

AHDRA 2023

RULE BOOK



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2023
THE BASICS OF DRAG RACING

- **WHAT IS A DRAG RACE?**

In basic terms, a drag race is an acceleration contest from a standing start between two motorcycles over a measured distance. The accepted standard for that distance is either a quarter mile or an eighth mile. These contests are started by means of an electronic device commonly called a “tree”. Upon leaving the starting line, each contestant activates a timer, which is stopped when the same motorcycle reaches the finish line. The start-to-finish clocking is the motorcycle’s E.T. (elapsed time), which serves to measure performance and often serves to determine handicaps during competition.

- **WHO CAN COMPETE?**

Virtually anyone can compete in drag racing. Riders are required to have a valid AHDRA Competition License and must be capable of the safe operation of the motorcycle. The motorcycle must meet basic safety criteria (i.e.; have good brakes, be equipped with good tires, etc.). This applies to most street legal and mildly modified motorcycles. Faster, all-out race motorcycles must meet more stringent requirements as outlined throughout this AHDRA Rulebook and must have a current AHDRA competition License.

- **SAFETY’S IMPORTANCE**

Prime responsibility for the safe condition and operation of a motorcycle in competition rests with the motorcycle’s owner and rider. The track operator’s main concern is that of providing a place to conduct events. AHDRA produces guidelines based on experience gained at many events each year and circulates valid information to help perpetuate the sport and maintain organization. However, total responsibility for drag racing’s progress must be shared by everyone associated with the sport. Close observance of the standards set forth in this Rulebook is an important fundamental.

- **WHO WINS WHAT?**

A drag racer’s primary objective is to become the overall winner of the category of competition in which his/her motorcycle is classified. A series of two-motorcycle, tournament-style eliminations are conducted. The losing motorcycle in each race is eliminated, while the winning riders progress into succeeding rounds of competition. This series of races continues until one winning rider remains. That rider is declared the category’s winner.

- **E.T. HANDICAPPED RACING**

While some racers choose to race motorcycles they build to specifications that fit a certain AHDRA class (outlined elsewhere in this rulebook), an ever-growing number of racers choose to race on a local level in categories divided on the basis of performance or E.T. (elapsed time) Brackets. This is known as E.T. Handicap racing. This form of drag racing offers a good starting point for the novice wishing to become involved in the sport. (However, thousands of drag racers enjoy E.T. Handicap Racing so much that they have participated in it for many years.) In this form of racing, two motorcycles of varying performance levels can race on a potentially even basis. The anticipated elapsed times for each motorcycle are compared, with the slower motorcycle receiving a head start equal to the difference of the two. With this system, virtually any two motorcycles can be paired in a competitive drag race. For example: motorcycle “A” has been timed at 17.78, 17.74 and 17.76 seconds for the quarter-mile and has opted for a 17.75 “dial-in”. Motorcycle “B” has recorded elapsed times of 15.27, 15.22 and 15.26 on the same track, and he has opted for a “dial-in” of 15.25. Accordingly, motorcycle “A” will get a 2.5 second head start over motorcycle “B” when the “tree” counts down to each motorcycle’s starting green light.

If both motorcycles cover the quarter-mile in exactly the predetermined elapsed time, the win will go to the rider who reacts quickest to the starting signal. That reaction to the starting signal is called “reaction time”. Both lanes are timed independently of one another, and the clock does not start until the motorcycle actually moves. Because of this, a motorcycle may sometimes appear to have an advantage in comparative elapsed times, but mathematically, actually lose the race once the reaction time is factored in. This fact makes starting line reflexes extremely important in drag racing.

- **THE STARTING SYSTEM**

Essentially, drag racing is a pairing of two motorcycles against one another in a race through a straightway course. Hence, the start is the key to its uniqueness, because all races start from a standstill. Today’s modern starting system, commonly referred to as the “tree”, is a product of continued development, designed to provide each competitor with the fairest start possible. The system features a vertical series of lights, displaying a visual countdown for each rider. Most riders try to make their move between the last amber light going off and the green light coming on. Technique in staging and starting is one of the most vital skills a drag racer can develop, since many races are won or lost at the starting line. Close observation and a lot of practice pay off.

- **TIMING METHODS**

Two separate performances are monitored for each run: the elapsed time and the speed. On an elapsed time run, the motorcycle first leaves the starting line “breaking” the beam, which activates the electronic timer. As the motorcycle continues through the course, the timer records the elapsed seconds and fractions of seconds until the motorcycle breaks the finish line beam and stops the timer. Top speed (mph) is determined by the motorcycle breaking two additional light beams at the finish line.

- **WHAT IS “BREAK-OUT” AND/OR “RED LIGHT”?**

Should a rider go quicker than his/her predetermined E.T. “dial-in”, it is a “break-out” and is grounds for disqualification. In the case of both motorcycles making their runs under their dial-ins, the win goes to the rider who breaks out the least. Another form of disqualification is a foul start (“red-light”). This happens when the rider reacts to the “tree” too quickly and drives away from the starting line before the green “go” signal. Should dual infractions occur, a red light and then a breakout, the red light would be classified as the worst infraction.

2023 GENERAL RULES

1. **ALL RACERS MUST BE AHDRA MEMBERS.**

2. All race motorcycles must be **American Twin** or 45°-90° V-Twin built of similar design (at judge's discretion).
3. There will be a set entry fee to be paid before each event for all classes.
4. Free tech fee and gate entry will be provided for all current year #1 Plate Holders.
5. You must carry AHDRA number plate(s) and number assigned to you for each class. **TWO PLATES** are needed for all motor- cycles. This is necessary for us to identify racers and maintain the points system. These number plates will be available at "Tech Inspection" at each event.
6. Rider may compete in different classes. Sportsman and ET riders may run the same motorcycle in multiple Sportsman classes. Pro classes require different motorcycle entered in each class.
7. Payout will be at the track! If you do not pick it up, you must designate someone to pick it up for you! All money(s) that are not picked up will be put toward the banquet fund.
8. E.T. and MPH record claims must be presented to and validated by an AHDRA official by end of the event for points considerations.
9. All mandatory rule violators will be subject to a fine and/or suspension.
10. All structural threaded fasteners must be grade 5 or better.
11. All competitors must have a valid AHDRA competition license (See "LICENSE REQUIREMENTS" section).
12. A single motorcycle, ridden by a single competitor, must be used throughout qualifying and eliminations in each class.
13. All crewmembers going to the starting line must be at least 16 years old and display a valid membership card and restricted area pass.
14. A crewmember or rider must always remain with the motorcycle in the staging lanes.
15. ET Class riders are responsible for ensuring that their dial-in is correct before staging.
16. Operating a foot shifter by hand is prohibited.
17. The speed limit in pit area is 10 mph.
18. **The rider or a crewmember from each entry must attend riders meeting.**
19. Handlebar and riser combined height is limited to 12 inches maximum.
20. Pro and Sportsman Classes will be paired according to qualified positions on ladder charts.

21. If a racer is in question on anything, he must tell an official before he heats the tire.
22. Competing motorcycles may have up to six (6) people plus the rider in the staging lanes. Only four (4) people may go beyond the water box with motorcycle and rider.
23. Do not fire the motorcycle until you have official approval and/or do not heat the tire until you have approval.
24. All motorcycles competing in classes required to provide fuel samples must be equipped with a valve in the fuel supply line for sampling purposes.
- 25. All classes with required weights will be weighed either in the staging lanes prior to a pass or at the end of the track on the completion of a run depending on the discretion of the AHDRA official.**
26. Pro category motorcycles will be allowed one (1) hour between runs to perform maintenance and report to the starting line.
27. Nitrous oxide bottles must be securely mounted within the perimeter of the frame and protected in the case of an accident. Nitrous bottles may not be heated with an open flame.
28. All tow vehicles and starter/pit carts must display the AHDRA class and motorcycle number with which they are associated.
29. Operating a motorized vehicle on track grounds requires possession of a valid state issued driver's license.
30. To be eligible for any and all posted awards, points and records, all competitors must display the mandatory official AHDRA logo, class sponsor logo and series sponsor logo on both sides of the entered motorcycle.
31. An entry may not be withdrawn from a class after qualifying begins. There is an exception concerning this rule for a disrupted event (see "POINTS" section).
32. A competitor has the right to make an additional qualifying attempt in the event of the competitor in the adjacent racing lane crossing the centerline abreast of or in front of the other competitor during his/her qualifying attempt. A rerun, if allowed, must be completed during the event qualifying session. The run will not be allowed if the competitor does not report to the starting line in the allotted time.
33. Any competitor striking a reflector block that requires replacement will be charged \$50.00 per block after (2nd) second offence.
34. Any competitor who experiences breakage that results in oil or other fluids being deposited on the racing surface will be charged \$5.00 per minute for the actual cleanup time after (2nd) second offence.
35. Failure and/or refusal to provide motorcycle, rider and safety equipment for any inspection requested by an AHDRA official will result in the rider's disqualification and forfeiture of any points, awards and purse for the event
36. All participants must wear full coverage footwear at all times when on the active racing surface.
37. All liquid cooled motorcycles must use water and/or Propylene Glycol coolant only.

38. All riders running 7.50 or quicker are required to have a valid [medical/physical certificate](#) on file with AHDRA. AHDRA physicals are valid for two (2) full racing seasons and expire on December 31st.

39. In the event that both motorcycles of a ladder pair break and neither can continue to the finish line under their own power, or the inertia stored in the motorcycle mass, the winner will be determined by the quickest reaction time. In the event both riders having identical reaction times, the rider that had lane choice for that pass will be the winner.

40. An AHDRA competitor shall not participate in any testing or competition on the same motorcycle as will be entered in an AHDRA event at the same track for a period of five days before AHDRA qualifying begins **unless, the testing/competition session is OPEN and all interested competitors are able to participate**. Competitors in violation of this rule will be disqualified from competing in the AHDRA event. In the event that AHDRA conducts a Friday qualifying session, a variance would be allowed to competitors that had run at the track on the prior Sunday or equivalent.

PROCEDURES

ALTERNATES

Alternates are allowed in Pro categories only. Once qualifying has concluded and a ladder has been established, pairings will not be changed. In the event that a qualified entry cannot make the first round of eliminations, an alternate may be inserted into the original qualifier's position on the ladder. Alternates will not be inserted once eliminations begin for their class. All qualifying and 1st round points and the cash awards associated with qualifying and 1st round will be awarded to the original qualifier.

If an event is disrupted and rescheduled prior to the start of eliminations for that class, it is necessary that the qualified motorcycle and rider be in attendance at the rescheduled event to be eligible for points and awards based on eliminator competition. If an alternate is inserted into the rescheduled event for a non-returning qualifier, the alternate will receive full round points and awards. Points and awards based solely on qualifying will remain with the original qualifier.

BREAK-OUT FOR E.T. AND INDEX

The breakout rules are enforced at national and divisional events as follows. Contestants who race below the posted index or category standard during eliminations are disqualified with the following exceptions.

1. When an opponent fouls and/or crosses a boundary line
2. On a single run
3. When both riders run under their Dial-Ins, the rider that is the least under is the winner
4. If two contestants run under by the same margin (with elapsed times extended to a thousandth of a second), the rider crossing the finish line first is the winner.

BURNOUTS

At national events, Top Fuel, Pro Fuel, Pro Dragster, Pro Stock, Pro Gas and Pro Modified are permitted one (1) burnout across the starting line under power. Length and time duration must be reasonable and in line with the opponent's procedures. Sportsman and E.T. may not cross the starting line under power during a burnout. Stationary burnout limit is five seconds. No one nor anything may touch the rider or motorcycle during the burnout.

CONTINGENCY AWARDS

Winner and Runner-up contingency must be verified after final round of eliminations at the racetrack. To be eligible for contingency awards you must bring your bike to the Tech Trailer and the following criteria must be adhered to:

1. Decals must be placed on both sides of the race bike, unless the individual sponsor approves another location.
2. All decals and products must be on the race bike prior to the first round of eliminations. IF ANYONE IS CAUGHT OR ADMITS TO APPLYING DECALS AFTER THE FIRST ROUND OF ELIMINATIONS, ALL THEIR CONTINGENCY AWARDS WILL BE FORFEITED FOR THAT EVENT. IF you are switching to the ET class on Sunday (Elimination day), you must get the decals and put them on your bike on Saturday (Qualifying day).
3. Decals may not be altered or overlaid without permission of the sponsor.
4. Any or all sponsors may require proof of purchase; keep your serial numbers and receipts.
5. Mandatory decals- AHDRA, Series Sponsor Decal and Class Sponsor decal. Mandatory means that no points or awards will be given without these decals on your race bike.

It is the responsibility of the rider to purchase the products from the manufacturers and ask for decals at that time. The AHDRA will try to have some available, but the AHDRA is not responsible to obtain and have in stock all decals for posted products.

DISQUALIFICATIONS

A run will be disqualified for crossing the centerline or boundary lines as specifically described below. At tracks without outside boundary lines the wall will be considered the boundary.

The centerline is considered continuous from the starting line to the finish line, to a point designated and clearly marked by AHDRA officials based on safety and track conditions. In determining centerline and lane boundary crossing violations, it is considered a disqualification and will result in a loss of 20 points 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.

After illuminating the staged light, a run will be disqualified 20 points will be deducted if the rider and/or the motorcycle come into contact with any object other than the track surface at or before the finish line.

Boundary line, centerline and object violations will remain in effect for single and bye runs and will result in a loss of points for that round (20 points) but will advance to the next round.

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

In the event that both riders of a ladder pair commit disqualifying violations, the following ranking of violations will prevail to determine the winner.

- Centerline or object violation at or before the finish line
- Contact with the wall or crossing the outside boundary line at or before the finish line
- Leaving the starting line before the tree is activated
- Red-light foul
- Violations will be decided on a first or worst basis

In the event that both riders commit the same disqualifying violation in the final round, the first rider to commit the violation would be eliminated. In the rare case that AHDRA officials cannot determine a winner, both riders will be awarded runner-up championship points and purse.

Competitors officially determined, as a result of protest or fuel analysis, to be in violation of any rule during qualifying will have all previous qualifying runs disqualified. Infractions determined during or after eliminations will result in the competitor being disqualified from the event and no championship points or purse will be awarded, and the competitor's total races considered for points will be reduced by one (1) on each occasion. Items found to be in violation are subject to impound as described in the "IMPOUNDED ITEMS" section of this rulebook.

Any rider and/or pit crewmember obstructing or infringing on an Official's efforts to administer instructions and or directives will result in the disqualification of the rider and forfeiture of any and all points, awards and purse for the event.

Any rider and/or pit crewmember found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be disqualified and ejected from the event. Such a condition is cause for suspension, fine and/or revocation of competition privileges.

DISRUPTED EVENT

In the case of an AHDRA event being disrupted by weather or other reasons 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 canceled. Five (5) championship points will be awarded to eligible competitors (see POINTS section).
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. Entry, qualifying and first round championship points will be awarded to all eligible competitors. All officially entered and qualified competitors will also be paid the equivalent of the first round purse as posted for their class at the event. ET Class competitors will receive free ET Class entry at one (1) AHDRA event. The number one (1) qualifier will also be awarded the posted qualifying awards. No entry fees will be refunded.
3. If at least one (1) complete round of eliminations for all classes has been completed, the event will be considered complete, and a portion of the purse for the event will be awarded. The amount of the purse will be determined by the degree of completion of eliminations. All qualified competitors will be paid and championship points will be awarded based on each competitor's position at the time of the disruption.
4. No gate/ticket fees will be refunded in any case.

FUELS

Nitromethane (nitrocarbol) CH₃NO₂:

Nitromethane is allowed only in Top Fuel, Pro Fuel and Pro Drag. It must be utilized in its pure form as supplied by the approved fuel suppliers. Nitromethane may be mixed with Methanol in various percentages to yield characteristics desired by competitors. No other additives are allowed.

Methanol (methyl alcohol) CH₃OH:

Nitromethane is allowed only in Top Fuel, Pro Fuel and Pro Drag. It must be utilized in its pure form as supplied by the approved fuel suppliers. Nitromethane may be mixed with Methanol in various percentages to yield characteristics desired by competitors. No other additives are allowed.

Ethanol (ethyl alcohol) C₂H₅OH:

Ethanol is allowed in its pure or blended form in classes designated as alcohol being an allowed fuel. It is produced chemically from ethylene or biologically from the fermentation of various sugars from carbohydrates found in agricultural crops and cellulose residues from crops or wood. Known as ethyl alcohol, “alcohol”, “grain-spirit”, or “neutral spirit”, etc. A clear, colorless, flammable oxygenated hydrocarbon. It has a boiling point of 78.5°C in the anhydrous state.

Gasoline:

Gasoline is defined for purposes of this rulebook as a mixture of hydrocarbons only. Non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent that they do not exceed 0.15% by volume and are blended in the gasoline by the refiner or fuel manufacturer. AHDRA has mandated the use of specific gasoline for use in some classes. Reference the class rules section for guidelines concerning the use of specific gasoline. No Propylene Oxide may be added to gasoline.

Testing/Certification:

AHDRA practices several methods to assure competitor compliance with fuel regulations. Specified fuels must meet color and odor comparisons to certified samples. Dielectric tests are also utilized. Gasoline is a good electrical insulator or dielectric, and its relative effectiveness as an insulator is represented by its dielectric constant. A gas chromatograph is used on a random basis and for final decisions when other tests are not conclusive. These tests yield very accurate graphs that are compared to base line tests of certified samples to determine compliance.

IMPOUNDED ITEMS

Participants in AHDRA events grant to AHDRA and its assigns the right to impound and/or take possession of items, parts and assemblies found to be in violation of AHDRA rules or procedures as set forth in this rulebook or revisions thereof. In the case of an accident AHDRA may impound the entire motorcycle and support equipment as it sees fit to aid in ascertaining the cause or results of the accident.

LADDERS

Category pairings are based on established AHDRA ladder chains. Professional category ladders are based on qualifying elapsed times. (It must be a full pass with a elapsed time, only breaking the beam does not qualify as a pass) Sportsman category ladders are established on a “closest to the index” basis for each class. All competitors must be officially entered and must have completed a valid qualifying pass to be placed on the ladder. Professional classes with thirteen (13) or more qualified entries will run on a sixteen (16)-motorcycle ladder. 12 or less entries will run an 8-bike ladder. Fields totaling less than eight (8) qualifiers will be ladder for one (1) or no bye runs in the first round as generated by the timing system computer. Fourteen (14) qualified entries will compete on a fourteen (14)-motorcycle ladder. Fifteen (15) or sixteen (16) qualified entries will compete on a sixteen (16)-motorcycle ladder. All professional classes will be limited to a sixteen (16)-motorcycle field. All sportsman classes will be limited to a 32-motorcycle field. In ET class all entries will compete. ET class will be ladder by best reaction time after initial random pairings have reduced the number of competitors to sixteen (16).

LANE CHOICE

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

LICENSE REQUIREMENTS

Forms to request a license are available from Tech or AHDRA office.

Top Fuel/Nitro Funny Bike/Pro Fuel/Outlaw Bagger/Pro-Outlaw/Xtreme Outlaw

1. Motorcycle must pass technical inspection.
2. Rider and team must demonstrate start-up and shutdown skills and on-track capabilities as follows:
 - Step one: Must complete a controlled burn out and 60-foot launch of the motorcycle.
 - Step two: Must complete a controlled burn out, launch, and half-track pass with shut-off at half-track.
 - Step three: Must complete a controlled burn out, launch, and full track pass to the satisfaction of the AHDRA Technical Officials and be within one and one half (1-1/2) seconds of the number one (1) qualifier of the applicable class at the event.
3. Technical Director and two licensed riders from same or higher class must approve riding ability and endorse the license application.

Pro Modified/Street Pro

1. Motorcycle must pass technical inspection.
2. Rider must demonstrate skills and capabilities as follows.
 - Step one: Must complete a controlled burn out and launch of the motorcycle.
 - Step two: Must complete a controlled burn out, launch, and half-track pass with shut-off at half-track.
 - Step three: Must complete a controlled burn out, launch, and full track pass to the satisfaction of the AHDRA Technical Officials and be within one and one half (1-1/2) seconds of the number one (1) qualifier of the applicable class at the event.
3. Technical Director is only approval needed.

Sportsman Classes

1. Motorcycle must pass technical inspection.
2. Rider must demonstrate skills and capabilities to safely operate the motorcycle entered in competition
3. Technical Director is only approval needed.

NATIONAL RECORD PROCEDURES

The standard of excellence of performance in drag racing is the AHDRA National Record. These records are established under controlled conditions at authorized record events throughout the season at AHDRA National Records Events.

Each record run is made under close observation of starting procedures, running, finish and timing. Each motorcycle is thoroughly inspected to determine its compliance with class requirements, including weight, engine displacement, mechanical limitations and fuel checks where necessary. In a sport where records play such a vital role, every effort is made to maintain their accuracy and validity. In order to ensure the validity of all new records, a backup performance of within one percent of the new mark is required at the same event. In the event that two runs exceed the existing record, but are not within one percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the new record.

Professional elapsed time records will be recorded and listed to the thousandth of a second. Speed records will be to the hundredth of a mile-per-hour. If two contestants tie for the elapsed time record to the thousandth of a second at the same event, the tiebreaker will be the fastest mile-per-hour reading for the run that established the record. If the record is tied at a later race, the record will stay with the rider who set it first. Similarly, if two contestants tie for the speed mark, the tiebreaker will be the quickest elapsed time on the run that established the new national record.

A contestant cannot set records with one motorcycle, and then compete in eliminations with another motorcycle. Only the rider holding the record at the conclusion of the event will be credited with the record. A rider setting and then losing a record at the same event will not receive credit for establishing a record. Records can only be established during qualifying runs and eliminations runs, unless it is specified differently.

Racers, it is your responsibility to report your record to AHDRA officials along with E.T. slip to confirm the runs.

All record runs must report to scales for weight and fuel checks, before returning to pit, for record validation.

NUMBER ASSIGNMENT

All AHDRA racers will be assigned a number to be used on their number plates. The numbers one through ten will be reserved for AHDRA National Points Standing.

PARTICIPANT CONDUCT

Participants on ALL social media accounts and AHDRA events are required to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole judgment of AHDRA officials, verbally or physically threatens another participant, engages in unsportsmanlike like conduct or conduct detrimental to the sport, including but not limited to verbally abusive or inappropriate comments on all social media outlets and event grounds, creates a situation that is unsafe, or is out of order will be asked to leave or be removed from the event with NO refund of entry and, will be banned from all social media outlets. Any continued disruptive behavior or behavior that is deemed severe by any AHDRA official will result in a lifetime ban of all AHDRA events in the future.

PLACEMENT OF BASTARD MOTORCYCLES

AHDRA classes are set up to run the most popular and modern race motorcycles (Street or Pro). Therefore, competitors who have motorcycles that do not fit into our existing classes, but will pass our safety standards, can be placed into a given class where the Tech Director feels they should be competitive.

ASSUMPTION OF RISK

The participant agrees that by entering an AHDRA event, the participant acknowledges that the event site is safe and suitable for racing and the participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against the AHDRA, the AHDRA event officials, the event sponsors, the track operators, and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by AHDRA insurance policies. For purposes of this rulebook, the term “participant” or “rider” or “pilot” shall include any person directly or indirectly associated with any vehicle which has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, other riders and crewmen. AHDRA makes no representations or express or implied warranties that compliance with the rules and regulations published in this rulebook or published during the course of the year in the AHDRA newsletter, website or email will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. Safety is the responsibility of equipment manufacturers, builders and the participants in the event.

COMPLIANCE OF RULES

Each participant expressly agrees that by entering an event conducted by the AHDRA, the participant agrees to be bound by all of the decisions, rules and regulations of AHDRA, including all procedures provided for in this rulebook, and any decisions, rules and regulations which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, his designee and other AHDRA officials at all AHDRA events. The participant, by entering an event conducted at an AHDRA event, also agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Event Director, his designees, the AHDRA, the race track operator, event sponsors and all other officials for any loss, damage or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of AHDRA or any decisions of AHDRA or AHDRA officials whether or not incident to an event, shall be resolved pursuant to the process provided for in this Rulebook. The participant agrees to indemnify and to hold AHDRA harmless for any costs incurred by AHDRA as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein. Refer to current NHRA rule book or rule revisions for additional vehicle/ driver requirements, specifications, and general regulations, which are not found within these guidelines. This current rulebook becomes effective January 1st, 2022. These rules will remain in effect until superseded or revised by the Association. Announcements of such revisions will be carried out by the best expedient at our disposal.

ANY RULE IS SUBJECT TO THE RACE DIRECTORS' INTERPRETATION AND CAN BE CHANGED AT ANY TIME.

2023 POINTS SYSTEM

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

Points will be deducted from a competitor's point total for the following specific infractions.

- 10-point penalty for breakage or malfunction that results in a delay of competition of more than 4 minutes (determined at the sole discretion of the Official Starter or AHDRA Official)
- **10-point penalty for not having a team representative (preferably the rider) attend the mandatory riders meeting.**
- **20-point penalty for crossing the center line at any time including a bye run.**

If a contestant, not eliminated before a disruption, wishes to be withdrawn from the disrupted event and desires not to receive points earned up until the point of cancellation, contestant must contact the AHDRA Competition Department. If a contestant withdraws from a disrupted event, the disrupted event will not count against the 6-race quota for championship points.

Ties in points will be resolved by most wins, runners-up, semis, etc. until the tie is broken.

Professional Point System:

16 Motorcycle Field

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

8 Motorcycle Field

Winner	100
Runner-up	80
Second-round loser	60
First-round loser	40

4 Motorcycle Field

Winner	100
Runner-up	80
First Round Loser	60

Qualifying position points

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

Establishing an official 1/4 mile ET record (20 Irrevocable Points)

Establishing an official 1/8 mile ET record (20 Irrevocable Points)

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 AHDRA officials without major disassembly and must be filed at least 60 minutes before last round of qualifying for the protested competitor. All protests must be filed in writing and on the form available from the AHDRA Tech and Registration location. There is no fee required for a visual protest. A \$300.00 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. See “DISQUALIFICATIONS” and “IMPOUNDED ITEMS” sections for specific penalties and consequences.

QUALIFYING

All qualifiers must have a valid elapsed time recorded in order to be placed into eliminator competition. Any rider leaving the starting line before the start system is activated, including riders on a single run, will have their time disqualified for the run. In order to constitute an official qualifying attempt, all motorcycles must start and stage under power. A contestant cannot ride more than one motorcycle in the same category at the same event. If conditions curtail scheduled qualifying attempts in categories, the Event Director has the option of placing non-qualified entrants into the field.

In the event of identical qualifying elapsed times in Pro and Sportsman categories, the rider with the faster top speed recorded on the qualifying runs in question will be awarded the lower qualifying position.

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

All previous event times are void for motorcycles and riders involved.

1. Motorcycle must pass a technical and safety inspection.
2. Changes must be made, and rider must re-qualify, during the normal schedule, as posted, for the event. No changes are permitted after qualifying has been completed.
3. Rider must stay within original eliminator category entered and must have proper credentials to ride replacement motorcycle.
4. Only one change permitted during the course of an event.

Motorcycle changes for a postponed event are permitted with advance notification and approval of the Event Director. Replacement motorcycle must be of same class and category.

SINGLE RUNS/BYE RUNS

Pro Class and Sportsman ladder charts will dictate Bye Runs. If a motorcycle is staged under power and breaks the beam, this will count as a Bye for Eliminations.

Single qualifying runs must record a valid elapsed time in order to constitute a valid qualifying pass. On single runs, it is legal to red light.

A rider on a Bye Run that leaves before the tree is activated would advance. However, any E.T.s posted would be void for lane choice or other considerations.

Boundary line, centerline and object violations will remain in effect for single and bye runs and will result in a loss of points for that round (20 points) but will advance to the next round.

STAGING

Once a motorcycle reaches the front of the staging lanes for a run, it must be prepared to fire and race. Contestants have 30 seconds to make the call after being given the order to fire. Pro classes running on gasoline or alcohol must start in the water box. Pro classes running on nitromethane must start before the water box and on a secure jack stand. Motorcycles in TF, PF and PD classes, once started, may not restart engines. Gas classes have 30 seconds to restart. Only one (1) restart will be allowed per motorcycle per round. No restart will be allowed once the rider has pre-staged the motorcycle.

Sportsman class competitors running in two (2) or more sequential classes will be afforded a three (3) minute maximum wait time to make the call once their designated opponent has reached the front of the staging lane. This concession will only be allowed for competitors that have properly registered as multiple class competitors on the form at the AHDRA Tech and Registration location. Once the three (3) minutes has elapsed all normal staging rules and procedures will apply.

On occasion, AHDRA utilizes orange safety cones to preserve track conditions. Motorcycles competing on treaded tires must stage to the outside of the cones whenever the cones are present on the racing surface.

All motorcycles on all qualifying and elimination runs must start and stage under power. The application or use of any device, mechanical or electronic, that permits the rider to ascertain the position of their motorcycle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the motorcycle's position.

AHDRA competitors shall observe courtesy staging techniques. When staging, both contestants must have their pre-stage lights activated before either may advance into the staging beams. Habitual offenders of this procedure will be formally warned. After the formal warning, a fine of \$100.00 will be levied on the formally warned competitor for each further infraction.

The practice referred to as "deep staging" is prohibited in Sportsman and ET categories (permitted in all other categories, unless stated otherwise). Both pre-stage and stage lights must be activated to constitute a legal start in those categories. The "Blue Light" system monitors the tree when activated and will "red light" a competitor for a "deep staging" foul.

THE FINAL STAGING MOTION MUST BE IN A FORWARD DIRECTION GOING FROM PRE-STAGE TO STAGE POSITION.

Failure to stage a motorcycle when instructed to do so by an AHDRA or track official will result in a disqualification of the run.

STARTING SYSTEM

Top Fuel, Nitro Funny Bike, Hawaya Racing Pro Fuel, GMS Racing Xtreme Outlaw, Pro Dresser, Street Dresser, Zipper Performance Pro Modified, Axtel Super Modified, Pingel Modified, 9.30 Index, Vreelands Harley Davidson 9.90 Index, 10.30 Index, Universal Fleet & Tire 10.90 Index, 11.50 Index utilize the three-amber “Pro Start” starting tree. All amber lights are activated simultaneously, with a four-tenths (.400) delay to green. ET Eliminator, Trophy, and Jr Drag bike classes utilize a sportsman tree with three-amber countdown with five-tenths (.500) delay between lights.

TECHNICAL INSPECTION (TECH)

Prior to practice and qualifying, all motorcycles and riders, with their protective gear and credentials, must report to the TECH area to register and pay entry fee. A Tech Inspector will then perform an inspection for approval in AHDRA competition. Technical inspection is first and foremost a safety inspection to insure that the motorcycle’s tires, brakes, mechanical systems and overall condition are acceptable for competition. In certain instances, and at the sole discretion of AHDRA officials, a competitor may be required to submit to a more detailed inspection of class specific requirements. If a competitor’s motorcycle is involved in an accident, it is required to be inspected by a TECH official before it can return to competition. Race information and requirements can be obtained at TECH.

2023 TOP FUEL

Designation: "TF" followed by bike number.

Reserved for nitro burning dragsters. Built specifically for all out drag racing.

Requirements and Specifications

1.ENGINE

Engine: Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° V-Twin). Carbureted, fuel injected double engines with 200 cu.i. maximum displacement and Supercharge single engines with 175 cui max displacement. Pushrod aftermarket heads are legal (including 4valve). Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Superchargers must have rubber manifold connections or some form of "sneeze" valve. Supercharger blankets are **recommended**. Must have "Bellypan" scatter shield under engine. S.F.I. Specification 46.1 approved engine restraint systems are required. These restraints must be replaced or recertified by the manufacturer every two (2) years. Manufacturers shall only recertify the restraint system one (1) time. Chest protectors are mandatory.

Fuel: Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous allowed. Min. 80% nitromethane.

2.DRIVE TRAIN

Chain Guard: Chain and belt guards are mandatory and must cover top run of drive. Guard must be .060-inch steel or 1/8 inch aluminum.

Transmission: Drive mechanism must exhibit good engineering, fabrication and installation practices. Any type dry, friction clutch may be utilized. Clutch engagement must be by centrifugal force only. Clutch must exhibit reliable disengagement at engine idle speed. (engineering data may be required).

3.SUSPENSION AND BRAKES

Brakes: Hydraulic type, front and rear, mandatory. Minimum size for dual rotor is 9-inch diameter, 1/8-inch thickness for rotors. Single rotor must be over 11-inch diameter.

Controls: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. Rider must be able to shut off fuel without removing hands from handlebars. A secondary shut-off device attached to rider (in the event of premature exit from motorcycle) must mechanically control the fuel shut-off valve. Lanyard for shut-off must be run through an eyelet or guide, allowing the lanyard to be pulled in any direction and closing shut-off. Dual cable push-pull throttle assembly is mandatory.

Suspension: Front suspension minimum size 32 mm and minimum travel of 2 inches. A steering dampener is mandatory. Rear suspension not necessary. Fork stops required; must limit the turning arc to 28 degrees.

4. FRAME

Frame: Any type permitted. All frames should be heliarc welded and main rails must be chrome moly and have a minimum diameter of 1-1/8 inch **in total**. All major frame tubing must have at least .065-inch wall thickness. Rake angle must be at least 40 degrees. Alternative frame materials must be submitted to AHDRA for approval. Frames constructed before 1999 and approved for competition may use one (1) x .058 inch tubing.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Minimum of 85 inches.

Wheelie Bars: Wheelie bars are required. Minimum length from center of rear axle to center of wheelie bar axle must be at least 84 inches but not exceed 120 inches. Must be securely cross braced.

5. WHEELS AND TIRES

Tires: Must be specified for racing use by manufacturer. Any tire size is legal.

Wheels: Rear wheel minimum 15 inch, maximum 18 inch. Front wheel minimum 16 inch, maximum 19 inch.

6. BODY

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

Fairing: Are legal.

Seat: Seat, tail section and rear fender may be incorporated into one unit and must include a step to prevent rider sliding backward.

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Must be electric external starter. Battery top covers are required. No rollers. No push starts. Jack stands are mandatory for starting. No dry hops in pits.

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

Computers: Only data gathering computers are allowed.

Lights: Not necessary.

8. RIDER

Credentials: Valid AHDRA 5.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference 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.

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

Race Team Clothing: All team crewman that help start, assist in burnout and stage race motorcycle must wear a uniform shirt that relates to their specific team.

9. TECH

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

2023 NITRO FUNNY BIKE

Designation: "NFB" followed by bike number.

Reserved for nitro burning dragsters. Built specifically for all out drag racing.

Requirements and Specifications

1. ENGINE

Engine: Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° V-Twin). No superchargers or turbochargers allowed. Engines shall be carbureted with transmission or fuel injected with high gear only with **153 ci.** limit or **135 ci.** with transmission and fuel injection, single injectors and max. pump size #1 Hilborn or 1200 Waterman and **NO** overdrive. Pushrod aftermarket heads are legal (including 4 valve). Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a Non-spill breather system on motorcycle. Must have "Belly pan" scatter shield under engine. S.F.I. Specification 46.1 approved engine restraint systems are required. These restraints must be replaced or recertified by the manufacturer every two (2) years. Manufacturers shall only recertify the restraint system one (1) time. Chest protectors are mandatory.

Fuel: Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous allowed. Min. 80% nitromethane.

2. DRIVE TRAIN

Chain Guard: Chain and belt guards are mandatory. Must cover top run of drive. Guard must be .060-inch steel or 1/8 inch aluminum.

Transmission: Any transmission may be used on 151 ci. carbureted motorcycles. Single ratio drive train required on 151 ci. fuel-injected motorcycles. Fuel injection and transmission allowed on 132 ci. motorcycles only. Any dry, friction type clutch allowed. Clutch must be engaged by centrifugal force only. Active or timed clutch controls are limited to one (1) distinct step. Release/engagement mechanism event duration shall not exceed 500 milliseconds. Clutch must exhibit reliable disengagement at engine idle speed. Clutch must be contained by suitable "scatter shield" (engineering data may be required).

3. SUSPENSION AND BRAKES

Brakes: Hydraulic type, front and rear, mandatory. Minimum size for dual rotor is 9-inch diameter, 1/8-inch thickness. Single rotors must be over 11 inch diameter.

Controls: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in a safe, workable position and must be mounted in a safe, craftsman-like manner. Rider must be able to shut off fuel without removing hands from handlebars. A secondary shut-off device attached to rider (in the event of premature exit from motorcycle) must mechanically control the fuel shut-off valve. Lanyard for shut-off must be run through an eyelet or guide, allowing the lanyard to be pulled in any direction and closing shut-off. Dual cable push-pull throttle assembly is mandatory.

Suspension: Front suspension minimum size 32 mm and minimum travel of 2 inches. Steering dampeners are mandatory. Rear suspension not necessary. Fork stops required; must limit the turning arc to 28 degrees.

4. **FRAME**

Frame: Any type permitted. All frames should be heliarc welded and main rails must have a minimum diameter of one inch. All major frame tubing must be chrome moly and have at least .058-inch wall thickness. Rake angle must be at least 35 degrees. Alternative frame materials must be submitted to AHDRA for approval.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Minimum of 80 inches.

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 120 inches. Must be securely cross braced.

5. **WHEELS AND TIRES**

Tires: Must be specified for racing use by manufacturer. Rear tire tread width is limited to 13 inches as measured with AHDRA template.

Wheels: Rear wheel minimum 15 inch, maximum 18 inch. Front wheel minimum 16 inch, maximum 19 inch.

6. **BODY**

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

Fairing: Are legal. Must be mounted solidly to frame tubes.

Seat: Seat, tail section and rear fender may be incorporated into one unit and must include a step to prevent rider sliding backward.

7. **ELECTRICAL**

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Must be electric external starter. Battery top covers are required. No rollers. No push starts. Jack stands mandatory for starting.

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

Computers: Only data gathering computers are allowed.

Lights: Not necessary.

8. RIDER

Credentials: Valid AHDRA 5.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference 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.

Chest Protection: Chest protectors are mandatory. "Ballistic chest protection" (meaning bullet proof). A device worn to protect the rider's chest from puncture of flying debris in case of catastrophic engine explosion.

Race Team Clothing: All team crewman that help start, assist in burnout and stage race motorcycle **must wear a uniform shirt that relates to their specific team.**

9. TECH

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.

2023 PRO FUEL

Designation: “PF” followed by bike number.

Reserved for nitro burning, carbureted, high gear dragsters. Built specifically for all out drag racing. Combined weight of motorcycle and rider must equal at least 5.7 pounds per cubic inch including safety gear either at the start or conclusion of a run at the discretion of AHDRA.

Requirements and Specifications

1. ENGINE

Engine: Must keep design features of Harley-Davidson engines (Pushrod, 45 V-Twin). Carbureted single engine with 122 cu.i. maximum displacement. Pushrod aftermarket heads are legal (including 4 valve). Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Must have "Bellypan" scatter shield under engine. S.F.I. Specification 46.1 approved engine restraint systems are required. These restraints must be replaced or recertified by the manufacturer every two (2) years. Manufacturers shall only recertify the restraint system one (1) time. Chest protectors are mandatory.

Fuel: Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous allowed. Min. 80% nitromethane.

2. DRIVE TRAIN

Chain Guard: Chain and belt guards are mandatory. Must cover top run of drive. Guard must be .060-inch steel or 1/8 inch aluminum.

Transmission: Not allowed! Single speed drive train only. Any centrifugal and/or RPM controlled 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 steel or 1/8 inch aluminum.

3. SUSPENSION AND BRAKES

Brakes: Hydraulic type, front and rear, mandatory. Minimum size is 9-inch diameter, 1/8-inch thickness for rotors.

Controls: Handlebar controls must be located in a safe, workable position. Foot pegs and foot controls must be located in a safe, workable position and must be mounted in a safe, craftsman-like manner. Mandatory fuel shutoff must be accessible by rider from riding position. A secondary shut-off device attached to rider (in the event of premature exit from motorcycle) is recommended but not mandatory. Dual cable push-pull throttle assembly is mandatory. Lanyard for secondary shut-off must be run through eyelet, allowing the lanyard to be pulled in any direction and closing shut-off.

Suspension: Front suspension minimum size 32 mm and minimum travel of 2 inches. Fork stops required; must limit the turning arc to 28 degrees. Steering dampeners are mandatory. Rear suspension not necessary.

4. **FRAME**

Frame: Any type permitted. All frames should be heliarc welded and main rails must have a minimum diameter of one inch. All major frame tubing must be chrome moly and have at least .058-inch wall thickness. Rake angle must be at least 35 degrees. Alternative frame materials must be submitted to AHDRA for approval. Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Minimum of 75 inches.

Wheelie Bars: Wheelie bars are required. Maximum length from center of rear axle to center of wheelie bar axle must be at least equal the wheelbase but not exceed 120 inches. Must be securely cross braced.

5. **WHEELS AND TIRES**

Tires: Must be specified for racing use by manufacturer. Rear tire tread width is limited to 11 inches as measured by AHDRA template.

Wheels: Rear wheel minimum 15 inch, maximum 18 inch. Front wheel minimum 16 inch, maximum 19 inch.

6. **BODY**

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

Fairing: Are legal. Must be mounted solidly to frame tubes.

Seat: Seat, tail section and rear fender may be incorporated into one unit and must include a step to prevent rider sliding backward.

7. **ELECTRICAL**

Ignition: Any ignition system is allowed

Charging System: Not necessary.

Starting System: Must be electric external starter. Battery top covers are required. No rollers. No push starts. Jackstands are mandatory for starting. No dry hops in pits.

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

Computers: Only data gathering computers are allowed.

Lights: Not necessary.

8. RIDER

Credentials: Valid AHDRA 6.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference 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.

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.

Race Team Clothing: All team crewman that help start, assist in burnout and stage race motorcycle **must wear a uniform shirt that relates to their specific team.**

9. TECH

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.

2023
Pro Modified Class Rules

Designation: “PM” followed by motorcycle number.

Requirements and specifications:

Minimum weight at conclusion of run including rider must be.

Single cam: 5.4 pounds per cubic inch.

Twin cams: 5.6 pounds per cubic inch.

Four cams: 5.7 pounds per cubic inch

ENGINE

Engine: Will consist of 45° 4 cam, twin cam, and single cam V Twin design. Any engine modifications are legal. Maximum engine displacement will be 122CI absolute. Engine must be naturally aspirated and all air and fuel must be delivered through a single carburetor and a traditional V twin manifold. All engines must use knife and fork connecting rods. A crankcase ventilation system (scavenge system) or vacuum pump is allowed. Belt driven or Roto gear oil pumps allowed. Crank case vent tube must be routed to a catch can. Cylinder heads must be of push rod two valve designs with a stock HD valve angle +/- 5 degrees. No Pro Stock heads allowed.

FUEL

Any commercially available gasoline may be used as manufactured. No propylene oxide or other additives allowed. All participants will be required to declare the fuel being used and said fuel must have a published evaporation chart and specific gravity rating.

DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drive.

Transmission: Must have XL or FX based transmission.

Belt drives are legal. Rear wheel drives may consist of ratios. Air shifters and electric shifting devices must be manually operated. No automatic transmissions. No variable speed belt drives. No slipper clutches. Engine and wheel driven lock up clutches are allowed. Clutch must be manually operated by rider's hand.

SUSPENSION AND BRAKES

Brakes: Front and rear mandatory.

Controls: Handlebar controls must be located in a safe workable position. Foot pegs and foot controls must be located in a safe workable position and must be mounted in a safe craftsman like manner. Snap back throttle return mandatory.

Suspension: Front suspension must have a minimum travel of 2 inches. Fork stops required.

FRAME

Frame: Stock production, modified production, aftermarket, and specialized racing frames allowed.

Chrome Molly or steel frames allowed.

Ground Clearance: A minimum of 2 inches with rider on the motorcycle with 10 psi in rear tire.

WHEELBASE: The wheel base will not exceed 70 inches measured axle to axle.

WHEELIE BARS: Wheelie bars are required. Maximum length from center of front axle to center of wheelie bar axle cannot exceed 130 inches.

WHEELS AND TIRES

Tires: All tires must be V rated or specified for racing use by the manufacture. Maximum rear tire width is 7 1/2 inches. Minimum front tire width is 3 inches. Tire width is actual tread or friction surface width.

Wheels: Rear wheel minimum is 17 inches, maximum 18 inches.

BODY

Body: All motorcycles must have a front and rear fender with gas tank or shell to resemble a street motorcycle in appearance. Must be mounted and constructed in a safe craftsman like manner.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards.

ELECTRICAL

Ignition: Any ignition allowed.

Charging System: Not necessary.

Starting System: must be electric, kick or external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

Control Switches: Must be mounted and constructed in a safe, craftsman like manner. All must have an emergency kill switch.

Lights: Not necessary.

RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference 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.

Race Team Clothing: All team crewman that help start, assist in burnout and stage race motorcycle **must wear a uniform shirt that relates to their specific team.**

TECH

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

2023
SUPER MODIFIED - (SM)

Designation: "SM" followed by bike number.

Engine/Transmission

- 45-degree XL based 90 ci. with wheelie bar
- 45-degree XL based 104 ci without wheelie bar
- 45-degree B/T based 103 ci with wheelie bar
- 45-degree B/T based 124 ci without wheelie bar
- V-Rod Destroyers Unlimited displacement
- After market components allowed including engine assembly, cases, cylinders heads etc.
- Single Carburetor/EFI and Traditional V-Twin Manifold
- No Auto-Shift

Fuel

- Race Gasoline or Alcohol allowed. Propylene Oxide and Nitrous oxide are prohibited.
- No Power Adders

Chassis

- Maximum 70" wheelbase measured from axle to axle including adjustment
- Minimum 2" ground clearance with rider on bike and no more than 10 psi in rear tire
- Rear tire limited to 17" or 18" diameter only. Max 7-1/2" width. Slicks, as designated by the manufacturer, or treaded tires with a street legal amount of tread are legal.
- Wheelie bars are required if utilizing a rear slick tire
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8" aluminum
- Front and rear fenders and gas tank or tank shell is required

Controls

- The foot pegs will be a minimum of 15" forward of the rear axle, or 9" behind the mainshaft of the transmission. No rear pegs or brackets are allowed behind the operational pegs.
- Kill Switch with tether attached to rider required
- Front and rear brakes required. Min. rotor thickness .187" and min. diameter 10" single/8" dual
- Hand operated clutch

Electrical

- Electric remote "off board" starter and battery pack systems are allowed.
- Lights and charging systems do not have to be operational.
- Any ignition system is allowed
- Only data gathering computers are allowed

Rider

- **Helmet:** Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.
- **Protective Clothing:** Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference 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.
- **Race Team Clothing:** All team crewman that help start, assist in burnout and stage race motorcycle must wear a uniform shirt that relates to their specific team.

TECH

- **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.

2023
MODIFIED - (MOD)

Designation: “MOD” followed by bike number.

Engine/Transmission

- Single 45-degree pushrod V-Twin 90 ci absolute
- Single Carburetor/EFI and Traditional V-Twin Manifold
- Stock Harley-Davidson transmission cases and Cylinder heads required. No Auto-Shift

Fuel

- Gasoline only. Propylene Oxide, Nitrous oxide and Alcohol are prohibited.

Chassis

- Maximum 70” wheelbase measured from axle to axle including adjustment
- Minimum 2” ground clearance with rider on bike and no more than 10 psi in rear tire
- Rear tire limited to 17” or 18” diameter only. Max 7-1/2” width. Slicks, as designated by the manufacturer, or treaded tires with a street legal amount of tread are legal.
- Wheelie bars are required if utilizing a rear slick tire
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum
- Front and rear fenders and gas tank or tank shell is required

Controls

- The foot pegs will be a minimum of 15” forward of the rear axle, or 9” behind the main shaft of the transmission. No rear pegs or brackets are allowed behind the operational pegs.
- Kill Switch with tether attached to rider required
- Front and rear brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Hand operated clutch

Electrical

- **All bikes must be self-starting**
- Lights and charging systems do not have to be operational.
- Any ignition system is allowed
- Only data gathering computers are allowed

Rider

- **Helmet:** Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.
- **Protective Clothing:** Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference 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.
- **Race Team Clothing:** All team crewman that help start, assist in burnout and stage race motorcycle must wear a uniform shirt that relates to their specific team.

TECH

- **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.

2023 Outlaw Extreme

Designation: "OE" followed by bike number.

45 Degree American V-Twin, Unlimited Cu. In.
74" Maximum Wheelbase
Maximum One (1) power adder allowed; (ie: Turbo, Nitrous, Blower etc)
Open Fuel, (No Nitromethane)
DOT Rear Tire
No Minimum Weight
No Minimum Ground Clearance
Self-Starting
Lock-up clutches OK, No slipper clutches
Air Shifters OK
Data Acquisition OK
Belly Pan with Absorbent Mat
Wheelie Bars NOT ALLOWED
Kill Switch with wrist lanyard
Working Front and Rear Brakes
Illuminated visible taillight for Visual Safety

RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Leather jackets, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers.

CREW

Crew Shirts Mandatory for all crew members past the Burn Out Area

TECH

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.

2023 Pro-Comp Bagger

Designation: "PC" followed by bike number.

Turbos, Superchargers, Nitrous, all Motor... You will see it ALL in this Exciting Class! Highly Competitive and Grudge Worthy.

- 45 Degree H:D V-Twin; Harley-Davidson Big Twins
 - Maximum 143 Cubic Inch with "Power Adder"
 - Maximum 160 Cubic Inch with "Nitrous"
 - Maximum 172 Cubic inch "All Motor"
- Wheelbase:
 - 70" Maximum Wheelbase (Power Adder and Nitrous)
 - 72 Maximum Wheelbase (All Motor - Measured from Front Axle Center to Rear Axle Center.
- Maximum One (1) Power Adder; (Turbo, Nitrous, Blower, etc)
- Open Fuel; (NO Nitromethane or Propylene Oxide)
- DOT Rear Tire 190 MAX Size as printed on tire sidewall (Shinko and Mickey Thompson Shootout tires), All other "Motorcycle" DOT tires Maximum 200 as printed on sidewall
- Minimum Weight Bike and rider with safety gear across the scales at the beginning or end of run
 - Turbo/Supercharger/Blower 820 lbs.
 - Nitrous 795 lbs.
 - All Motor 770 lbs. of a run.
- 2-inch Minimum Ride Height
- Self-starting
- Lock-up Clutches OK; No slider clutch (Gen 2' Lock up OK)
- Air Shifters OK
- Data Acquisition OK
- Belly Pan with Absorbent Mat Required
- Wheelie Bars NOT Allowed
- Bodywork must resemble a *HD FLH Bagger" w/saddlebags, Other Big Twins must resemble stock "Appearance"
- H-D FLH Frame, must use Stock Frame Cradle, Raised Backbone OK
- Frame downtube notches/modifications allowed for Exhaust Clearance
- Dzus Fasteners Allowed
- Kill Switch with Wrist Lanyard
- Working Front and Rear Brakes Min. 8" Dia, 1/8th inch thick
- "illuminated" Red Visible Taillight for Visual Safety

RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Leather jackets, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers.

CREW

Crew Shirts Mandatory for all crew members past the Burn Out Area

TECH

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.**

2023 Bagger Street

Designation: "BS" followed by bike number.

An Entry level class for true street Baggers

Engine

- 133 ci
- No Power Adders
- No Lock-up Clutch

Fuel

- Spec Fuel 94 octane – Supplier TBD

Chassis

- Wheelbase stock +/- 1 inch for chain
- Standard Floorboards
- Stock Triple Trees
- Foot Shifter
- No Engine Kill required **but highly recommended**
- DOT Tires
- Stock Appearing Body Work

Electrical

- Self-Starting
- Charging system
- Stock Appearing headlight and taillight
- Any ignition system OK

Total Weight

- 950 pounds with rider and safety gear

RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Leather jackets, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers.

CREW

Crew Shirts Mandatory for all crew members past the Burn Out Area

TECH

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.**

2023 9.30 INDEX

Designation: “TE” followed by bike number.

Reserved for street legal or non-street legal V-Twin motorcycles with any frame configurations. All entries must have the designated dial-in index.

Requirements and Specifications

1. ENGINE

Engine: Must be a V-Twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbo-charger, nitrous oxide, double engine, etc. Engine restraint system recommended for nitrous oxide engines.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (disc or drum).

Controls: Handlebar controls must be located in safe, workable position. Footpegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension not necessary. Struts allowed.

4. FRAME

Frame: Any stock production or any style chrome moly or steel frame. Only mass produced aluminum frames allowed.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheel Base: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. **WHEELS AND TIRES**

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. **BODY**

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle. Shells are legal. **Fairing:** Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. **ELECTRICAL**

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

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

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: Not necessary.

8. **RIDER**

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves, above the ankle leather boots, one piece or full circumference zippered leather suits are required. AHDRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas.

9. **TECH**

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.

2023 9.90 INDEX

Designation: “SG” followed by bike number.

Reserved for street legal or non-street legal V-Twin motorcycles with any frame configurations. All entries must have the designated dial-in index.

Requirements and Specifications

1. ENGINE

Engine: Must be a V-Twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbo-charger, nitrous oxide, double engine, etc. Engine restraint system recommended for nitrous oxide engines.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (disc or drum).

Controls: Handlebar controls must be located in safe, workable position. Footpegs and foot controls must be located in a safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension not necessary. Struts allowed.

4. FRAME

Frame: Any stock production or any style chrome moly or steel frame. Only mass produced aluminum frames allowed.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle. Shells are legal.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

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

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves, above the ankle leather boots, one piece or full circumference zippered leather suits are required. AHDRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas.

9. TECH

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.

2023
10.30 INDEX

Designation: “SP” followed by bike number.

Reserved for street legal or non-street legal V–Twin motorcycles with any frame configurations. All entries must have the designated dial-in index.

Requirements and Specifications

1. ENGINE

Engine: Must be a V-Twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbo-charger, nitrous oxide, double engine, etc. Engine restraint system recommended for nitrous oxide engines.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (disc or drum).

Controls: Handlebar controls must be located in a safe, workable position. Footpegs and foot controls must be located in a safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension not necessary. Struts allowed.

4. FRAME

Frame: Any stock production or any style chrome moly or steel frame. Only mass produced aluminum frames allowed.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle. Shells are legal.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

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

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves, above the ankle leather boots, one piece or full circumference zippered leather suits are required. AHDRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas.

9. TECH

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.

2023
10.90 INDEX

Designation: “PE” followed by bike number.

Reserved for street legal or non-street legal V–Twin motorcycles with any frame configurations. All entries must have the designated dial-in index.

Requirements and Specifications

1. ENGINE

Engine: Must be a V-Twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbo-charger, nitrous oxide, double engine, etc. Engine restraint system recommended for nitrous oxide engines.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (disc or drum).

Controls: Handlebar controls must be located in a safe, workable position. Footpegs and foot controls must be located in a safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension not necessary. Struts allowed.

4. FRAME

Frame: Any stock production or any style chrome moly or steel frame. Only mass produced aluminum frames allowed.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle. Shells are legal.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

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

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves, above the ankle leather boots, one piece or full circumference zippered leather suits are required. AHDRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder, and knuckle areas.

9. TECH

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.

2023
11.50 INDEX

Designation: “SE” followed by bike number.

Reserved for street legal or non-street legal V–Twin motorcycles with any frame configurations. All entries must have the designated dial-in index.

Requirements and Specifications

1. ENGINE

Engine: Must be a V-Twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbo-charger, nitrous oxide, double engine, etc. Engine restraint system recommended for nitrous oxide engines.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (disc or drum).

Controls: Handlebar controls must be located in a safe, workable position. Footpegs and foot controls must be located in a safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension not necessary. Struts allowed.

4. FRAME

Frame: Any stock production or any style chrome moly or steel frame. Only mass produced aluminum frames allowed.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheel Base: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle. Shells are legal.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

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

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Full finger leather gloves, above the ankle leather boots, one piece or full circumference zippered leather suits are required. AHDRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas.

9. TECH

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.

2023 ET Eliminator

Designation: "ET" followed by bike number.

This class is open to all bikes and all entries will compete in eliminations. Eliminations will be run in random pairs until 16 or less motorcycles remain in competition. A sixteen-motorcycle sportsman ladder will be created by reaction time.

Requirements and Specifications

1. ENGINE

Engine: no limit

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (Disc or Drum)

Controls: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return is mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension is not necessary. Struts allowed.

4. FRAME

Frame: Any style and material frame is legal. Must meet Tech Inspectors approval for safety.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

5. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tank are allowed but must be mounted and constructed in a safe, craftsman-like manner. Shells are legal.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

6. ELECTRICAL

Ignition: Any ignition system is allowed. Computers: only data gathering computers allowed. No delay boxes or electronic throttle stops.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. No rollers. No push starts.

Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency kill switch on all motorcycles with 12.00 E.T. and quicker.

Computers: Only data gathering computers allowed. No delay boxes or electronic throttle stops.

Lights: Not necessary.

7. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Leather jackets, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers.

8. TECH

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.

2023 TROPHY

Designation: "T" followed by bike number.

Reserved for street legal twin cylinder motorcycles with any frame configurations. All bikes must have the ability to be ridden on the street but do not have to be tagged and licensed for street use. This class is open to **NON-National Champions ONLY**, anyone who has won a National Championship **cannot** compete in this class!! All entries will compete in eliminations. Eliminations will be run in random pairs until 16 or less motorcycles remain in competition. A sixteen-motorcycle sportsman ladder will be created by reaction time.

Requirements and Specifications

1. ENGINE

Engine: Reserved for street legal twin cylinder motorcycles with any frame configurations. All bikes must have the ability to be ridden on the street but do not have to be tagged and licensed for street use. All entries will compete in eliminations. Eliminations will be run in random pairs until 16 or less motorcycles remain in competition. A sixteen-motorcycle sportsman ladder will be created by reaction time.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (Disc or Drum)

Controls: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return is mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension is not necessary. Struts allowed.

4. FRAME

Frame: Any style and material frame is legal. Must meet Tech Inspectors approval for safety.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tank are allowed but must be mounted and constructed in a safe, craftsman-like manner. Shells are legal. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed. Computers: only data gathering computers allowed. No delay boxes or electronic throttle stops.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. No rollers. No push starts.

Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency kill switch on all motorcycles with 12.00 E.T. and quicker.

Computers: Only data gathering computers allowed. No delay boxes or electronic throttle stops.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: Leather jackets, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers.

9. TECH

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.

2023 Jr. Drag Bike

Designation: “JR or JS” followed by bike number.

All Youth participating in the AHDRA Jr. Drag Bike Series must be AMA Members.

AGE Groups

1. Ages 7-10 “JR” Designation
2. Ages 11-15 “JS” Designation

Designation must be placed in such a way that track timing officials can easily see the number. All designation must be on the bike before it will be allowed on the track.

Requirements and Specifications

1. ENGINE

Engine: Any internal combustion, single or twin cylinder engine is allowed. Displacement of the cylinders cannot exceed 500 Cubic centimeters. The engine must have an approved vent system for the crankcase. It may consist of a non-spill breather system, or a breather tube(s) routed into a catch can. Engines that leak fluids will not be allowed on the track. Engines may have limited external modifications such as carburetor, breather, and exhaust systems. All engine modifications must be done in a safe craftsman like manner

Fuel: Gasoline, or Methanol only. NO other Fuels or additives will be allowed.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard in place to provide rider with ample protection. Tech inspector must approve guards prior to each race

Transmission: Must have a clutch system that allows the bike to operate at idle speed without stalling. Manually operated or centrifugal clutches are allowed. Manufacture installed or six speed or less transmissions are allowed. Air shifters are NOT permitted. All drive systems must be safe and constructed in a craftsman like manner. Tech inspector must approve all drive systems.

3. SUSPENSION AND BRAKES

Brakes: Front and rear brakes in good working order are mandatory (disc or drum).

Controls: Handlebar controls (brake, clutch, throttle and kill switch) must be in good working order and located in safe, workable position.

Foot pegs: Foot pegs are required on each side of the bike, must be located in a safe workable position and must be mounted in a safe, craftsman-like manner where no part of the riders feet will touch the track while he/she is on the bike in the race position. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front Fork tubes must maintain a minimum of 20 millimeter with no restriction on minimum travel. Rear suspension not mandatory. Struts allowed

4. **FRAME**

Frame: Any stock production or aftermarket frames allowed. All frames and frame modifications must be constructed in accordance with good engineering practices and approved by the Tech inspector

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheelbase: Seventy (70) inch maximum. The size of the bike must conform to the size of the rider.

Wheelie Bars: Wheelie bars are optional but recommended.

5. **WHEELS AND TIRES**

Tires: D.O.T. approved tires with 2/32 tread. Tires manufactured for racing must be in acceptable condition and be consistent with the motorcycle design. They must provide for safe handling of the bike. Knobby tires are PROHIBITED

Wheels: Stock OEM wheels or aftermarket performance wheels are allowed.

6. **BODY**

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Shells are allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards

ELECTRICAL

Kill Switch: Anytime a bike is being operated under power an emergency kill switch must be tethered to the rider

Starting System: Onboard electric, external electric, kick and pull-rope type starters allowed. NO push starts

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

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: All bikes must have red illuminated taillight.

7. RIDER

Helmet: Full coverage helmets only! Must be Snell-2015 or ECE 22.06 approved. Eye protection required.

Protective Clothing: All riders must wear a leather jacket or leather riding suit, leather pants or long pants and chaps. Full finger leather gloves, above the ankle leather boots are mandatory.

8. TECH

Tech: All motorcycles must be teched 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.

9. Riders Meeting

A riders meeting will be held at the beginning of each race day. All riders along with a parent/guardian are required to attend the riders meeting.

10. General Safety Rules

Riders are permitted to ride their drag bikes under power from the pit area to the staging lanes and on the return road back to their pit area. When a rider reaches the staging area, he/she must shut off the engine and stay with his/her bike. All riders will be told where the startup area is located. Juniors are strictly forbidden to operate any motorized vehicle while at the track except for the areas mentioned above during the process of participating in their specific class. All riders must act in a respectful manner. Any rider caught being disrespectful to another person or another person's property will be disqualified from the event. Also, if any rider is found to break any of the general safety rules, he/she will be banned from competition for the remainder of the event. After a third infraction of the safety rules a rider will be banned from further competition with AHDRA for the remainder of the season.

11. Parent or Guardian Responsibilities

All rules listed above are for the purpose of making the AHDRA Junior Drag Bike Series as safe as possible for all concerned. For the AHDRA Junior Drag Racing Series to continue to operate in a safe environment there must be rules that govern the safety of everyone involved. It is the parents/guardian's responsibility to monitor the kids who are under their supervision while at the track. It is impossible to foresee every unsafe condition that may occur therefor, it is the responsibility of the parent/guardian to do his/her part in making his/her child's racing experience as safe as possible. A parent or guardian of each rider must sign a document stating that they have read and understand all the AHDRA Junior Drag Racing Series rules.

AHDRA Junior Drag Racing Series
Acknowledgement and Consent Form

As the parent/guardian of, (rider's name) _____

I acknowledge that I have read; understand and agree to do my part in enforcing the AHDRA Junior Drag Bike Series class rules. I have conveyed the AHDRA Junior Drag Bike Series class rules to the rider/s that is/are under my jurisdiction. By signing this document, I agree to allow my son/daughter to race under the rules set forth by the AHDRA Drag Racing Series. I also agree to monitor my son/daughter and be responsible for his/her actions and safety while at the track.

Parent/Guardian: _____

AMA Membership Number: _____

Witness: _____

Track/Event Name: _____

Track Location: _____

Date: _____

This form must be completed and on file with the AHDRA prior to event participation.