



2025

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

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C.M.D.R.A.

Rules and Regulations

UPDATE SUMMARY

The 2025 C.M.D.R.A. Rule Book is an update to the 2024 Rule Book. Changes from the 2024 Rule Book consist of the following:

- **In accordance with NHRA rules, Snell approval is mandatory on all helmets.**
- In the Hot Twin, Street, and Super Bike classes, an oil containment device in the form of a belly pan or protective engine blanket, is mandatory, on bikes with a Turbo, Supercharger, and/or Nitrous, that are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). (Pages 36, 39, and 42)
- In the V Pro class, an oil containment device, in the form of a belly pan or protective engine blanket, is mandatory. (Page 26)
- In the V Pro class, air bottle ratings have been updated. (Page 27)
- In the V Pro class, the maximum engine displacement for naturally aspirated motors was increased to 140 cubic inches, and the maximum engine displacement for motors using a turbo, supercharger, and/or nitrous, was increased to 120 cubic inches. (Page 26)
- In the Super Gas class, the minimum fork tube diameter has been increased to 32mm. (Page 30)
- In the Hot Twin class, hydraulic brakes are mandatory. (Page 37)
- In the Harley Grudge class, the use of a Turbo, or Pro Charger, is allowed, and V Rod engines are permitted. (Page 32)
- In the Harley Grudge class, the use of air shifters, or electric shifters, is allowed. (Page 33)
- The submission date for rule changes was changed from October 31 to November 30. (Page 6)

For clarity, some sentences have been rewritten, or additional information has been added to the following sections:

- Paragraph 1 in the Winnings section. (Page 7)
- Paragraph 1 in the Points section. (Page 8)
- Paragraph 1 in the Controls section of the Pro Xtreme (Page 24), Hot Twin (Page 37), Street, (Page 40), and Super Bike (Page 43).
- Paragraph 1 in the Requirements and Specifications section of the Super Bike class. (Page 42)

The rules, terms, and phrases in the 2025 Rule Book that have been changed from the 2024 Rule Book, are highlighted in Blue.

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 Director 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 current NHRA Rulebook.

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

The Race Committee will consist of CMDRA Directors who are present at the race event.

Their decision IS FINAL!!

GENERAL RULES

RULE CHANGES

Proposed, non-safety, rule changes must be made in writing to the race committee before **November 30** for the 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.

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 judgment 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 the generator further to the front and center 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 offenders' 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 prize money will be issued. This is a due diligence and safety issue. The prize money for each class shall be awarded to the winners, 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 be a full member in good standing and must compete in that class for greater than 50% of the scheduled races. Riders must attend 3 races for a 5-race series, or 4 races for a 6-race series.

POINT SYSTEM

Entry and Registration forms must be filled out using proper names or no points will be issued.

Points will be awarded as follows:

30 points will be awarded upon entry to a race.

20 points will be awarded for each elimination round.

20 additional points will be awarded to the winner of the final elimination round.

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

Winner	100
Runner-up	80
Third-round Loser	60
Second-round Loser	40
First-round Loser	20

8 Bike Field

Winner	80
Runner-up	60
Second-round Loser	40
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 whoever 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.

Championship 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 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 classes will be ladderded by Elapsed Times from qualifying runs.
 - E.T. classes will be ladderded by Reaction Time.
 - Index classes will be ladderded by elapsed time, closest to the Index Time.
- In order to be placed upon the ladder, and get qualifying points, all competitors must be officially entered in the class, and must have completed a valid qualifying pass. If a competitor misses qualifying, they will be put on the ladder in the last qualifying position, with no qualifying points awarded. As a courtesy to other competitors in the class, all competitors should make every effort to notify the Race Director that they will be unable to make a qualifying pass, prior to the qualifying session.

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

You must contact the Race Director prior to making any motorcycle changes. The Race 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 their bike after last qualifying run, they may substitute a new 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 they can re-qualify during the normal schedule, as posted, for the event.
4. Rider must stay in the original category that they entered and must have proper credentials to ride the replacement motorcycle.
5. Only one change permitted during the course of an event.

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. A 5/10ths of a second full tree is permitted in Super Bike only, using a delay box. The 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.

Throttle Stops allowed in index classes only, Super Gas and Crazy 8's.

Racers, who show up and pay entry for their class, get show points for that class.

If there is only one bike entered in that class, it will be placed in a Bastard Class, designated by the Race Director, and the Racer will get qualifying and elimination points in the Bastard Class.

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 no open toe shoes allowed from burnout box forward 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 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 the 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 stage prohibited.**

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

DISQUALIFICATION

*The race director, technical officials, and CMDRA 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 behavior, 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 DIRECTOR'S 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 first priority is 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 an 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 a 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 class where the Race Director 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 it will be competitive, by the Race Director.

Any PRO Bike that's placed in, or that decides to race in, a class other than it intended to compete in, can still qualify to set records in its intended class. The bike must make its intentions to compete for a record known to a Tech official prior to event, at initial tech inspection. The bike will be teched according to the rules in the class it is intending to set the record in. **No bonus Points will be awarded for breaking records while running in a different class than the record is set in.** ie: If a Pro Street bike that is teched to current Pro Street rules is competing in Pro Xtreme and resets a Pro Street record they are acknowledged for the Pro Street record but will receive no bonus points towards Pro Xtreme championship total for the Pro Street record.

TECHNICAL INSPECTION (TECH)

Prior to practice and qualifying, all Motorcycles must pass a technical inspection. All riders must bring their motorcycles, protective gear, and credentials, 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, then the bike, and the rider's protective gear, must be re-inspected by a tech official before they can return to competition.

Any motorcycle, or any of the rider's protective gear, that is unsafe, or fails a tech inspection, will not be allowed on the race track.

The tech official's word is final.

SAFETY RULES FOR ALL CLASSES

All classes require a tethered kill switch.

Motorcycles in the Street, Hot Twin, and Harley Grudge classes, that have an operational OEM Tip-over/Cut-off Switch, do not require a tethered kill switch.

All riders 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 aramid fibers and/or studded permitted.

Liquid cooled bikes in the Street, Hot Twin, and Harley Grudge classes are allowed to use Antifreeze.

However, Water Wetter or Engine Ice is preferred.

In all other classes, Antifreeze is prohibited.

It must be replaced with a Non Glycol, Non Silicon based coolant.

Water Wetter or Engine Ice types allowed.

Must have overflow catch can with breather.

ACCIDENT RULES & PROCEDURES

Definitions

Incident: Accident within 60 feet from starting line.

Accident: Accident that occurs 60 feet from starting line.

High Speed Accident: Accident that occurs at 330 feet and further from the starting line.

Rules

- 1) All riders involved in any track incident must be evaluated and released by onsite medical staff. When returning from a track incident, a rider must run a single relicensing pass witnessed by class riders and technical director prior to rejoining the class competition.
- 2) Any rider involved in an accident past 60 feet or requiring additional medical care must be admitted to hospital for precautionary examination. If a rider refuses to go to the hospital, they will be required to sign a waiver form confirming that they refused to go to the hospital. In both cases, the rider must complete a National Hot Rod Association (NHRA) medical exam before racing with CMDRA.
- 3) Following any accident, all motorcycles must go through an inspection by the Tech Directors and crew prior to being allowed back on the track.

Recommended Procedures

- 1) Check that wheels are not bent before each event.
- 2) Front tires to be changed every 1 to 2 years due to rubber compound getting hard and inhibiting **traction/stopping** performance.
- 3) Change heim joints on wheelie bars every 3 or 4 years
- 4) Parachutes recommended on all drag bikes with wheelie bars achieving speeds greater than 170mph.

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 Officials 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 CLASSES

Professional Classes: Pro Fuel, Pro Xtreme and V-Pro.

Semi-Pro (Index) Classes: Crazy 8's and Super Gas.

- Pro and Semi-Pro classes must qualify to compete in eliminations.

E.T. Classes: Super Bike, Street and Hot Twin.

Heads Up Class: Harley Grudge.

Riders may race in multiple classes. E.T., Semi-Pro, 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 their 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 (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 one 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 officials' discretion if the rider is ready to go down the track.

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

Licensing for all riders running 9.99 seconds, or quicker, 1/4 mile E.T. (6.39 seconds, or quicker, 1/8 mile 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. Riders must have a valid Canadian, U.S. or International driver's license beyond a learner's-permit level.
4. 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 complete 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.
5. Riding ability must be approved by C.M.D.R.A. Race Official and two (2) licensed riders from the same or higher class.

Medical not required unless running 7.50 and quicker.

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

An NHRA license will be accepted instead of a medical.

You will have to show your NHRA license at the beginning of each year for us to record when it comes due so we know your medical is valid.

Licensing for all riders running 9.99 seconds, or slower, 1/4 mile E.T. (6.39 seconds, or slower, 1/8 mile E.T.)

1. Motorcycle and rider's safety equipment must pass technical inspection.
2. Riders must have a valid Canadian, U.S. or International driver's license beyond a learner's-permit level.
3. Head Tech official is the only approval needed.

License Fee:

All Classes - \$100.00

If you run 9.99 seconds or quicker, you must have a C.M.D.R.A. license.

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.

PRO FUEL

(Formally PRO DRAGSTER)

REQUIREMENTS AND SPECIFICATIONS

Reserved for nitro burning, carbureted, high gear dragsters built specifically for all out drag racing.

This is a Heads Up class, using a 0.400 second Pro Tree.

A Pro Ladder will be used to set up the elimination rounds.

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

The 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.

114c.i. = 649.8lbs

116c.i. = 661.2lbs

122c.i. = 695.4lbs

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.

1. Engine

(a) Engine: Must keep design features of Harley-Davidson engines (45 degree push rod V-twin). Push rod, after market heads, including four valve, are permitted. Single engine up to 122 c.i. displacement. Carbureted 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, is 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

0.060 inch steel, or 0.125 inch aluminum, and be 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 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 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) spark plugs per cylinder. Motorcycles with hybrid (capacitive AND inductive) ignition systems are limited to one (1) ignition system and one (1) spark plug 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 driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). 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 helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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 armor 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 armor or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

PRO XTREME

REQUIREMENTS AND SPECIFICATIONS

Reserved for highly modified motorcycles specifically built for drag racing running 9.99 (*6.39) seconds and quicker.

This is a Heads Up class, using a 0.400 second Pro Tree.

A Pro Ladder will be used to set up the elimination rounds.

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

PRO STOCK, PRO STREET AND PRO GAS ARE INVITED TO RUN IN PRO XTREME.

Pro Street bikes must follow current XDA Pro Street rules if they wish to compete for Pro Street record while competing in Pro Xtreme. If they are not concerned with Pro Street record they follow the same rules as other Pro Xtreme bikes and can run slick, ETC.

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 0.60 inch steel or 0.125 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 the bottom of the fork crown, (lower triple tree). Snap back throttle return mandatory. Foot pegs may be rear set. Any shifter or brake pedal that can be operated from the 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 0.058 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 driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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/shoes with toe area reinforcement are required.

V PRO

REQUIREMENTS AND SPECIFICATIONS

Reserved for motorcycles with gas burning, V-Twin based, engines modified for drag racing.

This is a Heads Up class, using a 0.400 second Pro Tree.

A Pro Ladder will be used to set up the elimination rounds.

Designation: "VP" preceded by bike number.

1. Engine

(a) Engine: Must keep design features of V-Twin engines (45-90 degree V-Twin). **Oil containment device is mandatory, in the form of belly pan, or protective engine blanket.**

Maximum engine displacement is as follows:

Naturally Aspirated, 2 Valve, Push Rod Motors – 2294cc (140ci) limit.

V-Rod Motors - 1430cc (88ci) for Turbo, Supercharger and/or Nitrous.

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

2 Valve, Push Rod Motors - 1966cc (120ci) for Turbo, Supercharger and/or Nitrous.

(b) Carburetors or Fuel Injection: Allowed.

(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.

(a) 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. Air shifters permitted. **Air shift bottles must be stamped with Dot-1800 rating and be securely mounted. No hose clamps or Tie straps.**

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

(c) 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 sheer 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. Jack stands 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 driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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 armor 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 armor 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 GAS

REQUIREMENTS AND SPECIFICATIONS

Reserved for street legal or non street legal, modified motorcycles specifically built for drag racing.

This is a Heads Up class with a 9.70 second Index, using a 0.400 second Pro Tree.

A Pro Ladder will be used to set up the elimination rounds.

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

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. **Oil containment device is mandatory, in form of a 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. 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 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 32mm 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 driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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 armor 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 armor 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.

HARLEY GRUDGE

REQUIREMENTS AND SPECIFICATIONS

Reserved for street legal Harley Davidson V-Twin motorcycles, that can be ridden on the street and also raced at the track.

This is a Heads Up class, using a 0.400 second Pro Tree.

A Chip Draw will be used to set up the elimination rounds.

Designation: "H/G" preceded by bike number.

1. Engine

(a) Engine: Must be a Harley Davidson V-Twin engine. V Rod, M8, Evo, Twin Cam, or S&S only. Power adders are permitted.

Maximum displacement is as follows:

- 141 cubic inches for naturally aspirated motors.
- 110 cubic inches for motors with a Turbo or Pro Charger.
- A 0.030 inch over-bore, for rebuild, is allowed on all motors.

Must use stock, or conventional port layout, heads, (STD, Zipper's, S&S, B1/B2, or equivalent).

S&S Pro Stock, or equivalent, heads are not allowed.

Must run a single carburetor, or single blade throttle body, with a common manifold.

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 valve mandatory.

(c) Fuel: 94 octane, or lower, Gasoline only. Alcohol, Nitrous, Nitromethane, and Propylene Oxide, are 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: Aftermarket clutch is permitted, but must use a primary chain or belt. Lockup clutches are not allowed. 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 Harley Davidson, or aftermarket, transmission cases. Transmissions must have a minimum of 4 speeds, and a maximum of 6 speeds.

3. Suspension and Brakes

(a) Brakes: Front and rear hydraulic type brakes are mandatory. Minimum rotor size is 7 inch diameter, and 3/16 inch thickness. 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, and cannot extend more than 20 inches above the seat. 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 foot peg location, with the foot on the peg, will be permitted.

Electric shifters, and air shifters, are 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 36 mm with a minimum travel of 2 inches. Steering dampener recommended.

4. Frame

(a) Frame: Stock unmodified frame. Aftermarket swingarm, up to +4", is allowed, as approved by the tech inspector.

Triple trees must maintain the stock fork rake and fork offset.

(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).

(d) Wheelie Bars: Not Allowed

5. Wheels and Tires

(a) Wheels: Stock OEM, or aftermarket wheels permitted.

Front wheel: minimum diameter 17 inches: maximum diameter 21 inches. Rear wheel: minimum diameter 16 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: Must have an OEM Harley tank.

All bikes must have a front and rear fender. Aftermarket replacements are allowed.

Rear fender must cover the full width of the rear Tire and extend behind the rear axle and forward below seat position.

All components must be mounted and constructed in a safe, craftsman-like manner.

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

(c) Saddlebags: Saddlebags may be removed. If bags are left on the bike, they must be emptied, and approved by the tech inspector.

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

7. Electrical

(a) Ignition: OEM or aftermarket ignition permitted. Bike must have a tip-over cut-off switch, or 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.

All motorcycles running 9.99 seconds, or faster, in the 1/4 mile, (6.39 seconds, or faster, in the 1/8 mile), must have a functional lanyard cut-off switch fitted to the bike.

(b) Charging System: The charging system must be operational. Bike must have and working headlight and taillight. Must have an operational speedometer.

(c) Starting System: Must be self starting. Electric or kick start permitted. External electric starter, roller, or push starts prohibited. No dry hops in the pits.

(d) Computers: Ignition and engine management computers allowed for data gathering purposes only.

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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

Reserved for self starting motorcycles, with twin cylinder engines, that were designed and manufactured for street use.

This is an E.T. class, using a 0.400 second Pro Tree.

A Sportsman Ladder will be used to set up the elimination rounds.

Designation: "H/T" preceded by bike number.

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.

Oil containment device is mandatory in the form of a belly pan, or protective engine blanket, on bikes with a Turbo, Supercharger, and/or Nitrous, that are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.).

(a) 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.

(b) 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 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 22 inches overall with grips removed. Grips may not extend below the bottom of the fork crown, (lower triple tree). Snap back throttle return is mandatory. Foot pegs may be rear set. Any shifter or brake pedal that can be operated from the 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 have a tip-over cut-off switch, or 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 starting. Electric or kick start permitted. External electric starter, roller, or push starts prohibited.

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

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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

Reserved for self starting motorcycles that were designed and manufactured for street use.

This is an E.T. class, using a 0.400 second Pro Tree.

A Sportsman Ladder will be used to set up the elimination rounds.

Designation: "S" preceded by bike number.

1. Engine

(b) 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.

Oil containment device is mandatory in the form of a belly pan, or protective engine blanket, on bikes with a Turbo, Supercharger, and/or Nitrous, that are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.).

(c) 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.

(d) 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 the bottom of the fork crown, (lower triple tree). 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: Tires must be D.O.T. rated. 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 have a tip-over cut-off switch, or 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 starting. Electric or kick start permitted. External electric starter, roller, or push starts prohibited.

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

8. Rider

(a) Credentials: Rider must hold a valid Canadian, U.S. or International driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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 BIKE

REQUIREMENTS AND SPECIFICATIONS

Reserved for modified motorcycles specifically built for drag racing.

This class is an E.T. class, using a 0.400 second Pro Tree.

A Pro Ladder will be used to set up the elimination rounds.

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

Bikes without wheelie bars must run 10.90 seconds, or quicker, 1/4 mile E.T. (6.90 seconds, or quicker, 1/8 mile E.T.).

1. Engine

(b) 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. **Oil containment device is mandatory in the form of a belly pan, or protective engine blanket, on bikes with a Turbo, Supercharger, and/or Nitrous, that are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.).**

(c) 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).**

(d) 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 the bottom of the fork crown, (lower triple tree). 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 driver's license beyond a learner's-permit level. Only C.M.D.R.A. N.H.R.A. Licenses will be accepted if you are running a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, approval is 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.

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.

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
2016 Steve Bunn
2017 Leonard Skifton
2018 Bruce Romak
2019 Darren Burdeny
2020 Not Awarded
2021 Craig Scott
2022 Mike Rose
2023 Robert Knowlton
2024 Steve Brownlee

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 heads, 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 0.060 inch steel or 0.125 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 (*6.39) 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 M2015, M2020 SA2015, SA2020 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-zipped 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

CLASS DESCRIPTION: This class contests the ultimate in street-legal motorcycles. Created to legitimize illicit street racing, Pro Street is reserved for stock-appearing motorcycles with engine modifications. All bikes must be street legal and be powered by self-starting motorcycle engines.

Note: Current XDA rules will always supersede the current CMDRA rules.

DESIGNATION: The class designation is PST. All entrants must display this designation on both sides of their motorcycle by their bike number.

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify a 16-bike field and place them on a pro ladder. There will also be a "B Class" for riders that qualified 17th - 32nd and they will be placed on a separate pro ladder. No alternates will be used if a rider is broken.

CHANGING BIKES: A racer can change his or her bike in qualifying if there is still another qualifying session for the class, however all previous qualifying data will be erased and the racer must re-qualify the new bike (You still need to notify the tower to change). The bike and rider that runs first round is the one that must be used for the remainder of eliminations, even if the class is completed on another weekend to weather.

POINTS: This class will be a points class at all CMDRA events.

BIG-BORE BIKES: Production big bore bikes are permitted a single power adder

LITER-CLASS BIKES: Production liter-class bikes are permitted a single power adder. Only the latest lightweight, high-tech import offerings, with a maximum production size of 1000cc, will be permitted to race under this designation, and each model must be approved for use by XDA, MAN CUP & NHDRO. Currently, the following 2001 or newer models are approved for use under the liter-class designation:

BMW: S1000RR

HONDA: CBR929RR, CBR954RR, and CBR1000RR

KAWASAKI: ZX-9 and ZX-10

SUZUKI: GSXR1000

YAMAHA: YZF-R1

ENGINE: Only production-based motorcycle engines are permitted, and must utilize factory cases and cylinder heads, unless otherwise noted. 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 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-BIG BORE (ROLLER BEARING)

1660cc max

NITROUS-BIG BORE (PLAIN BEARING)

Unlimited

TURBOCHARGED-ORIGINAL LITER

Up to 1000cc with no penalty. See chart at bottom of rulebook for wheelbase penalties for 1001cc-1125cc max engines.

SUPERCHARGED-ORIGINAL LITER

Up to 1000cc with no penalty. See chart at bottom of rulebook for wheelbase penalties for 1001cc-1125cc max engines.

NITROUS INJECTED-ORIGINAL LITER

Unlimited

NITROUS OXIDE: Entrants running under the Nitrous Injected category may use any style nitrous system with any number of solenoids or nozzles.

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. Any team desiring to compete with a supercharger of a design other than centrifugal (i.e. roots, screw, vane, etc.) must consult with the XDA, MAN CUP & NHDR technical department to determine appropriate rules and limitations at least 30 days prior to entering any XDA, MAN CUP & NHDR event.

TURBOCHARGERS: Entrants are limited to one turbo with a maximum

turbo inlet opening of 62.5mm. XDA, MAN CUP & NHDRO defines maximum turbo size as 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.

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 a 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. XDA, MAN CUP & NHDRO tech has final determination on the legality of the design of any externally-mounted components which could potentially be deemed “heavy” parts and pre-approval of the design is highly recommended. Any design must allow the required access to both sides of the front axle for wheelbase measurements (see WHEELBASE MEASUREMENTS).

WATER INJECTION: Entrants utilizing water injection must have the tank mounted in a manner to allow tech to easily inspect its contents. Water or any legal fuel is permitted in tank and cannot be mixed.

CLUTCH ENGAGEMENT: The process of clutch engagement is defined as the act of moving the pressure plate from the fully disengaged, 100% slip (i.e. pressure plate out preventing clutch friction from occurring) position to the fully engaged (no disengagement force, pressure plate is fully sandwiching clutch stack) position. Clutch engagement should not be confused with clutch lockup assistance, which is the act of increasing the clutch clamping force after the clutch is fully engaged.

TURBOCHARGED & NON-SLIDER SUPERCHARGED BIKES: The act of clutch engagement and disengagement must be fully controlled by the clutch lever. No source of input other than the rider actuating the clutch lever

may be used to control clutch engagement or disengagement. The use of any electronic, pneumatic, or hydraulic device to assist, limit, delay, or otherwise control the act of clutch engagement is prohibited. Air-assisted clutches may in no manner be used to reduce clamping force below that of the static springs and centrifugal lockup for a given clutch speed. Under any and all conditions, when air pressure is applied to an air-assisted clutch, it must result in an increase in clutch lockup force. Any system that has the potential to reduce clutch force via an increase in air pressure is prohibited.

CLUTCH: All clutch systems must be approved by XDA, MAN CUP & NHDR0 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 force generation systems to assist or adjust clutch slippage or lockup is not allowed. Only pneumatic pressure or centrifugal force may be utilized to generate a force to assist in clutch lockup.

TURBOCHARGED BIKES: Slider clutches prohibited. Pneumatic lockup assist clutches are permitted. Clutch engagement and disengagement must be controlled by conventional cable or hydraulic-actuated clutch lever (See CLUTCH ENGAGEMENT). 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. Air-assisted clutches must perform this test with the air feed disconnected from the clutch system. A convenient disconnect point should be designed into the system to facilitate 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 permitted. Pneumatic lockup assist clutches are permitted.

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

TRANSMISSIONS: 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. Check tables at bottom for weight penalties, and to see if your combo is permitted to run this auto transmission.

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. Check tables at bottom for weight penalties, and to see if your combo is permitted to run this auto transmission.

1-4 AUTO: Bikes utilizing a 1-2-3-4 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear, from 2nd gear to 3rd gear, and from 3rd gear to 4th gear. Check tables at bottom for weight penalties, and to see if your combo is permitted to run this auto transmission.

FULL AUTO: Bikes utilizing a full auto may utilize auto transmission components that allow override shifting in any or all gear change positions. Check tables at bottom for weight penalties, and to see if your combo is permitted to run this auto transmission.

TRIPLE CLAMPS: The steering stem offset on top and bottom triple clamps must be equal. Front axle offset may not be than 1/2 –inches. The use of triple clamps, steering stems, stem bearings, offset bearing races, or any other components designed to increase or decrease the rake is prohibited. Axle must be in the center of the forks. Triple clamps can be made of a material other than aluminum only after XDA, MAN CUP, & NHDRO approval of concept. Bottom of lower triple tree cannot be higher (must be flush or lower) than webbing of lower steering neck.

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, mount, 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 amount 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 be dimensioned to fit the factory bearing race and may not be located more than 1.00 inches above the original bottom webbing of the steering neck.

Aftermarket steering stem bearing sets are allowed but must be a dimensional replacement for the OEM bearing being replaced. Aftermarket stem bearings of either ball or roller design are allowed. The replaced or modified bearing race cup must be located along the same axis as the original location, i.e. the rake of steering stem may not be altered during this modification. No other material beyond that reasonable 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 maybe 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 and may be cut no lower than 1.5" below the original top surface of the OEM-cast fuel tank mounting flange.

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

WHEELIE BARS: Wheelie bars are prohibited.

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".

TIRES: DOT-approved motorcycle street tires only. Slicks are prohibited.

FUEL: Any type fuel is permitted for all combos but cannot exceed .799 specific gravity.

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 it is on the same model bike. 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. Altering of stock body shapes must be approved by XDA, MAN CUP & NHDRO. 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.

FUEL TANKS: Entrants using an aftermarket tank are required to run either a functioning fuel tank from the approved list, or a tank shell version of a tank from the approved list. Modifications to the aftermarket tank/shell is permitted in order to achieve minimum seat height requirement. Aftermarket fuel tanks and tank shells are limited to XDA, MAN CUP & NHDRO 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

e completed. Companies desiring to produce production tanks for this application may submit tank designs for approval. For further questions or inquiries, contact XDA, MAN CUP & NHDRO technical department.

NON-FUNCTIONING TANK SHELLS: Fuel cells may be mounted anywhere on the motorcycle within the bodywork.

DUAL FUEL TANKS: Any bikes using both methanol and gasoline as fuels must maintain fuels in separate containment systems in order to allow fuel inspections

CURRENT APPROVED AFTERMARKET TANKS (For Boosted Bikes):

Manufacturer	Model Bike	Part Number
Catalyst Racing Composites	Hayabusa	BUSOTK99, BUPSTK99, BUP52TK99, BUP53TK08, BUP54TK08, VELOCITYTANK06, VELOCITYTANK08, BUP54-SC, BULTK01
Montgomery Motorsports	Hayabusa	BUSA-GEN2-PROSTREETCOMPLETE
Del's Performance Cycle	Hayabusa	DPCBUSTSHELL
TM Motorsports	Hayabusa	TM13PSTK
Catalyst Racing Composites	GSXR 1000	GSXR11LTK05, GSXR150TK05, GSXR11LTK07, 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 1100XX	CBRXX1052
Air-Tech Streamlining	CBR 1000 RR	2CBR17M
Catalyst Racing Composites	BMW S1000RR	#S1RRLTK10
Montgomery Motorsports	GS 1100	GS1100 PROSTREETCOMPLETE

CURRENT APPROVED AFTERMARKET TANKS (For Nitrous Bikes):

Manufacturer	Model Bike	Part Number
Any	Any	Any commercially available tank shell

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 by XDA, MAN CUP & NHDRO. The XDA, MAN CUP & NHDRO technical staff has final decision on what is deemed a safe and appropriate design.

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.

STARTING SYSTEMS: All engines must be self-starting and utilize OEM-style starting systems. No push or roller starts. All systems must be onboard, no external devices may be used to assist the batteries or starter systems.

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.

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: XDA, MAN CUP & NHDRO 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. XDA, MAN CUP & NHDRO tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

DATA ACQUISITION: Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system are prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering wheel/Tire, rear drive wheel/Tire, or transmission shaft 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 may not be mounted on any component of the front suspension.

ELECTRICAL: Head and taillight w/ brake light, and kill switch required. Headlight and taillight must be retained in stock locations. Turn indicators optional. Headlight and taillight are required to be on during all qualifying and elimination runs. In the event of failure of 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. Failure by the rider or crew member to activate the lighting system

is considered to be a system failure. Any failure for the second Time in the same event will result in an automatic disqualification.

HEADLIGHTS (For Boosted Bikes): 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 (reasonably 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.

HEADLIGHTS (For Nitrous Bikes): A headlight decal may be used instead of a factory headlight. Decal must be the exact dimensions of the factory headlight for model bike. Decal must visually look like a headlight. You must also have some type of bulb or even a single LED light that protrudes through the front of the headlight decal that is on during competition.

TAILLIGHTS: All entrants must have a functioning taillight system, with operational taillights. Factory taillights are highly recommended. Non-factory taillight may emit any color light and must be sufficiently bright to be reasonably visible.

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). XDA, MAN CUP & NHDRO does, however, reserve the right to deem any non-ballast component to be illegal, if it's 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. Preapproval of custom or aftermarket components is highly recommended. The tech staff has final decision on all front suspension component matters and will be closely monitoring the use of these components.

EXOTIC HEAVY MATERIALS: XDA, MAN CUP & NHDR0 defines an 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.

WHEELS: 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.

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.

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. A minimum of 1" travel in the front forks is recommended, 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. 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.

FRONT STRAPS: Front straps or travel limiters of nylon, cable, or any other flexible material designed to limit fork extension are not allowed.

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.

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.

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.

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 ¼" in diameter and at least ¼" 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.

ENGINE CONTAINMENT SYSTEM: An engine containment diaper with pigmat is required.

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.

See charts at bottom of rulebook for ground clearance minimums.

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. Any rider caught attempting to hide ballast on their person will be disqualified from the event and will face a one-year suspension from XDA, MAN CUP & NHDRO

GENERAL SAFETY: All riders must have full leathers (zipped together leathers are recommended and may be mandatory in future). All riders must have a SNELL 2015 or 2020 full-face helmet with shield, leathers gloves, and shoes above the ankle. All motorcycles and riders must pass IHRA safety inspection. Ballistic blankets are recommended but are not required. Tether kill switches required on all entrants. Kill switch, when activated, must disable ignition, fuel pump(s) and nitrous system solenoids

RULE REVISIONS: XDA, MAN CUP & NHDRO reserve the right to step in and adjust rules to maintain parity amongst different combinations when deemed necessary. No rule will be changed solely based on one run or even one race. Instead a body of data will be collected, and a thorough investigation will be conducted over a series of races among the different race organizations. XDA, MAN CUP & NHDRO will make every attempt to keep each combination competitive. Any rule revisions deemed necessary by XDA, MAN CUP & NHDRO would be officially posted on the XDA, MAN CUP & NHDRO website a minimum of 14 days prior to the event in which they become effective (the rulebook on the XDA, MAN CUP & NHDRO website on the day of the event is in full effect). Any rule revision deemed necessary for the reasons of safety may be made at any Time, even after the start of an event, and may be made effective immediately.

TECHNICAL INSPECTIONS: The XDA, MAN CUP & NHDRO has the right to inspect any competition vehicle or competitor at any time during the event, and at any location on the track premises. For the purposes of collecting information in an effort to maintain class parity and verify the effectiveness of the current rules, these inspections may include the measurement, weight, and design of components not specifically restricted by the rule book. All efforts will be made to respect the concerns of competitors over issues of intellectual property and proprietary designs. If a competitor feels that a specific requested inspection will unduly reveal proprietary information, they may appeal to the race director. However, if the race director deems these inspections to be warranted and reasonably justified by the technical director, then the competitor must submit to the inspection or be immediately disqualified from the event.

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

Turbo-Big Bore (with separate block/engine cases)

0-174# Minimum Rider Base Weight 675# 3" Ground Clearance 69" wheelbase	175# Minimum Rider Base Weight 675# 3" Ground Clearance 70" wheelbase	185# Minimum Rider Base Weight 675# 3" Ground Clearance 71" wheelbase	195# Minimum Rider Base Weight 675# 3" Ground Clearance 72" wheelbase	205# Minimum Rider Base Weight 675# 3" Ground Clearance 73" wheelbase
---	69" wheelbase-10#	70" wheelbase-10#	71" wheelbase-10#	72" wheelbase-10#
---	---	69" wheelbase-20#	70" wheelbase-20#	71" wheelbase-20#
---	---	---	69" wheelbase-30#	70" wheelbase-30#
---	---	---	---	69" wheelbase-40#
1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#
Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#
1-2 Auto permitted +20#	1-2 Auto permitted +10#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#
1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted	1-2-3 Auto permitted +20#	1-2-3 Auto permitted +10#	1-2-3 Auto permitted +0#
Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted

Turbo-Big Bore (with integral engine cases, i.e., ZX-14)

0-174# Minimum Rider Base Weight 660# 2" Ground Clearance 72" wheelbase	175# Minimum Rider Base Weight 660# 2" Ground Clearance 73" wheelbase	185# Minimum Rider Base Weight 660# 2" Ground Clearance 74" wheelbase	195# Minimum Rider Base Weight 660# 2" Ground Clearance 75" wheelbase	205# Minimum Rider Base Weight 660# 2" Ground Clearance 76" wheelbase
---	70" wheelbase-10#	71" wheelbase-10#	72" wheelbase-10#	73" wheelbase-10#
---	---	70" wheelbase-20#	71" wheelbase-20#	72" wheelbase-20#
---	---	---	70" wheelbase-30#	71" wheelbase-30#
---	---	---	---	70" wheelbase-40#
1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#
Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#
1-2 Auto permitted +20#	1-2 Auto permitted +10#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#
1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted	1-2-3 Auto permitted +20#	1-2-3 Auto permitted +10#	1-2-3 Auto permitted +0#
Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted

Turbo-Liter

0-149# Minimum Rider Base Weight 575# 2" Ground Clearance 71" wheelbase	150# Minimum Rider Base Weight 575# 2" Ground Clearance 72" wheelbase	160# Minimum Rider Base Weight 575# 2" Ground Clearance 73" wheelbase	170# Minimum Rider Base Weight 575# 2" Ground Clearance 74" wheelbase	180# Minimum Rider Base Weight 575# 2" Ground Clearance 75" wheelbase
1001cc-1075cc deduct. 5"	1001cc-1075cc deduct. 5"	1001cc-1075cc deduct. 5"	1001cc-1075cc deduct. 5"	1001cc-1075cc deduct. 5"
1076cc-1125cc deduct 1"	1076cc-1125cc deduct 1"	1076cc-1125cc deduct 1"	1076cc-1125cc deduct 1"	1076cc-1125cc deduct 1"
Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#
1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#
1-4 Auto permitted +10#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#

Full Auto permitted +20#	Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +0#	Full Auto permitted +0#
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Supercharged-Big Bore

Any Size Rider Base Weight 675# 2" ground clearance 71" Wheelbase
1451-1660cc + 15#
Integral Engine Cases-15#
Intercooler permitted +0#
1-2 Auto permitted +0#
1-2-3 Auto permitted +0#
Full Auto permitted +0#

Supercharged-Liter

Any Size Rider Base Weight 575# 2" ground clearance 75" Wheelbase
1001cc-1075cc deduct 1"
Intercooler permitted +0#
1-2 Auto permitted +0#
1-4 Auto permitted +0#
Full Auto permitted +0#

Nitrous-Big Bore (roller bearings)

Any Size Rider Base Weight 600# 2" ground clearance 73.5" Wheelbase
Full Auto permitted +0#

Nitrous-Big Bore (plain bearings)

Any Size Rider No Minimum Weight 2" ground clearance No wheelbase restrictions
Full Auto permitted +0#

Nitrous-Liter

Any Size Rider No Minimum Weight 2" ground clearance No wheelbase restrictions
Full Auto permitted +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.

9. 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.

10. 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.

11. 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.

12. 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).

13. 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.

14. 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.

15. 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.

16. 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 (*6.39) seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2015, M2020, SA2015, SA2020 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 (*6.39) seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2015, M2020, SA2015, SA2020 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 needs to be notified or the 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 needs 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

XL 883

REQUIREMENTS AND SPECIFICATIONS

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 war page. Lifters and cams must be stock OEM push rods or adjustable push rods. Carburetor 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 catch can or carbureted 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 calipers, 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 or 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: ¾ 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 (*6.39) seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2015, M2020, SA2015, SA2020 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 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 Vg 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)		
	N a t u r a l l y 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 bead lock. Bead lock 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 (*6.39)seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2015, M2020, SA2015, SA2020 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

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, and 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 (*6.39) seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2015, M2020, SA2015, SA2020 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 (*6.39) seconds or quicker. Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face Snell M2015, M2020, SA2015, SA2020 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.

CRAZY 8'S

REQUIREMENTS AND SPECIFICATIONS

Reserved for highly modified motorcycles specifically built for drag racing. This is a Heads Up class with an 8.88 second Index, using a 0.400 second Pro Tree.

A Pro Ladder will be used to set up the elimination rounds.

Designation: "C/8" preceded by bike number.

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 a 9.99 second, or quicker, 1/4 mile E.T. (6.39 second, or quicker, 1/8 mile E.T.). Application and physician's physical forms are available at the C.M.D.R.A. office.

(b) Helmet: Full face helmet with Snell M2015, M2020, SA2015, SA2020, ECE 22.05 or ECE 22.06 approval is 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.

PRO FUEL

(Prior to 2023)

REQUIREMENTS AND SPECIFICATIONS

Reserved for nitro burning limited dragsters built specifically for drag racing.

This is a Heads Up class, using a 0.400 second Pro Tree.

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

1. Engine

(a) Engine: Must keep design features of Harley-Davidson engines (45-90 degree push rod V-twin). Single engines carbureted 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 0.060 inch steel or 0.125 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 0.060 inch steel or 0.125 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 0.058 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 (*6.39) 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 helmet with Snell M2015, M2020, SA2015, SA2020, ECE 22.05 or ECE 22.06 approval is 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, carbureted, 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

9. 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. Carbureted 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, is permitted. Carburetors and lean out/enrichers/lean outs must be positioned in the carburetor body only. They may not be place 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.

10. 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 0.060 inch steel or 0.125 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.

11. 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.

12. 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).

13. 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.

14. 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.

15. 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) spark plugs per cylinder. Motorcycles with hybrid (capacitive AND inductive) ignition systems are limited to one (1) ignition system and one (1) spark plug 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.

16. 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 (*6.39) 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 M2015, M2020, SA2015, SA2020 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.