless specifically listed. Additional braces, gussets, or crossbars may be added, as long as they do not weaken the frame in any manner. Small accessory brackets, tabs, mounts, etc., using fasteners no larger than 5/16" (8mm) may be removed, relocated, or modified. New accessory mounts may be installed, and new mounting holes may be drilled into the frame, as long as the hole size does not exceed 5/16" (8mm). An excessive number of mounting holes will be considered lightening of the frame, and is not permitted. Exhaust mounting brackets, center-stand, and side-stand brackets, regardless of fastener size, may be removed as long as doing so does not weaken the frame. On turbocharged and supercharged entrants, steering heads must remain stock, with the exception of the lower steering stem bearing race area. The bottom of the steering head may be re-machined or removed and replaced in order to increase the clearance between the front tire and the bottom triple clamp, a technique commonly referred to as "short necking". If short-necking has been performed, the new bearing race cup must use the factory bearing race, and may not be located more than 1.00 inches above the original bottom webbing of the steering neck. The replaced or modified bearing race cup must be located along the same axis as the original location, i.e., the rake of the steering stem may not be altered during this modification. No other material beyond that

reasonably necessary to perform the short-neck modification may be removed from the steering neck casting, with the exception of removal or modification of the steering stops and/or the headlight/fairing mount. For non-turbocharged entrants, frames may be altered in order to increase the rake. No de-raking of frames will be permitted. Location of bottom triple clamp must be in the same general location as the legal modifications permitted for turbocharged entrants. Seat rails/sub-frames may be modified or relocated. Mounting tabs or brackets for these items may be modified or relocated as well.

Rear suspension mounts including shock mount and rising rate linkage mounts may be relocated. However, due to the extreme loads and potential safety issues, modifications to these components will be heavily scrutinized.

On turbocharged entrants, swingarm pivot mounts may not be modified. Swingarm pivot centerline cannot be moved in any manner, including offset bushings, plates, etc. Proper design, welding, and bracing are crucial in these areas. Non-turbocharged entrants are permitted to relocate the swingarm pivot axle up to 2" from its factory location. Engine mounting tabs and brackets may not be modified. Bolt-on engine mounts may be replaced, but must maintain the same mounting dimensions as the factory mounts. Engine relocation in any manner is not permitted.

HONDA BLACKBIRD: The round tubular cross-brace, located directly behind the steering stem, may be removed. Upper rear sub-frame mount may be removed. It may be cut off flush with the top of the factory frame spar, but no farther.

KAWASAKI ZX-12, ZX-14: Airbox inlets may be welded shut, or modified for better sealing with turbo dump pipe, as long as these openings are not enlarged. Access panels for throttle body/airbox connectors may be modified, as well as the mounting area for the connectors. These modifications may not weaken the frame. Opening for turbo pop-off valve may be cut in airbox area of frame as needed, as well as mounts or bungs for air sensors.

SUZUKI GSXR (EARLY MODELS): 1986-1987 750 and 1986-1988 1100 models may remove the square tubular cross-brace located generally above the carburetors.

Late-model liquid-cooled models, factory-equipped with engine mounts connecting between the cylinder head and the upper frame spar, are not required to use these mounts. The mounting tabs for these mounts may be removed from the frame.

SUZUKI HAYABUSA: The round tubular cross-brace, located directly behind the steering stem, may be removed. Upper rear sub-frame mount may be removed. It may be cut off flush with the top of the factory frame spar, but no farther.

SUZUKI GS & KAWASAKI KZ/Z1: Frames may be modified for a backbone fuel cell.

(b) Triple Clamps: The steering stem offset on top and bottom triple clamps must be equal. Front Axle offset may not be less than ½ inches. The use of triple clamps, steering stems, stem bearings, offset bearing races, or any other components designed to increase or decrease rake is prohibited. Axle must be in the centre of the forks. Bottom of the lower triple tree cannot be higher (must be flush or lower) than webbing of lower steering neck.

(c) Wheelie Bars: Wheelie bars are prohibited.

(d) Ballast: Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. Any component, regardless of weight, which serves a structural, mechanical and/or performance enhancing function, is not considered to be ballast. (i.e., as a general reference, if the component in question can be removed without affecting any functions of the motorcycle, or decreasing structural integrity of the motorcycle, it is considered ballast). CMDRA does, however, reserve the right to deem any non-ballast component to be illegal, if its excessive weight or design creates a safety hazard, or if its construction or implementation is of an unprofessional appearance. Ballast may not be mounted to any bodywork or other plastic or composite components, nor may it be mounted to any part of the riders' body or equipment. Liquid or loose ballast (i.e., water, sand, rock, shot bags, etc.) is prohibited.

BALLAST MOUNTING: Ballast may be mounted to any portion of the frame, swingarm, seat mounts, rear sub-frame, fairing brackets, or any suitable structural component with sufficient strength to safely support the weight of the ballast during the run. Ballast mounting must be sufficiently strong to support the weight of the ballast, as determined by the tech director. All ballast must be mounted within the outer dimensions of the frame, rear sub-frame, swingarm, or bodywork. Ballast may not be mounted to any spring-mounted exhaust system components. If any exhaust or turbo system components are utilized to mount ballast, these components must have additional braces or struts to reduce the load on the exhaust or turbo system components. These supports must connect the ballast and/or exhaust/turbo components to rigid point(s) on an engine or chassis component, and the supports, mounts, and rigid mounting points must be of sufficient strength to support the ballast/exhaust/turbo assembly weight in race conditions.

CAPTURED BALLAST: Captured ballast is any material or component captured or contained within or around another component without the use of mounting fasteners. This form of attachment is still considered to be "mounted". This would include pourable ballast, such as epoxy or melted lead, inside of a tube or cavity. It would also include, but not be limited to, other ballast material contained within welded, clamped, or mechanically fastened components such as inside welded frame or swingarm components, inside a fork assembly, or press-fit into a fork slider tube.

FRONT SUSPENSION BALLAST: No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly. Unless specified otherwise, no parts of the front suspension, brake system, or fender system may be remanufactured from exotic heavy materials, including tungsten steel, HD-17, or Mallory metal [see EXOTIC HEAVY MATERIALS]. Front suspension components other than the fork leg assemblies, front axle assemblies, and front wheel assembly (this includes triple clamps, clip-on's, fender mounts, brake calipers and hangers, etc.) may be remanufactured from any legal materials, but must be constructed to dimensions reasonable for the application, with hardware reasonably-sized for the application. Whenever possible, OEM components will be used as a reference when determining what are appropriate sizes and dimensions. Lightening holes, gun-drilling, and other weight-saving techniques utilized on the OEM components may be deleted. Pre-approval of custom or aftermarket components is highly recommended.

EXOTIC HEAVY MATERIALS: Exotic heavy material as any material with a density higher than 8.1 grams per cubic centimeter. With the exception of components considered to be part of the fork, axle, or front wheel assemblies, no front end components may be manufactured from an exotic material.

(e) Wheelbase Measurements: In order to aid in performing wheelbase measurements, all entrants must have axles with either dimples or holes located in the center of the axles. These holes or dimples must be at least $\frac{1}{4}$ " in diameter and at least $\frac{1}{4}$ " deep, and must be located on both sides of the front and rear axles. All components must be mounted in a fashion to allow an unobstructed access to the axles from both sides of the motorcycle. With the front wheel straight and standing from a perpendicular side view on both sides, there must be a direct line of sight to both axles large enough to allow a wheelbase measurement tool of up to 1.5" in diameter to access the axles. No components of the bodywork, fender, turbo, exhaust, or any other components may block this view. Fabrication and design should take into consideration these requirements.

5. Wheels and Tires

(a) Wheels: Rear wheels must have a 180mm or greater width tire. Wheels 7.00 inches wide or wider must have bead-locks. Bead-lock highly recommended on all rear wheels. 16-inch minimum diameter front wheels are permitted.

MAXIMUM FRONT WHEEL WEIGHT: Front wheel and brake rotor components may be manufactured from any material. Total weight of front wheel rotating assembly, including tire, rotor, bearings, etc. cannot exceed 29.0 lbs. Inner bearing spacers and any axle spacers not removable without the use of tools are included in the wheel weight. Any bearing or axle spacers removable by hand will be included in the front axle weight [see FRONT AXLES]. No aftermarket or remanufactured components of the bearing or axle spacer assembly outside of the wheel may be larger than 1.5" in diameter. Bearing spacers contained completely within the wheel and retained by the wheel bearings may be of any dimension. Unmodified OEM parts larger than 1.50" are acceptable.

(b) Tires: Any DOT Tire is permitted.

(c) Front Axles: Front axle assemblies may be remanufactured or replaced with aftermarket components. Any aftermarket axle must have a dimple or hole in the center of the axle on each side to aid in wheelbase measurements (see WHEELBASE MEASUREMENTS). No part of the axle or nut may protrude more than .75" beyond the outside of the fork legs. No remanufactured or replacement part of the axle, axle nut, or external bearing spacers may exceed 1.50" in diameter. Unmodified OEM parts larger than 1.50" are acceptable. If lead or other materials are used to ballast the front axle assembly, all ballast material must be captured inside a hollow axle tube, and the ballast material must be positively retained by welded or threaded caps, or by some other positive mechanical retention system. The total weight of the front axle assembly, including spacers, nuts, washers, etc. may not exceed 4 lbs total weight. This weight shall include all OEM and non-OEM parts.

6. Body

(a) Body: All main body parts including upper fairing, side fairings, fuel tank, and tail section must have stock appearance and shape (i.e., no one piece bodies or tank shell, unless originally equipped). Front fenders are required and must be manufactured of plastic, fiberglass, or carbon composite. All bodywork must match the type of frame being used (i.e., you cannot put GSXR bodywork on a GS frame, or ZX-14 bodywork on a ZX-10). Bodywork may be updated or backdated to later or earlier model bodywork if the same type frame is used for those models. Tail section or rear fender must extend past the rear axle. Replacement parts are permitted, but must retain the shape of the stock parts they replace. To allow access to nitrous bottles, all nitrous bikes must have thumb (butterfly) body fasteners on any aftermarket body pieces that cover bottle to allow removal of panel or section by hand without the use of tools.

(b) Front Fairing: No portion of the front fairing or headlight may be mounted farther forward than 3 inches past the forward most part of the front tire. Access to the front axle for wheelbase measurements must be maintained (see WHEELBASE MEASUREMENTS).

AFTERMARKET FAIRINGS: Due to potential rider safety hazards created by high terminal speeds, bikes originally produced with no front fairing or windscreen are allowed the use of aftermarket fairings, screens, and/or wind deflectors. Components should be of a professional design and implementation, and they should be of a size and style appropriate for the particular motorcycle. All designs must be pre-approved and technical staff has final decision on what is deemed a safe and appropriate design.

(c) Fuel Tanks: Alterations of factory gas tanks are limited to sloping at rear of tank. Aftermarket fuel tanks are limited to approved manufacturers and part numbers only. In order for a tank to be legal, it must be commercially available, at a fair market price, to anyone desiring to purchase one. Manufacturer or distributor must be able to maintain availability at all times, and must be able to make delivery within 30 days of order. Manufacturer or distributor has the right to demand full pre-payment, including any shipping charges, before considering an order to be completed. Companies desiring to produce production tanks for this application may submit tank designs for approval.

ALUMINUM FUEL TANKS: Nitrous injected bikes, bikes originally equipped with tank shells, and bikes using methanol are allowed to run an aluminum fuel tank. Tanks must have an accessible fuel filler cap in a similar location to the approved tanks with an opening and fill tube large enough to fill with a conventional gas pump nozzle. The outer tank shell

must be from the approved aftermarket tank list in the tank shell version. The aluminum cell must be mounted under the tank shell and above the engine. Fuel cell may not be mounted in any location that is not representative of the OEM fuel tank location.

DUAL FUEL TANKS: Nitrous bikes using both methanol and gasoline as fuels must maintain fuels in separate containment systems. All fuel containment must still be mounted under the tank shell and above the engine. However, only one of the fuel cells is required to have an accessible fuel filler cap.

CURRENT APPROVED AFTERMARKET TANKS:

Manufacturer	Model Bike	Part Number
Catalyst Racing Composites	Hayabusa	BUSOTK99, BUPSTK99, BUPS2TK99, BUPS3TK08, BUPS4TK08, VELOCITYTANK06, VELOCITYTANK08, BUPS4-SC, BULTK01
Montgomery Motorsports	Hayabusa	BUSA-GEN2-PROSTREETCOMPLETE
Del's Performance Cycles	Hayabusa	DPCBUSTSHELL
TM Motorsports	Hayabusa	TM13PSTK
Catalyst Racing Composites	GSXR 1000	GSXR1LTK05, GSXR1SOTK05, GSXR1LTK07, GSXR1GTT07, GSXR1SOTT05
Catalyst Racing Composites	GSXR 1100	GSXR11LTK89
Montgomery Motorsports	GSXR 1100	GSXR 1000 05-06 PROSTREETCOMPLETE
Catalyst Racing Composites	ZX-14	ZX14PSTK06, ZX14SOTK06
Catalyst Racing Composites	ZX-12	ZX12PSTK02
Catalyst Racing Composites	ZX-10	ZX10LTK04, ZX10GTK04
Air-Tech Streamlining	CBR 1000 RR	2CBR17M
Catalyst Racing Composites	BMW S1000RR	#S1RRLTK10
Montgomery Motorsports	GS 1100	GS1100 PROSTREETCOMPLETE

(d) Tail Sections: Seat location will be determined by a minimum distance of 29.5-inches measured from the centerline of the steering stem to the back of the seat, including padding, at the bottom most point measured at a 90 degree angle to the ground. Approval of all parts will be limited to 30-days prior to an event. Photos of parts installed on the exact bike must be submitted for approval.

(e) Seat: Minimum seat height, with rider in position, seat compressed and 8 psi in rear tire, is measured from lowest point of seating position to the ground.

- Bikes that are required to have 3" Ground Clearance: Minimum seat height of 22".
- Bikes that are required to have 2" Ground Clearance: Minimum seat height of 20".

7. Electrical

(a) Starting Systems: All engines must be self-starting and utilize OEM-style starting systems. No push or roller starts. All systems must be on-board, no external devices may be used to assist the batteries or starter systems.

(b) Launch Control: The use of 2-steps and other launch control devices are legal for all entrants, as long as such devices do not violate any other equipment rules.

(c) Engine Management Systems: Engine management systems (EMS), also known as Engine Control Units (ECU) may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

TECH INSPECTION: Tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software.

ECUs may not detect and may not be activated by radio transmitters, infrared, laser or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (i.e., radio, infrared, sonic, etc) transmit or receive information during the run to or from any source.

(d) Data Acquisition: Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system, the track surface, or any structure of the track facilities are prohibited. Any measurement or detection devices, including non-contact sensors (sonic, infrared, radar, laser, etc) designed to detect or measure distance, position, or heading of the motorcycle relative to the track or any other point or location external to the motorcycle is prohibited. The use of GPS, locator or position beacons, and locator or position transmitters is prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire to measure speed, distance, or track position, is prohibited.

RIDE HEIGHT SENSORS: Ride height sensors are defined as any device capable of measuring the distance between any fixed point on the motorcycle and the track surface. Ride height sensors are prohibited on any turbocharged or supercharged entrant. Any bike utilizing a ride height sensor during non-competition testing must completely remove the sensor from the motorcycle during any competition rounds.

FRONT WHEEL SPEED SENSORS: Turbocharged and supercharged entrants are not allowed the use of any front wheel speed measurement devices. Any bike equipped from the OEM, or any bike utilizing a front wheel speed sensor during non-competition testing, must completely remove the sensor from the motorcycle during any competition rounds. At the discretion of the tech director, trigger wheels do not need to be removed for competition.

TURBOCHARGED & SUPERCHARGED ENTRANTS: Any electrical or mechanical device that may be used to activate, adjust, or tune any engine functions including timing, fuel delivery, or boost level based upon ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors measuring front wheel/tire speed, position, temperature, or pressure are prohibited. Any sensor measuring any function of the front suspension including travel, distance, position, or external or internal fork conditions are prohibited. Any mechanical, electrical, infrared, gyroscopic, ultrasonic, or other type sensor that measures any function of ride height, orientation, inclination, pitch angle relative to horizontal (wheelie angle) or any other plane, roll angle, or yaw angle, is prohibited.

(e) Electrical: Functional charging system, head and taillight w/ brake light, and kill switch required. Headlight and taillight must be retained in stock locations. Turn indicators optional. Headlight is required to be on during all qualifying and eliminations runs. In the event of failure of either the charging system or the lighting system, the tech department will allow repairs to be made prior to the next round of competition. This courtesy repair opportunity is only allowed once per event, per system. Failure by the rider or crew member to activate either the charging or lighting system is considered to be a system failure. Any failure of either system for the second time in the same event will result in an automatic disqualification.

(f) Headlights: Factory headlight systems matching the bike model must be used. All of the original factory glass or plastic lenses must be used, may not be painted or wrapped (reasonable transparent tinting permitted) and must be mounted in the original location in the front fairing (or headlight bucket on non-faired bikes). Non-fairing bikes must have the headlight bucket mounted in factory location. All components which are part of the original beam generating and reflecting system, and are visible from the outside of the bodywork, must be retained, and may not be modified in any manner visible from the outside. These components include reflectors, secondary lenses, diffusers, bulb sockets, and bulbs. All such components of both the low-beam and high-beam systems must be retained, even if that system is not in use. Required

components may be mounted in any suitable manner. Any modification of the mounts, housing, or non-visible areas of the lenses, reflectors, and other required components is permitted. However, lighting system must be enclosed to prevent the escape of light from behind the fairing or bucket. At least one bulb from either the low-beam or high-beam system must be on during competition. Unused bulbs do not need to be electrically functional, and a high/low switching system is not required.

(g) Taillights: All entrants must have a functioning taillight system, with operational tail and brake lights. Factory taillights are highly recommended. Non-factory tail lights and brake lights must red color light, and must be sufficiently bright to be reasonably visible.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

(d) Race School: Mandatory for first time racers.

(e) Rider Weight: All riders claiming a combination with rider weight requirements must weigh-in at tech inspection. Riders will only be allowed to wear one pair of underwear, one pair of shorts, one short-sleeved shirt, and one pair of socks while being weighed in (Shoes, jewelry, hats, watches, etc. must be removed, and all pockets must be empty). Riders will only be given one chance to weigh-in at tech inspection and will be required to run the wheelbase placed for that weight.

MINIMUM WEIGHT: All weights include both the bike and rider, and can be taken at the conclusion of the run.

Turbocharged – Big Bore

0-154# Rider	155# Minimum Rider	175# Minimum Rider	185# Minimum Rider	195# Minimum Rider	205# Minimum Rider
Base Weight 650#	Base Weight 675#	Base Weight 700#	Base Weight 700#	Base Weight 700#	Base Weight 700#
68" wheelbase +0#	69" wheelbase +0#	70" wheelbase +0#	71" wheelbase +0#	72" wheelbase +0#	73" wheelbase +0#
—	—	—	70" wheelbase -10#	71" wheelbase -10#	72" wheelbase -10#
—	—	—	69" wheelbase -20#	70" wheelbase -20#	71" wheelbase -20#
—	—	—	68" wheelbase -30#	69" wheelbase -30#	70" wheelbase -30#
—	—	—	—	68" wheelbase -40#	69" wheelbase -40#
—	—	—	—	—	68" wheelbase -50#
1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#

M1 Fuel +40# M1 Fuel +30# M1 Fuel +20# M1 Fuel +10# M1 Fuel +0# M1 Fuel +0#

Cryo-Cooler +20#	Cryo-Cooler +15#	Cryo-Cooler +10#	Cryo-Cooler +5#	Cryo-Cooler +0#	Cryo-Cooler +0#
Integral Engine Cases -15#					
1-2 Auto +50#	1-2 Auto +40#	1-2 Auto Trans +30#	1-2 Auto Trans +20#	1-2 Auto Trans +10#	1-2 Auto Trans +0#
1-2-3 Auto Not Permitted					
Full Auto Not Permitted					

Supercharged – Big Bore

68" Wheelbase 69" Wheelbase 70" Wheelbase 71" Wheelbase 72" Wheelbase 73" Wheelbase

Nitrous Injected – Big Bore

72" Wheelbase	73" Wheelbase	74" Wheelbase	75" Wheelbase	76" Wheelbase
Base Weight 525#	Base Weight 550#	Base Weight 575#	Base Weight 600#	Base Weight 625#
Any Size Rider				
Integral Engine Cases -15#				
Full Auto Trans +0#				
No Auto Trans -25#				

Turbocharged – Original Liter

68" Wheelbase	69" Wheelbase	70" Wheelbase	71" Wheelbase	72" Wheelbase	73" Wheelbase
Base Weight 530#	Base Weight 555#	Base Weight 580#	Base Weight 605#	Base Weight 630#	Base Weight 655#
Any Size Rider					
1-2 Auto Trans +25#					

Supercharged – Original Liter

68" Wheelbase	69" Wheelbase	70" Wheelbase	71" Wheelbase	72" Wheelbase	73" Wheelbase
Base Weight 480#	Base Weight 505#	Base Weight 530#	Base Weight 555#	Base Weight 580#	Base Weight 605#

Any Size Rider				
1-2 Auto Trans +0#				
1-2-3 Auto Trans +10#				
Full Auto Trans +25#				

Nitrous Injected – Original Liker

74" Wheelbase	75" Wheelbase	76" Wheelbase	77" Wheelbase
Base Weight 450#	Base Weight 475#	Base Weight 500#	Base Weight 525#
Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider

Full Auto Trans +0#

Full Auto Trans +0#

Full Auto Trans +0#

Full Auto Trans +0#

MODIFIED

REQUIREMENTS AND SPECIFICATIONS

Designation: "M" preceded by bike number. Reserved for non-street legal and street legal based XL and FX motorcycle models.

1. Engine

(a) Engine: Will consist of "XL" or "FX" (45-90 degree V-Twin) big twin based engines up to 122 cubic inch maximum (5.24 pounds per cubic inch). Push rod after market heads, including four valve are legal. CPR systems may be used, but hoses are not to be connected to the intake manifold. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system. **Belly pans to catch oil drips mandatory.**

(b) Fuel System: Fuel shut-off valve mandatory.

(c) Fuel: Gasoline only. Specific gravity will be set. Nitrous is not permitted.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard to be constructed from .060 inch steel or .125 inch aluminum securely mounted on at least two points that are securely mounted to frame. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Must have "XL" or "FX" based clutch; any modifications are legal including slippers. Must have at least half of the side surface covered by .060 inch steel or .125 inch aluminum. Guard must be securely mounted in a safe craftsman-like manner.

(c) Transmission: Must be "XL" or "FX" based transmission; and modifications are legal. Air shifters are legal.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 9 inch diameter x .125 inch thickness. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Handlebar controls must be located in a safe, workable position and mounted in a safe craftsman-like manner. Snap back throttle return is mandatory. Foot pegs and brake pedal may be rear set. Any shifter or brake pedal that can be operated from the legal foot peg location, with

the foot on the peg will be permitted. Air shifters permitted. Air bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 30mm with a minimum travel of 2 inches. Steering dampener recommended. Rear suspension not recommended.

(d) Wheelie Bars: Mandatory. Maximum length from center of front axle to center of wheelie bar axle is 130 inches. Wheels must be non-metallic. Minimum specified construction of .75 inch chromoly and .058 wall thickness.

4. Frame

(a) Frame: Stock O.E.M. frame with altered or changed swing arm may be used. Aftermarket and custom made frames are legal. All frames must be mig or tig welded. Recommended 4130 chromoly.

(b) Wheelbase: 70 inches maximum length.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches.

(b) Tires: Tires must be V-rated or specified for racing use by manufacturer. Maximum rear tire width is 8.5 inches. Minimum front tire width is three (3) inches.

6. Body

(a) Body: All bikes must have front and rear fender with fuel tank or shell to resemble street bike appearance. All components must be mounted and constructed in a safe, craftsman-like manner.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is permitted. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit.

(b) Charging System: Optional.

(c) Starting System: Must be self starter or external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Computers: No onboard computers are allowed during racing or testing. All racers with pre-existing equipment to allow data gathering will completely disable those systems to the satisfaction of the tech inspectors.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

V-ROD DESTROYER

REQUIREMENTS AND SPECIFICATIONS

Designation: "D" preceded by bike number.

Reserved for Harley-Davidson V-Rod, 60 degree, overhead cam, water-cooled, V-Twin cylinder configuration motorcycle models produced as a purpose built vehicle (VRXSE) Screamin' Eagle V-Rod Destroyer. Engines must carry racing engine VIN code from Harley-Davidson Motor Company. Motorcycle must maintain stock cooling system and intake system as installed at time of production. Motorcycle must be ridden under its own power to staging lanes, starting line and back to the pit area after completion of the run (no towing allowed). This is a heads up, .400 second, Pro tree class. Combined weight of bike and rider must be a minimum of 745 pounds at the conclusion of all runs. Ballasts must be secured in a weight box or securely bolted to frame by a minimum of one 3/8" bolt per 5 pound weight.

1. Engine

(a) Engine: Only Harley-Davidson V-Rod, 60 degree, overhead cam, water-cooled, V-Twin cylinder configuration, purpose built model (VRXSE) – Destroyer engines, as supplied by Harley-Davidson are allowed. Engines must maintain stock bore (4.134 plus .030 inch overbore allowed) and stock stroke (2.953) per Harley-Davidson specifications. Aftermarket valve springs, retainers, rod bolts, case bolts and steel connecting rods may be submitted to C.M.D.R.A. for approval. No modifications to engine/transmission assembly are allowed. Any wear parts measuring more than .005 inches out of nominal factory specifications will be considered modified, and non-wear parts must fall within published factory tolerances. All engines must be naturally aspirated and all air and fuel must be delivered through the OEM supplied throttle body, 58mm diameter above and below the throttle plate. No physical modifications to fuel system are allowed. Exhaust system must be as supplied by Harley-Davidson. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system on bike.

(b) Fuel: No external oil/fuel pumps or external vacuum pumps allowed. C.M.D.R.A. specified VP Race Gasoline only. No nitrous oxide or methanol allowed. Winner and Runner-up may be subjected to fuel analysis. Oil may not contain any form of combustible additive.

(c) Fuel Sampler: All V-Rod Destroyers must be equipped with a fuel sampler valve.

2. Drive Train

(a) Chain Guard: Top chain guard must be stock as supplied by manufacturer. Lower chain guard may be removed for clearance of lowered foot peg.

(b) Transmission: Transmission must be stock as supplied by manufacturer and cannot be modified. Air and electro-magnetic shifting devices are allowed as supplied by the manufacturer. The rider's hand or foot must manually control the shifting device. Clutch assembly must be as supplied by the manufacturer. Aftermarket billet clutch baskets may be submitted to C.M.D.R.A. for approval. Clutch basket rivets may be modified in a manner consistent with the OEM specs. Backlash gear assembly may be removed and replaced with a plain steel plate, riveted or bolted in a safe manner.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes as supplied by the manufacturer are mandatory.

(b) Controls: All controls must be OEM equipment. Triple clamps supplied by OEM must be used and the fork tubes may not be modified in any way. Aluminum handlebars are not allowed. Snap-back throttle return is mandatory.

(c) Suspension: Front suspension must be stock for model and OEM supplied. Fork tube angle must be stock. Internal modifications are legal. Travel limiting straps are not allowed. Rear suspension must use OEM struts.

(d) Wheelie Bars: Wheelie bars are mandatory and must be as supplied by the manufacturer.

4. Frame

(a) Frame: Only Destroyer, OEM frames supplied by Harley-Davidson are allowed. No modifications are allowed. All entries must be a complete production motorcycle. A single hydraulic steering damper may be fitted in a good workmanship manner, which does not substantially modify the frame or forks.

(b) Wheelbase: 70 inch maximum. Swing arm may be extended by 2 inches from stock to achieve this wheelbase.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Stock Destroyer OEM wheels only.

(b) Tires: Front tire must be 23.5 inches x 4.5 inches dimension on front. Rear tire must be 25 inches x 18 inches from any manufacturer.

6. Body

(a) Body: Stock OEM fenders, simulated headlight, and air box must remain stock. All other OEM fairings and panels must be present and be stock appearing.

(b) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards with a minimum seat height of 20 inches.

7. Electrical

(a) Ignition: OEM system only. No delay boxes or electronic throttle stops. Two-step RPM controls are approved as supplied by the manufacturer.

(b) Charging System: Charging system is not required.

(c) Starting System: Electric on board starters are required. No jump starts from an external battery are allowed in the staging lanes. No rollers. No push starts. No dry hops in pits.

(d) Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency kill switch with a tether to rider.

(e) Computers: Only data gathering computers or data boxes are allowed. No traction control devices or RPM shifted solenoids are allowed. No external ignitions or fuel controllers allowed.

(f) Lights: Simulated headlight and working taillights are required.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

9. Tech

(a) Tech: All motorcycles must be teched in before practice. Motorcycle, rider and his/her protective gear must be present at tech area. Tech official

will have final say on any unclear rule or equipment. Winner and Runner-up will be subject to tear down after final round.

East Meets West Challenge: The C.M.D.R.A. will host a championship final between the western points champion and the eastern points champion in the Destroyer class at our season finale. You may only accumulate points in one division.

FORMULA FOR A WINNER IF THERE IS A RAINOUT OF THE EAST MEETS WEST CHALLENGE Race positions per event added together and divided by number of races. The lowest number wins. If there is a tie the lowest ET is the deciding factor.

10. Appearance

Destroyer Amendments:

- 1) Antifreeze must be replaced with water in the cooling system and overflow bottles.
- 2) Engine and frame numbers will be recorded on tech card.
- 3) If you want to run second bike during qualifying it will need a separate tech card and entrance fee.
- 4) If you run second bike, a race official need to be notified or run does not count. This is allowed only during class qualifying window. No bike substitutions allowed during eliminations.
- 5) If you change motors, a race official need to be notified or run does not count.
- 6) Before ladder is set for eliminations all competitors need to report to race trailer and verify they are available for eliminations. The ladder will NOT be set until this is done. No deviation from ladder once it has been set.
- 7) Competitors qualifying 2 bikes will need to inform the race trailer which bike they will use for eliminations. Only one is permitted.
- 8) If you have qualified 2 bikes and the one you reported you would run for elimination rounds breaks during eliminations and you won your round, you may substitute the motor only on the bike you qualified. This must be reported to a race official or run does not count and you will be disqualified and lose your points.
- 9) When qualifying starts only the bike you entered is legal to run. You may repair as required, if time between rounds permits. No complete bike substitutions allowed after eliminations starts. You will be disqualified and lose all points to date if protested and found guilty.
- 10) If one competitor wants to protest another competitor a \$250 cash retainer is required to be put up to the race director or race official before it will be investigated. If the protest is found to be valid then the money will be returned and the violator will be disqualified and points earned to

that point will be taken away. If it is found that the protest has no merit the money will be split between the C.M.D.R.A. and the competitor being protested. In this case the protester will be fined 50 points and also be responsible for paying for any consumable material or parts required to investigate the claim. The protest will not hold up the running of the event. If need be it will be investigated after eliminations are over and the official results will be posted after the investigation is concluded.

11) The race director and/or tech officials reserve the right to inspect one, some, or all competitors for the following or other issues not listed at any time at their sole discretion:

- a) Weight restrictions
- b) Fuel analysis
- c) Charging system operation
- d) OEM tires
- e) Ground clearance
- f) Personal protective equipment

SUPER BIKE

REQUIREMENTS AND SPECIFICATIONS

Designation: "S/B" preceded by bike number. Reserved for all makes modified motorcycles specifically built for drag racing. This class is an E.T. class. **Bikes without wheelie bars must run 10.90 seconds or quicker**

1. Engine

(a) Engine: Must be stock-type engine designed and manufactured for production motorcycle use. Single engine only. Carburetors, turbochargers, fuel injectors, EFI and superchargers may be used in any combination. Unlimited displacement. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system on bike.

(b) Fuel System: Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted inside perimeter of frame members. No hose or tie straps. Line from bottle to solenoid must be high pressure steel braid or steel. **If you have DZUS fasteners they must be butterfly type (see Pro Mod).**

(c) Fuel: Gasoline, alcohol and nitrous only.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard to be constructed from .060 inch steel or .125 inch aluminum securely mounted on at least two points or OEM. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch Guard: Must have at least half of the side surface covered by .060 inch steel or .125 inch aluminum unless stock equipped. Guard must be securely mounted in a safe craftsman-like manner.

(c) Transmission: Any transmission may be used.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 7 inch diameter x 3/16 inch thickness, OEM or aftermarket. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Grips may not extend below bottom of fork crown. Snap back throttle return is mandatory. Foot pegs and brake pedal may be rear set. Any shifter or brake pedal that can be operated with the foot on the peg

will be permitted. Air shifters permitted. Air shift bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 32mm or stock with a minimum travel of 2 inches. Steering dampener recommended. Rear suspension not recommended.

(d) Wheelie Bars: Not mandatory. Wheels must be non-metallic. Minimum specified construction of .75 inch chromoly and .058 inch wall thickness.

4. Frame

(a) Frame: Stock or aftermarket frames are permitted. All frames must be mig or tig welded. If replacement parts are 4130 chromoly ; must be tig or mig welded. Steering head angle to be not less than stock rake. Swing arm or frame may be used as an air tank. Pressure not to exceed 150 P.S.I. Some method of checking pressure is mandatory.

(b) Wheelbase: Any wheelbase allowed.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 14 inches: maximum diameter 18 inches.

(b) Tires: Minimum front tire width is three (3) inches. Automotive tires permitted. Motorcycles running 9.99 seconds and quicker must use tires specified for racing use by manufacturer.

6. Body

(a) Body: No body parts are necessary. Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is permitted. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit.

(b) Charging System: Optional.

(c) Starting System: Must be self starter or external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Computers: Only data gathering computers are allowed. Electronic Fuel Injection may monitor only engine functions.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

SUPER GAS

REQUIREMENTS AND SPECIFICATIONS

Designation: "S/G" preceded by bike number. Reserved for street legal or non-street legal Harley-Davidson V-Twin modified motorcycles specifically built for drag racing, including Harley-Davidson V-Rod Destroyer. This class is a "heads-up", .400-second, Pro-tree with 9.70 index.

1. Engine

(a) Engine: Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system on bike. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbocharger, nitrous oxide, double engine, etc. **Belly pan to catch oil drips mandatory.**

(b) Fuel System: Fuel shut-off mandatory. Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted inside perimeter of frame. All nitrous bikes must have thumb (butterfly) body fasteners. All body fasteners must be able to be removed by hand without the use of tools.

(c) Fuel: Gasoline, alcohol and nitrous allowed. No Propylene Oxide.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard to be constructed from .060 inch steel or .125 inch aluminum securely mounted on at least two points. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Any type of motorcycle clutch or belt drive may be used. Must have at least half of the side surface covered by .060 inch steel or .125 inch aluminum.

(c) Transmission: Any transmission may be used. Air shifters are legal.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 9 inch diameter x .125 inch thickness. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Handlebar controls must be located in a safe, workable position and mounted in a safe craftsman-like manner. Snap back throttle return is mandatory. Foot pegs and brake pedal may be rear set. Any shifter or brake pedal that can be operated from the legal foot peg location, with the foot on the peg will be permitted. Air shifters permitted. Air shift

bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 30mm with a minimum travel of 2 inches. Steering dampener mandatory. Rear suspension not recommended.

(d) Wheelie Bars: Mandatory with slick, optional with V-rated D.O.T. tire. Wheels must be non-metallic. Minimum specified construction of .75 inch chromoly and .058 inch wall thickness.

4. Frame

(a) Frame: Any type permitted. All frames must be mig or tig welded. Recommended frame material 4130 chromoly.

(b) Wheelbase: Recommended 70 inches length.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches.

(b) Tires: Tires must be V-rated D.O.T. tire or tire specified for racing use by manufacturer. Rear tire any width. Minimum front tire width is three (3) inches.

6. Body

(a) Body: All bikes must have front and rear fender with fuel tank or shell to resemble street bike appearance. All components must be mounted and constructed in a safe, craftsman-like manner.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is permitted. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit.

(b) Charging System: Optional.

(c) Starting System: Must be self starter or external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Computers: Only data gathering computers are allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

HOT TWIN

REQUIREMENTS AND SPECIFICATIONS

This is an E.T. class. Designation: "H/T" preceded by bike number. Reserved for street legal motorcycles with Twin cylinder engines. All entries will compete in eliminations. Eliminations will be run in random pairings until 16 or less motorcycles remain in competition. A sixteen-motorcycle sportsman ladder will be created by reaction time. Motorcycle must be ridden under its own power to staging, starting line and back to the pit area after completion of the run. No towing allowed.

Tech: All motorcycles must be teched in before practice. Motorcycle, rider and his protective gear must be present at tech area. Tech official will have final say on any unclear rule or equipment.

1. Engine

(a) Engine: Restricted to self-starting twin-cylinder engines. Carburetors, turbochargers, fuel injectors and superchargers may be used in any combination. Unlimited displacement. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system.

(b) Fuel System: Fuel shut-off mandatory. Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted inside perimeter of frame members. No hose clamps or tie straps. Line from bottle to solenoid must be high pressure steel braid or steel.

(c) Fuel: Gasoline, Alcohol, or Gasoline and Nitrous.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard to be constructed from .060 inch steel or .125 inch aluminum securely mounted on at least two points or O.E.M. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Any type of motorcycle clutch or belt drive may be used. Must have at least half of the side surface covered by .060 inch steel or .125 inch aluminum unless stock equipped. Guard must be securely mounted in a safe craftsman-like manner.

(c) Transmission: Any transmission may be used.

3. Suspension and Brakes

(a) Brakes: Front and rear brakes are mandatory. Minimum rotor size is 7 inch diameter x 3/16 inch thickness O.E.M. or aftermarket. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 22 inches overall with grips removed. Grips may not extend below bottom of fork crown. Snap back throttle return is mandatory. Foot pegs may be rear set. Any shifter or brake pedal that can be operated from the legal foot peg location, with the foot on the peg will be permitted. Air shifters permitted. Air bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 32mm or stock with a minimum travel of 2 inches. Steering dampener recommended.

(d) Wheelie Bars: PROHIBITED.

4. Frame

(a) Frame: Stock and aftermarket frames permitted. All frames must be mig or tig welded. Steering head angle to be not less than stock rake. Bicycle parts prohibited.

(b) Ground Clearance: Minimum of 2 (two) inches with rider on bike.

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 21 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches.

(b) Tires: Tires must be D.O.T. rated. Minimum front tire width is three (3) inches. Tires must be in good condition with 2/32 inches of tread.

6. Body

(a) Body: Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is permitted. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit. Stock bikes equipped with handle bar mounted thumb switch can have a lanyard easily attached. Contact tech officials at events for information.

(b) Charging System: Optional.

(c) Starting System: Must be self starter or external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Computers: Only data gathering computers are allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

STOCK XL (883)

REQUIREMENTS AND SPECIFICATIONSS

Designation: "XL" preceded by bike number. Reserved for street legal Stock XL (883), Evolution Sportster.

1. Engine

(a) Engine: Must be stock XL (883). Stock crankshaft and rods. Cylinders must be stock except for over sizes that stay within displacement limits. Pistons and wrist pins must be OEM with no modifications. Engine cases cannot be modified except for repairs. Cylinder heads may not be modified in any way or fashion. All valve components must be stock OEM. 3 angle valve cut with 30/45/70 degrees with a length of 1/8 inch clean up into port is maximum standard for valve grind. No polishing ports or intake manifold. Head gaskets must not be less than .045 inches thick. Head gasket surface area may not receive over .010 cut for warpage. Lifters and cams must be stock OEM push rods or adjustable push rods. Carburettor must be stock OEM with no modifications except existing jet changes (No Thunderjet). Air cleaner changes are legal. Any exhaust system is legal. Crankcase vent tube must be routed to catchcan or carburetted intake system.

(b) Fuel: Gasoline only. Specific gravity will be set. No nitrous oxide or propylene oxide.

2. Drive Train

(a) Chain Guard: Stock OEM. Primary and secondary.

(b) Transmission: Stock OEM gears. Clutch must be OEM (except clutch spring). No primary belt drives. OEM secondary belt drives okay. **No electric or air shifters.** Must be manual shift. Air clutch permitted. Rear wheel chain will have no less than 19 teeth on front and no more than 51 teeth on the rear sprocket. Sprocket must be steel and OEM design.

3. Suspension and Brakes

(a) Brakes: Must have stock OEM front and rear callipers, rotors or drums.

(b) Controls: Handlebars must be in stock position and stock OEM. Foot pegs and foot controls must be in stock position of XLCR of forward of this position. All controls must be stock OEM equipment except foot controls.

(c) Suspension: Front suspension must be stock OEM. Rear suspension struts allowed.

(d) Wheelie Bars: PROHIBITED.

4. Frame

(a) Frame: Stock OEM frame and swing arm. No modifications allowed. VIN is used for ID.

(b) Wheelbase: Stock.

(c) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire including exhaust and kickstand.

5. Wheels and Tires

(a) Wheels: Stock OEM wheels. Front and rear. No weight reduction modifications.

(b) Tires: Must be D.O.T. approved with 2/32 inches of tread on front rear.

6. Body

(a) Body: Stock OEM fenders and gas tank. Stock OEM headlight and taillight with license plate provisions. Mirrors must be removed. Turn signals are not necessary.

(b) Fairing: ¼ fairings or windshields legal.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards. Bike must have a manufactured seat on it.

7. Electrical

(a) Ignition: Stock OEM ignition system. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit. Screamin' Eagle module and Hot coil are allowed.

(b) Charging System: Stock OEM system only and must work. Stock OEM battery must be on bike.

(c) Starting System: Stock OEM electric or kick. No external starter, no push starts, no rollers.

(d) Control switches: Stock OEM.

(e) Computers: Only data gathering computers are allowed.

(f) Lights: Stock OEM light system. Hi-low beam, taillight and brake lights. All lights must work.

8. Rider

(a) Credentials: Must Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves

(no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

STREET

REQUIREMENTS AND SPECIFICATIONS

Designation: "S" preceded by bike number. Reserved for street legal motorcycles. This class is an E.T. class.

1. Engine

(a) Engine: Must be stock-type engine designed and manufactured for production motorcycle use. Single engine only. Carburetors, turbochargers, fuel injectors and superchargers may be used in any combination. Unlimited displacement. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system.

(b) Fuel System: Fuel shut off mandatory. Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted inside perimeter of frame members. No hose or tie straps. Line from bottle to solenoid must be high pressure steel braid or steel.

(c) Fuel: Gasoline, Alcohol, or Gasoline and nitrous.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must have front and rear guards to cover the width and at least the top run of the center line of the sprocket of any chain or belts. Chain guard to be constructed from .060 inch steel or .125 inch aluminum securely mounted on at least two points or OEM. Rear mounting point to be no more than six (6) inches in front of rear axle. No clamps or tie straps.

(b) Clutch: Any type of motorcycle clutch or belt drive may be used. Must have at least half of the side surface covered by .060 inch steel or .125 inch aluminum unless stock equipped. Guard must be securely mounted in a safe craftsman-like manner.

(c) Transmission: Any transmission may be used.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 7 inch diameter x 3/16 inch thickness, OEM or aftermarket. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 22 inches overall with grips removed. Grips may not extend below bottom of fork crown. Snap back throttle return is mandatory. Foot pegs and brake pedal may be rear set. Any shifter or brake pedal that can be operated with the foot on the peg will be permitted. Air shifters permitted. Air shift bottles must be stamped

with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Front suspension minimum fork diameter is 32mm or stock with a minimum travel of 2 inches. Steering dampener recommended.

(d) Wheelie Bars: PROHIBITED.

4. Frame

(a) Frame: Stock or aftermarket frames are permitted. All frames must be mig or tig welded. Steering head angle to be not less than stock rake. Bicycle parts prohibited.

(b) Ground Clearance: Minimum of 2 (two) inches with rider on bike.

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 21 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches.

(b) Tires: Minimum front tire width is three (3) inches. Tires must be in good condition with 2/32" of tread.

6. Body

(a) Body: No body parts are necessary. Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position. Seat, tail section and rear fender may be incorporated into one unit.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is permitted. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit. Stock bikes equipped with handle bar mounted thumb switch can have a lanyard easily attached. Contact tech officials at events for information.

(b) Charging System: Optional.

(c) Starting System: Must be self starter or external electric starter; roller or push starts prohibited. Battery covers required for starter cart/vehicle.

(d) Computers: Only data gathering computers are allowed.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

V PRO

REQUIREMENTS AND SPECIFICATIONS

Designation: "VP" preceded by bike number. Reserved for gas burning V-Twin based engine modified for drag racing. This is a "heads-up", .400-second, Pro-tree class.

1. Engine

(a) Engine: Must keep design features of V-Twin engines (45-90 degree V-Twin).

(b) Carburetors or Fuel Injection: Allowed.

2000cc (122ci) limit for Naturally Aspirated,

Vrod motors 1430cc (88ci) limit for Turbo, Supercharger and/or Nitrous.

Metric motors 1800cc (110ci) limit for Turbo, Supercharger and/or Nitrous.

Push rod motors 1800cc (110ci) limit for Turbo, Supercharger and/or Nitrous.

(c) Fuel System: Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps. Line from bottle to solenoid must be high pressure steel braid or steel.

(d) Fuel: Gasoline Only. No Alcohol or Nitromethane.

NOS bottle mounting: NOS bottles should be mounted when possible within the frame of the bike. However, they can be mounted on the side for the bike if equipped with approved valve guards. Schnitz part number TVC-NOS

2. Drive Train

(a) Chain and/or belt guard mandatory: Must cover top run of drive. Guard to be constructed from .060 inch steel or 1/8 inch aluminum.

(b) Transmission: Any transmission may be used. Any type clutch, belt drives, air shift, etc are legal. Clutch must have strong protective covering. Guard must be .060 inch steel or 1/8 inch aluminum. Transmissions and clutches must exhibit good engineering practices and may require data to be submitted for approval.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 9 inch diameter x 1/8 inch thickness for rotors.

(b) Controls: Handlebar controls must be located in a safe, workable position and mounted in a safe craftsman-like manner. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. Lanyard kill switch is mandatory.

(c) Suspension: Front suspension minimum fork diameter is 32mm with a minimum travel of 2 inches. Steering dampener mandatory. Rear suspension not necessary.

(d) Wheelie Bars: Wheelie bars are required. Minimum length from center of rear axle to center of wheelie bar axle must equal at least 70% of wheel base.

4. Frame

(a) Frame: Stock or aftermarket frames permitted. Steering head angle may not be less than stock rake. All frame components, except braces, brackets and gussets, must be manufactured from minimum 1.00 inch x 0.58 inch 4130 chromoly tubing. All welding must be done by approved heliarc process. All frames must have stops that limit turning arc to 28 degrees. Stop must have a shear strength equal to a 3/8 inch bolt. All butt welds must have visible reinforcement. Plating of frame prohibited. Painting permitted.

(b) Steering Stabilizers: Mandatory

(c) Wheelbase: Minimum 66" inches, maximum 70 inches length.

(d) Ground Clearance: Minimum of 2 (two) inches with rider on bike and 10 P.S.I. in rear tire (including exhaust and kickstand).

5. Wheels and Tires

(a) Wheels: Front wheel: minimum diameter 16 inches: maximum diameter 19 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches.

(b) Tires: Must be specified for racing use by manufacturer. 10.0 inch wide rear tire is maximum limit.

6. Body

(a) Body: No body parts are necessary, except rear fender that must cover width of tire and extend past the rear axle.

(b) Fairing: Permitted. Must be mounted securely.

(c) Seat: Seat, tail section and rear fender may be incorporated into one unit and must include a step to prevent rider from sliding backwards.

7. Electrical

(a) Ignition: Any ignition system is allowed.

(b) Charging System: Optional.

(c) Starting System: Remote or on-board starters acceptable. Roller or push starts prohibited. Jackstands are mandatory for starting motorcycles with slipper clutches. No dry hops in pits.

(d) Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency kill switch.

(d) Computers: Allowed.

(e) **Lights:** Not necessary.

8. Rider

(a) **Credentials:** Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) **Helmet:** Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) **Protective Clothing:** Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) **Race School:** Mandatory for first time racers.

9. Tech

(a) **Tech:** All motorcycles must be teched in before practice. Motorcycle, rider and his protective gear must be present at tech area. Tech official will have final say on any unclear rule or equipment.

SUPER STREET

REQUIREMENTS AND SPECIFICATIONS

Designation: "S/S" preceded by bike number.

Super Street will showcase street bikes with limited modifications in a heads up format. Created as a safe alternative to illegal street racing. All bikes must be street legal with self-starting motorcycle engines only.

1. Engine

(a) Engine: Must be stock-type engine designed and manufactured for production motorcycle use. Single engine only. Carburetors, turbochargers, fuel injectors and superchargers may be used in any combination. Unlimited displacement. Crankcase and all fluid tanks must have vent tubes routed to an overflow can or have a non-spill breather system.

(b) Fuel System: Nitrous bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps. Line from bottle to solenoid must be high pressure steel braid or steel.

(c) Fuel: Gasoline, Alcohol and Nitrous allowed. Nitromethane prohibited!

NOS bottle mounting: NOS bottles should be mounted when possible within the frame of the bike. However, they can be mounted on the side for the bike if equipped with approved valve guards. Schnitz part number TVC-NOS. Must have an "anti-drop" plate in place in case of clamp failure.

2. Drive Train

(a) Chain and/or belt guard mandatory: Must extend from the center line of the rear axle covering the full length of the exposed swing arm, ending no shorter than 10" from the point the swing arm goes behind the main frame spar. Guard should be constructed from .060 inch steel or .125 inch aluminum and firmly mounted. No clamps or tie straps. OEM chain guards allowed only on stock length OEM swing arms.

(b) Clutch: Slider clutches are prohibited. Clutch must be lever activated by the rider's hand. No pneumatic, electric or hydraulic activation or engagement force systems are allowed. Clutch baskets, inner hubs, spacer, standoffs, slave cylinders, and pressure plates can be switched between different year motorcycles. Billet clutch baskets and inner hubs are permitted. Modification of clutch to eliminate factory style back-torque cam assembly is permitted. Modifications of spacers and stand-offs to alter spring install height are allowed.

POWER ADDER ENTRANTS: Input-driven centrifugal-assist single-stage lockup clutches (commonly called "snowflake" clutches) are allowed by all

Entrants, with a wheelbase penalty of 1". Input-driven lockups must be mechanically attached to the transmission input shaft, and may not be mechanically attached to the clutch basket or any component positively driven by the crankshaft. The use of clutches with counter-force springs to delay centrifugal arm engagement (commonly called "multi-stage" or "MTC Gen I" clutches) is not allowed. No clutch design which uses springs, cams, over-ride gears, or any other device to delay the engagement of centrifugal arms is allowed. No clutches coupled to the outer basket or otherwise driven by the engine (commonly known as "MTC Gen II", "Hayes", and "Gann" clutches) are allowed. CMDRA technical staff has the final word on legality of any clutch system or component, and new designs must be pre-approved prior to their use. NORMALLY ASPIRATED ENTRANTS: Any style hand-operated centrifugal-assist lockup is allowed. Lockup clutches coupled to the outer basket or otherwise driven by the engine are allowed. CMDRA technical staff has the final word on legality of any clutch system or component, and new designs must be pre-approved prior to their use. Clutch engagement and disengagement must be controlled by conventional cable or hydraulic actuated clutch lever. With the engine off and the bike in gear, the clutch must have sufficient engagement force to prevent the bike from being rolled without either sliding the rear tire or rotating the engine. With the brakes locked or the bike otherwise blocked from rolling, the clutch system must have sufficient engagement force at idle to kill the engine if the clutch lever is released. Idle may be set between 1500-2000rpm for this test. The use of ECU mapping or electrical system functions to simulate the positive results of this test is not allowed, engine kill must be as a direct result of clutch engagement drag.

(c) Transmission: Any transmission may be used other than automatic.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 7 inch diameter x 3/16 inch thickness, O.E.M. or aftermarket. Rotors may be drilled only if original minimum diameter and thickness are maintained.

(b) Controls: Handlebars must be at least 20 inches overall with grips removed. Snap back throttle return mandatory. Foot pegs may be rear set. Any shifter or brake pedal that can be operated with the foot on the peg will be permitted. Air or electric shifters permitted. Air bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or tie straps.

(c) Suspension: Aftermarket suspension permitted. Wheelie bars prohibited.

(d) Minimum Suspension Travel: Front suspension minimum fork diameter of 32 mm with a minimum travel of 1.0 inches. Steering damper strongly recommended, mandatory running 150 MPH or faster.

(e) Ground Clearance: Two (2) inch minimum ground clearance when traditional under motor exhaust is used. Three (3) inches minimum ground clearance when a sidewinder style exhaust is used. A 2 or 3 inch bar/pipe

must clear all hard parts (chassis/motor) with the rider seated on the bike, rear tire at 15 P.S.I. Flexible body panels, engine blankets and belly pans may be lower but must have a minimum of 2 inches ground clearance and may need to be temporarily removed for tech purposes. Low profile oil pans with side or recessed drain plug are highly recommended, but are not mandatory. Ground clearance must be 1 inch greater than the maximum front fork travel. Example, a bike with 3 inches of fork travel must have 4 inches of ground clearance.

(f) Fork Straps: Fork Straps will be allowed for lowering the front suspension. Straps must be bolted to the lower fork leg via the brake caliper bolts or axle pinch bolts. Straps must be oriented in a way that does not impede steering movement. Open hook ended straps are not allowed. Adjusting fork straps to lower the ride height of the bike after tech inspection is not allowed. Anyone caught violating this rule would lose all his or her points and be disqualified for that event. If you are caught again you could lose all of your points for the season.

4. Frame

(a) Frame: Stock OEM frames allowed. Frame must display vehicle identification number (VIN) in original location. Strengthening modifications to stock frames are permitted as long as the frame is not weakened. Strengthening gussets and/or tubes may be added but not removed. Accessory brackets (radiator, shock reservoir, etc.) may be changed, relocated or removed unless they also serve as a strengthening member. Steering head angle may not be less than stock rake or more than 40 degree maximum rake. Minimum offset from steering stem center line to fork center line is ½ inch. Minimum seat height, with rider in position and seat compressed, measured from lowest point of seating position to ground is 20 inches. Frame strengthening gussets/tubes and replacement brackets must be made from 4130 chromoly steel on OEM steel frames or a compatible aluminum alloy on OEM aluminum frames. All welding must be done by using mig or tig welding process in a workmanship like manner. Frames may be polished.

(b) Wheelbase: Wheelbase will be directly related to rider weight. A weigh in will take place during tech at the start of every weekend event. Rider weight will include all racing gear. No weight vests or any type of additional weight may be added to the rider.

Rider Weight	Added wheelbase over stock (up to)		
	Naturally Aspirated	Nitrous	Turbo
>149 lbs	3 inches	2 inches	2 inches
150-159 lbs	4 inches	2 inches	2 inches
160-169 lbs	5 inches	3 inches	2 inches
170-179 lbs	6 inches	4 inches	3 inches
180-189 lbs	7 inches	5 inches	4 inches
190-199 lbs	8 inches	6 inches	5 inches
200-209 lbs	9 inches	7 inches	6 inches
210-219 lbs	10 inches	8 inches	7 inches
220-229 lbs	11 inches	8 inches	7 inches
230 lbs +	12 inches	8 inches	7 inches

Rider Weight Added wheelbase over 60"(up to) Maximum permissible wheelbase is 72 inches for All Motor Entrants. Maximum permissible wheelbase for Nitrous Entrants is 68" and Maximum permissible wheelbase for Turbo Entrants is 67". **Wheelie bars prohibited.**

(c) **Ballast:** Ballast of any kind is prohibited. Battery must remain in the OEM mounting position.

5. Wheels and Tires

(a) **Wheels:** Front wheel: minimum diameter 16 inches: maximum diameter 21 inches. Rear wheel: minimum diameter 15 inches: maximum diameter 18 inches. Total weight of front wheel rotating assembly, including tire, rotor, bearings, etc cannot exceed 29 lbs.

(b) **Tires:** DOT motorcycle street tires only with 2/32" tread on front and rear. Slicks prohibited. Wheels wider than 6.25 inches using tire tubes must have beadlock. Beadlock highly recommended on rear wheels. No weight reduction modifications.

6. Body

(a) **Body:** Stock fuel tanks mandatory. All main body parts, including tail sections, must have stock appearance and shape (i.e. no one-piece bodies) Extended tails and ¾ fairings are permitted.

(b) **Seat:** Stock O.E.M. or seat with a step to prevent rider from sliding backwards.

7. Electrical

(a) **Ignition:** Any ignition system is permitted. Two-steps allowed only on non-turbo charged bikes. Bike must be equipped with a positive ignition cut-off attached to the rider with a lanyard of rawhide, wire, etc. Cut off must be connected on primary side of the ignition circuit.

(b) **Charging System:** Functional charging system with functional headlight and taillight required. OEM headlight in the stock location is required. Turn indicators optional. Headlight is required to be on during all qualifying and eliminations. In the event of failure, charging system will be rechecked and repairs will have to be completed prior to next round.

(c) Starting System: Must be self starting. No external electric starters, roller or push starts prohibited.

(d) Devices: Traction Control, Wheelie Control and Rate of Acceleration: Traction control, wheelie control and rate of acceleration devices are strictly prohibited and the mandatory minimum penalty for anyone found using any type of these devices will be the forfeiture of all points earned up to that point in the current race season.

(d.1) Traction Control: C.M.D.R.A. defines traction control as any device or system that measures front wheel speed, vehicle speed, or track location, and then compares that information to the rear wheel speed in order to detect and control rear tire slippage. Any device or system which alters fuel, ignition, boost, nitrous delivery, shift light, etc. based upon this information is considered to be a traction control device. Any device or system that utilizes a vehicle speed or distance-measuring device other than engine speed or rear wheel speed, including infrared and radar, is considered to be a form of traction control.

(d.2) Wheelie Control: Any device or system which is capable of detecting front wheel lift is considered to be a wheelie control device. This includes any device which detects or measures front suspension travel or conditions. Also, any device that detects or measures front wheel speed or position is considered to be a wheelie control device.

(d.3) Rate of Acceleration: C.M.D.R.A. defines rate of acceleration devices as any electronic device or system capable of measuring or analyzing the rate of acceleration of any rotating or reciprocating component on the bike, then using that measurement information to tune or adjust any function of the engine. Any electronic or mechanical device which uses rate of acceleration information to alter fuel, ignition, boost, nitrous delivery, shift light, etc. is considered to be a rate of acceleration device. Any system which compares a shaft speed or component speed to any preset, predicted, or estimated speed is considered to be a rate of acceleration device.

(e) Data Recording: Entrants are limited to passive-only data recording and may not use that data generated by the data recorder system to affect or control any function of the motorcycle. Also, unless otherwise noted, they may not share the data output from any sensor with any other electronic control device, unit must be powered on by separate switch, and must be wired in its own easily-traceable harness. Data may only be reviewed after the run. In passive data recording systems, rear wheel speed sensors (see above) 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.

(f) Power Adder Controllers: One Power Adder Only May Be Used Per Entry. Motorcycles Using Nitrous Oxide as a power adder are limited to a single stage using no more than one nitrous solenoid and one fuel solenoid. Activation may be a switch by throttle position and RPM via a

window switch. Progressive controller of any kind is prohibited (ie Schnitz progressive box or a bleed system of any kind). Motorcycles using turbo charging or superchargers as a power adder are limited to wastegate spring control only, no bleed or regulators may be used to control boost in anyway. Waste gate design must reflect boost control by spring change only. No progressive control down track may be used (ie: electric, electronic or bleed system of any kind to control progression).

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

(d) Race School: Mandatory for first time racers.

SNOWMOBILE

REQUIREMENTS AND SPECIFICATIONS

Designation: "SL" preceded by the sled number

For snowmobiles running 7.50 (*4.50) and slower. All snowmobiles must be factory-production assembled, showroom available, and in the hands of the general public. Competition structure will be conducted in an e.t. dial-your-own format. Competition with motorcycles and other types of vehicles permitted. Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes. Computers (except for OEM) are prohibited in all E.T. brackets.

1.Engine

(a) Engine: Must be specifically designed and manufactured for production snowmobile or personal watercraft use. Engine modifications permitted. Automobile, motorcycle, or aircraft engines prohibited.

(b) Cooling System: Quick-disconnect system permitted.

(c) Exhaust: Any functionally silenced exhaust permitted. Exhaust-system emission pipe must not protrude more than 3 inches beyond the chassis or hood. Exhaust-gas-temperature gauge permitted; may connect to exhaust system only.

(d) Fuel: Racing gasoline, gasoline, and methanol permitted. Nitromethane prohibited.

(e) Nitrous Oxide: Commercially available nitrous oxide permitted. Bottles must be stamped with a DOT-1800 pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

(f) Supercharger/Turbocharger: Permitted

(g) Throttle: Throttle must be located in OEM location and must operate in OEM configuration.

2.Drivetrain

(a) Clutch: Must be specifically designed and manufactured for snowmobile use. Chains, pulleys, belts, and exposed moving parts must be isolated from the driver and other competitors by securely mounted shield(s) capable of retaining all accidental explosions and component impacts. No holes may be drilled in protective shields. OEM clutch covers/guards are permitted only when the unmodified OEM engine (or unmodified factory designated replacement) is used. Modified engines require a clutch cover/guard that provides 360-degree elliptical coverage in the direction of clutch/belt travel. The clutch cover/guard must be minimum .090-inch 2024T3, 6061T6, or 7075T6 aluminum or .060-inch steel and be covered with securely fastened, 6-inch-wide, industrial-type belt. Belting material must be minimum 1/8-inch thick and minimum two-ply construction, with at least one side rubber-coated. Clutch cover/guard constructed of minimum .125-inch 2024T3, 6061T6, or 7075T6 aluminum or minimum .090-inch steel are exempt from the belting-cover requirement. Snowmobiles with bolted/removable side panels may have

clutch cover/guard bolted to side panels. Clutch cover/guard must be separate from the cowl.

(b) Drive Track: Track must be of a flat-type configuration. Paddles, studs, and/or spikes prohibited. Track must be OEM, OEM replacement, or NHRA-accepted aftermarket specifically designed for asphalt competition. All snowmobiles 9.99 seconds or quicker must use aftermarket asphalt competition track. Track lubrication systems prohibited. Track must be free of visible signs of excessive wear. Manufacturer's logo and serial number must be retained and appear on left side of aftermarket competition tracks.

(c) Skid Frame: Skid frame must maintain OEM width. Wheels may be removed.

(d) Skis and Wheels: All drive and steering wheels must be of a rubber specifically designed for snowmobile use on a dry surface and installed so as to keep skis from coming in contact with racing surface. Maximum four wheels per ski permitted. Carbides prohibited. All skis must be OEM steel or aftermarket aluminum or steel. Aftermarket skis must be constructed according to the following minimum standards. Square angles on the side plate at the front of the ski are prohibited; must have beveled edge (see NHRA rulebook for illustration).

3. Brakes and Suspension

(a) Brakes: Must be OEM type. Any additional assembly must be added onto the drive axle shaft. Axle shaft may be lengthened to accommodate the additional brake.

(b) Suspension: All snowmobiles must have a minimum 1inch of travel in the track suspension. Only steel springs will be permitted. Externally activated suspension systems prohibited. Hyfax must be removed. Bogie wheels must be used on each side of the rear suspension to prohibit the slide rails from coming in contact with the rubber track surface. Use of any external slide-rail lubrication system prohibited. Steel coilover or leaf spring permitted. (see NHRA rulebook for illustration).

4. Chassis

(a) Chassis: Chassis must be OEM stock qualified. Any modifications that alter the stock appearance of the tunnel are prohibited.

(b) Fuel Tank: Aftermarket fuel tank may replace OEM fuel tank. Oil injection tank may be used as fuel tank. OEM appearance of snowmobile must be retained. Pressurized fuel tank prohibited.

(c) Snow Flap: All snowmobiles must be equipped with an OEM rear snow flap for the specific model, fastened to the tunnel in a manner that prohibits the snow flap from being drawn into the rear tunnel enclosure (a simple W-shaped bracket fixed to the upper portion of the rear tunnel stops this).

5. Body

(a) Air Dams, Air Foils, Wings: Frontal air dam permitted, vertical or rounded. Air dams or air foils may not extend forward of or outside of OEM body or engine cover. Must maintain 3 inches ground clearance. Fins or other forward protrusions prohibited.

(b) Windshield: OEM-style windshield required.

(c) Wings: Prohibited.

6. Electrical

(a) Ignition: Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a downtrack rpm controller, prohibited.

(b) Ignition Shutoff: Must be equipped with a positive ignition-cutoff switch, capable of de-energizing entire ignition system, attached to rider with a lanyard.

(c) Tail Light: One functional taillight mandatory.

7. Support Group

(a) Parachute: Prohibited.

(b) Pressurized Containers: Prohibited.

(c) Backstands: A clean-out procedure may be performed only on an accepted backstand. Backstand may not have any brushing or cleaning attachment that is used to brush or clean a rotating track. Track may be cleaned only by manual rotation. Cutoff lanyard must be attached to rider and machine anytime snowmobile is started and/or running.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required over 120 M.P.H.

(d) Race School: Mandatory for first time racers.

ATV

REQUIREMENTS AND SPECIFICATIONS

Designation: "ATV" preceded by the atv number

For All Terrain Vehicles (ATV) running directly on the track surface. All ATV's must be of the four-wheel variety, factory-production assembled, and showroom available and in the hands of the general public. No three wheel vehicles allowed. Competition structure will be conducted on an E.T. dial-your-own format. Competition with motorcycles and snowmobiles permitted. Competition with any other type of vehicle prohibited.

1. Engine

(a) Engine: Must be OEM-type produced and built for ATV use. Automotive or aircraft engines prohibited.

(b) Exhaust: Any functionally silenced exhaust permitted. Exhaust must be directed away from rider when in riding position.

(c) Fuel: Gasoline, methanol or racing gasoline only. Nitromethane and/or nitrous oxide prohibited.

(d) Throttle: Throttle must be located in OEM location and must operate in OEM configuration.

2. Drivetrain

(a) Chain and/or Belt Guards: Chain and/or belt guard mandatory. Must have front and rear chain guards to cover the width and at least the top run to the centerline of the sprocket of any chains or belts. The clutch assembly must have at least half of the side surface covered. The guards should be .060-inch steel or 1/8-inch aluminum unless otherwise stock equipped and be securely mounted.

3. Brakes and Suspension

(a) Brakes: Must be OEM-type. Any additional assembly must be added onto the drive axle shaft. Axle shaft may be lengthened to accommodate the additional brake.

(b) Suspension: Shocks and spring may be changed, must maintain OEM configuration. The All Terrain Vehicle (ATV) must maintain its OEM wheelbase and tread width.

4. Chassis

(a) Chassis: Chassis/frame must be OEM stock qualified. Any modifications that alter the stock appearance of the tunnel are prohibited.

(b) Fuel Tank: Aftermarket fuel tank may replace OEM fuel tank. OEM appearance of All Terrain Vehicle must be retained. Pressurized fuel tank prohibited.

5. Tires and Wheels

(a) Tires: Stock off-road tires permitted for eighth-mile competition only. Stiff sidewall street tires must be installed for quarter-mile application.

(b) Wheels: Automotive wheels permitted.

6. Body

(a) **Air Dams, Air Foils:** Air dams, streamlining equipment, spoilers, fairings or frontal projections prohibited.

(b) **Wings:** Prohibited.

7. Electrical

(a) **Ignition:** Timed ignition interruption devices (stutter boxes) prohibited. Starting line and/or "high side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.

(b) **Ignition Shutoff:** Must be equipped with a positive ignition cutoff switch, capable of de-energizing entire ignition system, attached to rider with a lanyard.

(c) **Tail Light:** Functional tail light mandatory for night operations.

8. Support Group

(a) **Parachute:** Prohibited.

(b) **Data Recorders:** Data recorders (except for "playback"-type tachometers or EGT meters) are prohibited in all E.T. Brackets.

(c) **Computers:** Computers (except for OEM) are prohibited in all E.T. Brackets.

9. Rider

(a) **Credentials:** Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) **Helmet:** Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) **Protective Clothing:** Must have leather jacket. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. **Full leathers are required if running over 120 M.P.H.** One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are

CMDRA OPEN 8.88

REQUIREMENTS AND SPECIFICATIONS

required over 120 M.P.H.

(d) **Race School:** Mandatory for first time racers.

Designation: "C/8" preceded by bike number. This class is a "heads-up", .400 second Pro-tree with an 8.88 index.

1. Open Class

This class is open to any motorcycle that meets the Tech requirements of an existing CMDRA class and is compliant with all rules contained in the "General Rules" section of this rulebook.

2. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driving license. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running 9.99 seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2010, M2015, SA2010, SA2015 or ECE 22.05 helmet mandatory; shield mandatory (goggles prohibited).

(c) Protective Clothing: Must have full leathers. Two piece suits (jacket and pants) must be jointed with a metal zipper at the waist. Must have leather boots/shoes which cover above ankle. All protective clothing must be in good condition. Must have full finger, semi or full gauntlet leather gloves (no half gloves accepted) with double armour reinforcement in the palm and finger/knuckle areas, material and construction of air amid fibers and/or studded permitted. One piece of full circumference metal-zippered leather suit with knee, elbow and shoulder armour or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

(d) Race School: Mandatory for first time racers.

CONSOLATION EVENTS

Time and conditions permitting, the following consolation events will be open to non-qualifiers and racers eliminated from competitions during the first round of eliminations.

Fuel Shootout

Heads up Chicago Style Shootout open to non-qualifiers and first round losers in the CMDRA Pro Classes (Top Fuel, Pro Dragster, Pro Modified, Pro Street)

Sportsman Bonus

This E.T.-based/dial in bracket race format event is open to non-qualifiers and first round losers in the CMDRA Sportsman Classes (Super Gas, V-Rod Destroyer, Stock XL, Super Bike, Hot Twin, Street, V Pro, and Super Street). Elimination rounds will be run based on random pairings. The ability to "hot lap" is mandatory for competitors in this event.



C.M.D.R.A. RECORDS

		E.T.	M.P.H.
1/4 TF	Damian Cownden		222.99 bu 221.45
1/4 TF	Jay Turner	6.408 bu 6.467	
1/8 TF	Mike Scott		191.28 bu 194.55
1/8 TF	Ron Houniet	4.218 bu 4.272	
1/4 PF	Mike Pelrine		211.81 bu 210.13
1/4 PF	John Breckenridge	6.547 bu 6.601	
1/8 PF	Toni Froehling		184.69 bu 183.86
1/8 PF	John Breckenridge	4.255 bu 4.296	
1/4 PD	John Breckenridge		178.42 bu 177.61
1/4 PD	Rod Anderson	7.377 bu 7.430	
1/8 PD	Al Miles		155.00 bu 154.55
1/8 PD	Marc Augustine	4.532 bu 4.568	
1/4 PM	Tony Clizbe	6.590 bu 6.652	206.22 bu 205.71
1/8 PM	Tony Clizbe		170.32 bu 169.87
1/8 PM	Len Darnell	4.211 bu 4.218	
1/4 PS	Ethan Barkley	7.248 bu 7.266	197.70 bu 197.46
1/8 PS	Ethan Barkley	4.726 bu 4.742	158.77 bu 158.42
1/4 M	Doug Ainsworth	8.111 bu 8.111	161.69 bu 161.20
1/8 M	Doug Ainsworth	5.110 bu 5.114	134.10 bu 133.66
1/4 D	Peter Thomson		146.72 bu 146.15
1/4 D	Chris Fox	9.073 bu 9.112	
1/8 D	Chris Fox	5.763 bu 5.777	119.72 bu 119.56
1/4 XL	Patti Brandle		94.78 bu 94.11
1/4 XL	Kevin Pettitt	13.847 bu 13.887	
1/4 SS	Clayton Potter	8.604 bu 8.515	
1/4 SS	Rob Aston		170.97 bu 169.42
1/4 VP	Carl Mills	8.156 bu 8.200	158.31 bu 157.61
1/8 VP	Carl Mills	5.106 bu 5.119	132.45 bu 131.44

167.75 bu 166.51

Trev Deeley Award Winners

**For contribution and dedication to Canadian
Motorcycle Drag Racing**

- 2002 ----- Ron Houniet
- 2003 ----- Mike Downey
- 2004 ----- Ross O'connor
- 2005 ----- Ken Froese
- 2006 ----- Mike Scott
- 2007 ----- Christian Motorcycle Assoc.
- 2008 ----- Graeme Jones
- 2009 ----- Ken Kent
- 2010 ----- Ray Pelrine
- 2011 ----- Pete Nichols
- 2012 ----- Al Miles
- 2013 ----- Jerry Gordon
- 2014----- Ethan Barkley
- 2015----- Ivan Karsten

Rick Davie Memorial Award Winners

**For most sportsmanlike conduct on or off the
track**

- 1998 -----Dave Monk
- 1999 -----Marc Rossignol
- 2000 -----Ken Froese
- 2001 -----John Bryce
- 2002 -----Jody York
- 2003 -----Dave McGinn
- 2004 -----Steve Heidner
- 2005 -----Len Darnell
- 2006 -----Dominick Gaudino
- 2007 -----Terry Brown
- 2008 -----Ken Froese
- 2009 -----Damian Cownden
- 2010 -----Ray Pelrine
- 2011 -----Gary Christopher
- 2012 -----Ken Morrison
- 2013 -----Burke Forster
- 2014 -----Cory Duncan
- 2015 -----Gerald Beatch