

AHDRA 2009 RULES & REGULATIONS

GENERAL INFORMATION

Disclaimer

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

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

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PUBLICITY

In consideration of being allowed to enter and by being issued credentials to an AHDRA event or an event at an NHRA member track, the motorcycle owner, the motorcycle rider, crewmembers, extra crewmembers, advertisers, sponsors and other holders of event credentials (the "participant") agree as follows.

1. All rights to advertising, promotion, filming, recording, exhibition and other exploitations of the event, the participants and motorcycles entered in the event, and their activities at the site of the event before, during and after the event and reasonably related to the event, are reserved to AHDRA and its assigns.
2. Participants hereby grant AHDRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and their motorcycles' participation in the event and their activities at the site of the event before, during and after the event, and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness and biographies of participants and the names, likeness and date of or relating to, their entered motorcycles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video and other

communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed.

3. Participants agree (a) without the prior written consent of AHDRA, they shall not make any still or motion pictures or make an audio or visual recording of the event for use other than personal, in-home use of the participant, or cause or permit others to do so or to use the same; (b) AHDRA shall have exclusive, worldwide, perpetual and universal use of any pictures or recordings made or used in violation of this paragraph; (c) AHDRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.
4. Participants agree that, without the prior written consent of AHDRA, they shall not offer for sale, sell, give away or otherwise distribute, at the site of the event, any token, any souvenir any product or thing of value, or permit others to do so, that AHDRA shall be irreparably harmed by a violation of this paragraph.

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.

CATEGORIES

1. PROFESSIONAL (PRO) CLASSES

Top Fuel, Pro Fuel, Pro Stock, Pro Dragster, Pro Gas, Pro Modified, Street Pro
Compete on a heads-up, even start basis.

Pro Tree Start
4/10ths of a second. All entries must qualify to compete in eliminations.

2. SPORTSMAN CLASSES

Super Gas, Super Sport, Super Eliminator, Screamin' Eagle Performance
Compete on a heads-up, even start basis, 9.70, 10.30, 10.90 and 11.50 Index.

Hot Street, SSC, V-Rod, V-Rod Destroyer
Compete on a heads-up, even start basis with no index.

Pro Tree Start
4/10ths of a second. All entries must qualify to compete in eliminations.

3. ET CLASS

ET Class

Full tree start
5/10ths of a second. All compete on a dial-in, handicapped start basis.

GENERAL RULES AND PROCEDURES

GENERAL RULES

1. ALL RACERS MUST BE AHDRA MEMBERS.
2. All race motorcycles must be Harley-Davidson®, 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 motorcycles. 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 remain with the motorcycle at all times in the staging lanes.
15. ET Class riders are responsible for insuring 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. Pro category motorcycles will be allowed one (1) hour between runs to perform maintenance and report to the starting line.
26. 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.
27. All tow vehicles and starter/pit carts must display the AHDRA class and motorcycle number with which they are associated.
28. Operating a motorized vehicle on track grounds requires possession of a valid state issued drivers license.
29. 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 and on the chest of their racing uniforms and/or leathers.
30. 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).
31. 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.
32. Any competitor striking a reflector block that requires re placement will be charged \$50.00 per block.
33. 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.
34. 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
35. All participants must wear full coverage footwear at all times when on the active racing surface.
36. All liquid cooled motorcycles must use water and/or Propylene Glycol coolant only.
37. All riders running 9.99 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.
38. 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.
39. 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. 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, and beyond 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 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 if the rider and/or the motorcycle come into contact with any object other than the track surface.

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

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

Both riders of a ladder pair committing a centerline, boundary line, object, or a "leaving before the tree is activated" violation

will be disqualified. Riders committing a red-light foul start will be reinserted on to the ladder in the event that their opponent commits a centerline, boundary or object violation at or before the finish line. Riders eliminated during competition will be also be reinserted on to the ladder in the event that the winning rider is disqualified for a centerline or safety cone violation beyond the finish line. In the event that both riders are eliminated in this way during a final round, the following ranking of violations will prevail to determine the winner and runner-up.

1. centerline or object violation at or before the finish line
2. centerline or safety cone violation beyond the finish line
3. contact with the wall or crossing the outside boundary line at or before the finish line
4. leaving the starting line before the tree is activated
5. red-light foul

In the event that both riders commit the same violation in the final round, the first rider to commit the violation would be eliminated. In the rare case that a winner cannot be determined 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 "IMPOUND-ED 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) AHDR 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:

Methanol is allowed in its pure form in several classes. Reference specific class rules to determine its legality. It may also be utilized in solution with nitromethane in classes approved for use of nitromethane. When methanol is used in AHDR classes other than Top Fuel, Pro Fuel or Pro Drag it must be used in its pure form as supplied by approved fuel suppliers. 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. AHDR 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:

AHDR 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 AHDR events grant to AHDR and its assigns the right to impound and/or take possession of items, parts and assemblies found to be in violation of AHDR rules or procedures as set forth in this rulebook or revisions thereof. In the case of an accident AHDR 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 AHDR ladder chains. Professional category ladders are based on qualifying elapsed times. 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 less qualified entries will run on an eight (8)-motorcycle ladder. Fields totaling less than eight (8) qualifiers will be laddered 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 laddered 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 AHDR office.

Top Fuel/Pro Fuel/Pro Drag/Pro Stock/Pro Gas

1. Motorcycle must pass technical inspection.
2. Rider and team must demonstrate start-up and shutdown skills and on-track capabilities as follows:

- a. Step one: Must complete a controlled burn out and 60-foot launch of the motorcycle.
 - b. Step two: Must complete a controlled burn out, launch, and half-track pass with shut-off at half-track.
 - c. 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.
 - a. Step one: Must complete a controlled burn out and launch of the motorcycle.
 - b. Step two: Must complete a controlled burn out, launch, and half-track pass with shut-off at half-track.
 - c. 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 hun-

dredth 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 at 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, creates a situation that is unsafe or is out of order will be asked to leave or be removed from the event.

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.

POINTS SYSTEM

Contestants may choose a maximum of 10 AHDRA National Events to be used in calculating National Championship points.

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.

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 10-race quota for championship points.

AHDRA Championship Contestants in each of the racing categories compete for the AHDRA Championship title on the basis of total points won at AHDRA National events. All contestants entered in an event, who complete one (1) valid, qualifying pass, will receive 10 irrevocable points. Contestants entered and present at an event that is disrupted before one (1) complete round of qualifying is complete will be awarded five (5) irrevocable points.

Ties in points will be resolved by most wins, runner-ups, 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.....	40
First-round loser.....	20

Sportsman and ET Points System for fields of nine (9) or more (20 Points Per Round)

First-round loser.....	20
Second-round loser.....	40
Third-round loser.....	60
Fourth-round loser.....	80
Fifth-round loser.....	100
Sixth-round loser.....	120

Sportsman categories will be awarded Pro style points for fields less than 9 motorcycles.

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)

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.

1. All previous event times are void for motorcycles and riders involved.
2. Motorcycle must pass a technical and safety inspection.
3. 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.
4. Rider must stay within original eliminator category entered and must have proper credentials to ride replacement motorcycle.
5. 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.

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 out side 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. Subsequent to 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 AH-DRA or track official will result in a disqualification of the run.

STARTING SYSTEM

Top Fuel, Pro Fuel, Pro Stock, Pro Dragster, Pro Gas, Pro Modified, Street Pro and Sportsman utilize the three-amber "Pro Start" starting tree. All amber lights are activated simultaneously, with a four-tenths (.400) delay to green. E.T. classes utilize a full 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.

CLASS RULES

ET CLASS

[Elapsed Time]

Designation: "ET" followed by motorcycle number.

Reserved for street legal or non-street legal single or twin cylinder motorcycles with any frame configurations. 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.

Current Record Holders

1/8 MILE: No record can be established

1/4 MILE: No record can be established

Requirements and Specifications

1. ENGINE

Engine: Must be single or twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase vent tube must be routed to catch can or have a non-spilling 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. 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-2000 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.

SEP CLASS

[SCREAMIN' EAGLE PERFORMANCE PARTS®]

Designation: "SEP" followed by motorcycle number.

Reserved for street legal or non-street legal Harley-Davidson and Buell V-Twin motorcycles with VIN # on frame or engine. All entries must have an 11.50 E.T. dial-in index. Must use some Screamin' Eagle Performance Parts and display Screamin' Eagle Performance Parts decals.

Current Record Holders

1/4 MILE: No record can be established

1/8 MILE: No record can be established

Requirements and Specifications

1. ENGINE

Engine: Must be V-Twin cylinder engine. 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.

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 a 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 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. No delay boxes or electronic throttle stops.

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.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2000 approved. Eye protection required.

Protective Clothing: Leather jacket, 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.

SE CLASS

[SUPER ELIMINATOR]

Designation: "SE" followed by motorcycle number.

Reserved for street legal or non-street legal V-Twin cylinder motorcycles with any frame configurations. All entries must have a 10.90 E.T. dial-in index.

Current Record Holders

1/4 MILE: No record can be established

1/8 MILE: No record can be established

Requirements and Specifications

1. ENGINE

Engine: Must be 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. 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 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. No delay boxes or electronic throttle stops.

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.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2000 approved. Eye protection required.

Protective Clothing: Leather jacket, 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.

SS CLASS

[SUPER SPORT]

Designation: "SS" followed by motorcycle number.

Reserved for street legal or non-street legal V-Twin cylinder motorcycles with any frame configurations. All entries must have a 10.30 E.T. dial-in index.

Current Record Holders

1/4 MILE: No record can be established

1/8 MILE: No record can be established

Requirements and Specifications

1. ENGINE

Engine: Must be 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. 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 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 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. 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. No delay boxes or electronic throttle stops.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers 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.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2000 approved. Eye protection required.

Protective Clothing: Leather jacket, 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.

SG CLASS

[SUPER GAS]

Designation: "SG" followed by motorcycle number.

Reserved for street legal or non-street legal V-Twin motorcycles with any frame configurations. All entries must have a 9.70 E.T. dial-in index.

Current Record Holders

1/4 MILE: No record can be established

1/8 MILE: No record can be established

Requirements and Specifications

I. 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).

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-2000 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. AHDRRA 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.

HS CLASS (HOT STREET)

Designation: “HS” followed by motorcycle number.

Reserved for V-Twin cylinder configuration motorcycles. Motorcycle must be ridden under its own power to staging, starting line and back to the pit area after completion of the run (no towing allowed). This is a heads up, .400-second, Pro tree class. Combined weight of motorcycle and rider must equal at least 8 pounds per cubic inch at the conclusion of all runs.

Current Record Holders

1/4 MILE: ET-9.556 by Bruce Croneberger @ Rockingham

MPH-135.74 by Bruce Croneberger @ Rockingham

1/8 MILE: ET-6.051 by Bruce Croneberger @ Rockingham

MPH-113.80 by Bruce Croneberger @ Rockingham

Requirements and Specifications

I. ENGINE

Engine: Only push-rod, air-cooled, 45-degree V-Twin cylinder engines are allowed. Maximum displacement is limited to 98 cu. i. Engine case and cylinder heads must be stock or stock appearing aftermarket castings. No raised port heads allowed. Intake port, exhaust port and stud locations will be verified against templates based on dimensions and angles of the Buell XB9 and the Harley-Davidson Screamin' Eagle “HTCC” cylinder heads. Only one (1) sparkplug is allowed for each cylinder. Internal modifications are legal. Valves are limited to two (2) per head. Compression releases are not allowed. A single oil return line may be added to each cylinder head and routed directly to the crankcase. Engine must maintain steel crankshaft and rods. Cylinders must be stock appearing. All engines must be natu-

rally aspirated and all air and fuel must be delivered through a single, float type carburetor and a one-piece split runner manifold or through a Harley-Davidson factory installed EFI unit (no physical modifications are allowed to the EFI system). No portion of the intake or exhaust manifold may extend past the mounting/sealing surface of the cylinder head. No fuel pumps are allowed. 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. Active crankcase evacuation systems are not allowed.

Fuel: VP racing Fuels C-10 is the Specified fuel. No Fuel additives and /or combustible oil additives are allowed. Dielectric constant, as per AHDRRA testing meter, must match baseline reading of specified fuel. Fuel must match color of specified fuel. Fuel must match AHDRRA generated graphs in random Gas Chromatography analysis of specified fuel.”

2. DRIVE TRAIN

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

Transmission: Only stock or aftermarket castings are allowed. Transmission must be stock appearing. Internal modifications are limited to back-cut, clearance and lightening operations. Automatic transmissions are not allowed. No shifting devices are allowed other than stock or aftermarket foot operated shift levers. Clutch must be stock type and spring actuated. No weights, balls or levers (other than a hand operated clutch lever) may in anyway enhance nor control the actuation or release of the clutch.

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 in the stock location. 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. Travel limiting straps are not allowed. Rear suspension may be strutted.

4. FRAME

Frame: Only stock, production, Harley-Davidson or Buell frames for licensed street motorcycles are allowed.

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

Wheelbase: Maximum wheelbase is 68 inches. Wheelbase may be obtained by lengthening the swing arm. Swing arm extensions will be inspected for quality of workmanship and structural integrity.

Wheelie Bars: Wheelie bars are not allowed.

5. WHEELS AND TIRES

Tires: Tires must be V rated, DOT motorcycle tire. No car tires are allowed. Tires must have 2/32” of tread on front and rear. The tread radius of the tires, when viewed in cross section, shall not be greater than 12 inches.

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.

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. No delay boxes, two steps or electronic throttle stops.

Charging System: Stock OEM charging system must be present and in working order.

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

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

Computers: Computers are not allowed. No electronic devices with the exception of a shift light are allowed.

Lights: D.O.T. approved headlight (high and low beam), taillight and brake light must be present and working properly.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2000 approved. Eye protection required.

Protective Clothing: Leather jacket, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers. AHDRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas. Back/spine protectors are mandatory.

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. Winner and runner-up will be subject to teardown after final round.

SSC Class

(S&S 124 CHALLENGE)

Designation: “SSC” followed by bike number.

Reserved for V-Twin cylinder configuration motorcycles powered by S&S 124 c.i. Super Sidewinder Plus Evo style or Twin Cam engine competing heads up on a .400 pro tree. Motorcycle must be ridden under its own power to staging, starting line and back to the pit area after completion of run - no towing or pushing allowed (except for verified breakage after the conclusion of a run). Minimum weight at conclusion of run, including rider, must be 750 lbs.

Current Record Holders

1/4 MILE: ET-9.206 by Mike Roberts @ Texas Motorplex
MPH-145.17 by Mike Roberts @ Summit Motorsports Park
1/8 MILE: ET-5.791 by Mike Roberts @ Atlanta Dragway
MPH-120.00 by Mike Roberts @ Gainesville Raceway

Requirements and Specifications

1. ENGINE

Engine: Must be S&S 124 cubic inch Evo style, or twin cam style, or TC with V2 mounts, and must use all S&S “124” components. S&S logos must be clearly visible. S&S pistons are supplied with a dry film lube from the factory. No additional internal engine coating is permitted (i.e., friction reduction or thermal barrier treatments). Crankcase and all tanks containing fluids must have vent tubes routed to a catch can or have a non-spill breather system on the motorcycle.

Configuration: 4-1/8 bore x 4-5/8-inch stroke. Maximum overbore .030. Connecting rod length 7.668.

Induction: Naturally aspirated S&S VFI with supplied module or one S&S carburetor or S&S G-Extreme Dual Carburetor System. VFI must use a radiused inlet, air cleaner assembly, or tuned runners. Carburetor(s) may be modified and air filter, velocity stack, or radiused inlet is required.

Cylinder Heads: Must use either S&S SSW or B2 style heads. Porting is allowed, but the original factory port opening size, shape, and location must be maintained. Oversize valves are not allowed. No titanium valves are allowed. Valve sizes are to be as follows. For the SSW head: 2.00-inch int. and 1.605-inch exh. For the B-2 head: 2.220-inch int. and 1.800 exh. Stock 124 rocker arm or S&S part number 90-4098 (1.725:1) rocker arm only.

Pistons: Any S&S 4-1/8” bore (up to +.030 oversize) piston may be used. Piston crown and valve pockets may be machined for clearance. Gas porting of the top ring is allowed. No welding or other piston modifications are allowed.

Camshaft: S&S .640 or .675 lift grind only.

Fuel: VP Racing Fuels C-25 is the specified fuel. No Fuel additives and /or combustible oil additives are allowed. Dielectric constant, as per AHDRA testing meter, must match baseline reading of specified fuel. Fuel must match color of specified fuel. Fuel must match AHDRA generated graphs in random Gas Chromatography analysis of specified fuel.

2. DRIVE TRAIN

Chain Guard: Chain or belt primary and chain or belt secondary must have guards.

Transmission: Any type of five or six-speed foot shift only transmission is allowed. No automatic transmissions. Clutch must be hand operated. No clutch assists or lockup clutches are allowed. No ignition electric kill or interrupt, or air shifters or electronic solenoid shifters are allowed to aid shifting. Internal modifications are limited to back-cut, clearance, and lightening operations.

3. SUSPENSION AND BRAKES

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

Controls: Handle bar controls must be located in safe, workable position. Foot pegs and foot controls shall be located ahead of swing arm pivot. Snap-back throttle return is mandatory.

Suspension: Must have a working front and rear suspension. Rigid frames are not allowed. Front suspension minimum size is 32 mm with a minimum of 2-inch travel. Rear suspension must have shocks, not struts. Rear suspension must have a minimum of 1-inch travel.

4. FRAME

Frame: Must be commercially available with at least 25 units being produced per year. Frame modifications are not allowed with the exception of AHDRRA approved notching of the backbone to clear cylinder head.

Ground Clearance: 2-inch minimum with rider on bike (including exhaust and kickstand) and rear tire pressure of 10 PSI.

Wheelbase: 68 inches maximum.

Wheelie Bars: Are not allowed.

5. WHEELS AND TIRES

Tires: Tires must be V-rated, D.O.T. approved, commercially available motorcycle tires. No car tires are allowed. Must have 2/32 tread on front and rear. Any size.

Wheels: Stock O.E.M. wheels or aftermarket performance wheels of any size.

6. BODY

Body: Any type allowed.

Fairing: Allowed

Seat: Stock O.E.M. or seat with a step up. All seats must be upholstered.

7. ELECTRICAL

Ignition: Any type is allowed. Delay boxes, two steps, or electronic throttle stops are not allowed.

Charging System: Must be present and working O.E.M. type (no lightening of magnet rotor).

Starting System: Must be electric on board. External jump-starts, push starts, rollers, or external starters are not allowed.

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

Computer: No data gathering computers are allowed. Shift light is allowed.

Lights: Must have D.O.T. approved headlight, taillight, and brake light present and properly functioning.

8. RIDER

Helmet: Full-coverage (Snell-2000 or better) approved helmets only. Eye protection required.

Protective Clothing: Leather jacket, full-finger gloves, and high-top leather shoes or boots are mandatory. Riders exceed-

ing 120 mph must wear full leathers. AHDRRA highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas. Back/spine protectors are mandatory.

9. TECH

Tech: All motorcycles must be tech approved prior to any runs. Motorcycle, rider, and protective gear must be present at the tech area. The tech official will have final authority on any unclear rules or equipment. Winner and runner-up will be subject to teardown after final round.

VR CLASS

[V-ROD]

Designation: "VR" followed by motorcycle number.

Reserved for Harley-Davidson V-Rod, 60 degree, overhead cam, water-cooled, V-Twin cylinder configuration motorcycles. Motorcycle must be ridden under its own power to staging, starting line and back to the pit area after completion of the run (no towing allowed). This is a heads up, .400-second, Pro-tree class. Combined weight of motorcycle and rider must be at least 700 pounds at the conclusion of all runs.

Current Record Holders:

1/4 MILE: ET-9.242 by Lou Gerencer @ Rockingham Dragway

MPH-145.66 by Lou Gerencer @ Rockingham Dragway

1/8 MILE: ET-5.889 by Jamie McNaughton @ Rockingham Dragway

MPH-120.72 by Lou Gerencer @ Rockingham Dragway

Requirements and Specifications

1. ENGINE

Engine: Only 60 degree, overhead cam, water-cooled, V-Twin cylinder configuration engines are allowed. Maximum displacement is limited to 82 cubic inches. Crankshaft stroke dimension must remain stock. Engine case and cylinder heads must be OEM supplied and available to the general public. Internal modifications are legal. Engine must maintain steel crankshaft and connecting rods. Cylinders must be stock appearing. All engines must be naturally aspirated and all air and fuel must be delivered through an OEM supplied EFI unit. 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.

Fuel: Gasoline or alcohol. No nitrous oxide allowed. Gasoline blends containing more than 5% Nitromethane (by chromatograph analysis) will be disqualified. Winner and Runner-up may be subjected to fuel analysis.

2. DRIVE TRAIN

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

Transmission: Transmission must be stock appearing. Internal modifications are limited to back-cut, clearance and lightening operations. Automatic transmissions are not allowed. Air and

electro-magnetic shifting devices are allowed. The rider's hand or foot must manually control the shifting device. Slipper clutches are not allowed. Lock-up clutches are allowed. The stock clutch cover must be retained, but it may be altered or spaced to allow clearance for the clutch hat. Alterations to the clutch cover must be made in a good workmanship like manner and shall maintain the "stock" appearance.

3. SUSPENSION AND BRAKES

Brakes: Front and rear hydraulic disc brakes are mandatory.

Controls: Handlebar controls must be located in safe, workable position. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension must be stock appearing for model and OEM supplied. Fork tube angle must be stock. Internal modifications are legal. Travel limiting straps are not allowed. Rear suspension may be strutted.

4. FRAME

Frame: Only stock, production, OEM frames for licensed street motorcycles are allowed. No modifications to the rake angle are allowed. All entries must be a complete production motorcycle available for sale to the general public.

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

Wheelbase: Wheelbase must be stock length as supplied by manufacturer.

Wheelie Bars: Wheelie bars are not allowed.

5. WHEELS AND TIRES

Tires: Tires must be V rated, DOT motorcycle tire. No car tires are allowed. Tires must have 2/32" of tread on front and rear. The tread radius of the tires, when viewed in cross section, shall not be greater than 12 inches.

Wheels: Stock OEM wheels or aftermarket performance wheels. Wheel diameter must be consistent with stock appearance of V-Rod.

6. BODY

Body: Stock OEM fenders, headlight, and gas tank (or shell) are required. All other OEM fairings and panels must be present and be stock appearing.

Fairing: Stock OEM fairings only

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. No delay boxes or electronic throttle stops.

Charging System: Charging system must be present and in working order.

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

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: Stock headlight (high and low beam), taillight and brake light must be present and working properly.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2000 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.

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. Winner and runner-up will be subject to teardown after final round.

V-ROD "Destroyer" CLASS (V-ROD Destroyer)

Designation: "VRD" followed by motorcycle number.

Reserved for Harley-Davidson V-Rod, 60 degree, overhead cam, water-cooled, V-Twin cylinder configuration motorcycle models produced as a purpose built vehicle (VRXSE) Screamin' Eagle V-Rod Destroyer. Engines must carry racing engine VIN code from Harley-Davidson Motor Company. Motorcycle must maintain stock cooling system (using water and/or propylene glycol only) and intake system as installed at time of production. Motorcycle must be ridden under its own power to staging, starting line and back to the pit area after completion of the run (no towing allowed except for breakage). This is a heads up, 400-second, Pro-tree class. Combined weight of bike and rider must be a minimum of 770 pounds at the conclusion of all runs. Ballasts must be secured in a weight box or securely bolted to frame by a minimum of one 3/8" bolt per 5-pound weight. All motorcycles will be required to qualify and compete with the Screamin' Eagle stock fuel injection map and a 10,800 RPM rev limit. AHDR officials will load this program at random in staging.

Current Record Holders

1/4 MILE: ET-9.036 by Michael Ray @ Rockingham Dragway

MPH-147.81 by L.E. Tonglet @ Atlanta Dragway

1/8 MILE: ET-5.680 by L.E. Tonglet @ VA Motorsports Park

MPH-121.50 by Danny Harvey @ VA Motorsports Park

Requirements and Specifications

I. ENGINE

Engine: Only H-D V-Rod, 60 degree, overhead cam, water-cooled, V-Twin cylinder configuration, purpose built model (VRXSE) – Destroyer engines, as supplied by Harley-Davidson are allowed. All competitors are subject to dynamometer verification of horsepower

and torque curves before being allowed to compete in the event and before points and/or monetary awards are presented. After market valve springs, retainers, rod bolts, case bolts and steel connecting rods may be submitted to AHDRA for approval. No other modifications to engine/transmission assembly are allowed. Any wear parts measuring more than .005" out of nominal factory specifications will be considered modified, and non-wear parts must fall within published factory tolerances. All engines must be naturally aspirated and all air and fuel must be delivered through the OEM supplied throttle body, 58mm diameter above and below the throttle plate. No physical modifications to fuel system are allowed. No auxiliary fuel pumps, oil pumps or vacuum pumps are allowed. Exhaust system must be as supplied by Harley-Davidson. AHDRA reserves the right to exchange any competitor's engine/transmission assembly. This is a "SPEC" class of racing and refusal to comply with an exchange order will cause an automatic forfeiture of all accumulated AHDRA championship points. Crankcase and all tanks containing fluids must have vent tubes routed to factory installed non-spill breather system on motorcycle.

Fuel: VP Racing Fuels U-4.2 is the specified fuel. No Fuel additives and /or combustible oil additives are allowed. Dielectric constant, as per AHDRA testing meter, must match baseline reading of specified fuel. Fuel must match color of specified fuel. Fuel must match AHDRA generated graphs in random Gas Chromatography analysis of specified fuel.

2. DRIVE TRAIN

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

Transmission: Transmission must be stock as supplied by manufacturer and cannot be modified. Air and electro-magnetic shifting devices are allowed as supplied by the manufacturer. The rider's hand or foot must manually control the shifting device. Clutch assembly must be as supplied by the manufacturer. Aftermarket billet clutch baskets may be submitted to AHDRA for approval. Clutch basket rivets may be modified in a manner consistent with the OEM specs. Approved examples are available from AHDRA Tech Department.

3. SUSPENSION AND BRAKES

Brakes: Front and rear hydraulic disc brakes as supplied by the manufacturer are mandatory.

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

Suspension: Front suspension must be stock for model and OEM supplied. Fork tube angle must be stock. Internal modifications are legal. Travel limiting straps are not allowed. Rear suspension must use OEM struts. A single hydraulic steering damper may be fitted in a good workmanship manner, which does not substantially modify the frame or forks.

4. FRAME

Frame: Only Destroyer, OEM frames supplied by Harley-Davidson are allowed. No modifications are allowed. All entries must be a complete production motorcycle.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 PSI in the rear tire (includes exhaust).

Wheelbase: Wheelbase must be stock length as supplied by manufacturer, 68" maximum.

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

5. WHEELS AND TIRES

Tires: Front tires must be a Dunlop and have 23.5" x 4.5" dimension on front. Rear tire must be a Dunlop 25" x 7" x 18" as supplied on production motorcycle. Front and rear tire must be from Dunlop.

Wheels: Stock Destroyer OEM wheels only.

6. BODY

Body: Stock OEM fenders, simulated headlight, and air box must remain stock. All other OEM fairings and panels must be present and be stock appearing. No raised tank shell brackets are allowed. No modifications to the injector air box are allowed.

Seat: Stock OEM seat with a step to prevent the rider from sliding backwards with a minimum seat height of 20".

7. ELECTRICAL

Ignition: OEM system only. No delay boxes or electronic throttle stops. Two-step RPM controls are approved as supplied by the manufacturer. No modifications to the wiring harness are allowed. No sensor defeat devices are allowed.

Charging System: Charging system must be present and in working order.

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

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

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

Lights: Simulated headlight and working taillight are required.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2000 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.

9. TECH

Tech: All motorcycles must be teched in before practice. Motor-

cycle, rider and his/her protective gear must be present at tech area. Tech official will have final say on any unclear rule or equipment. Winner and runner-up will be subject to teardown after final round.

10. APPEARANCE

The Harley-Davidson logo must be displayed on the tank as supplied manufacturer. Dimensions (71/2" W x 11/16" H) and designs of painted or repaired logos must be the same as supplied by manufacturer. The Screamin' Eagle decal must be displayed on the wheelie bar.

SP CLASS (STREET PRO)

Designation: "SP" followed by motorcycle number.

Reserved for Sportster, Buell, Big Twin, Harley-Davidson V-Rod and aftermarket based motorcycles. Motorcycle must be ridden under it's own power to staging, starting line and back to the pit area after completion of the run (no towing allowed except for verified breakage after the conclusion of a run).

Current Record Holders

1/4 Mile: ET-8.500 by Andy Simon @ Rockingham Dragway
MPH-158.59 by Andy Simon @ Gateway Int'l Raceway
1/8 Mile: ET-5.474 by Andy Simon @ Rockingham Dragway
MPH-130.86 by Andy Simon @ Gateway Int'l Raceway

Requirements and Specifications

Minimum weight at conclusion of run, including rider and safety gear, must be 5.50 lbs. per cubic inch for all air-cooled, push rod engines and 6.80 pounds per cubic inch for V-Rod engines.

I. ENGINE

Engine: Must be Harley-Davidson based 45 degree, air cooled XL, FX, aftermarket V-Twin or Harley-Davidson V-Rod 60 degree water cooled V-Twin. Maximum displacement is 140 cu.i.. All engines must be naturally aspirated carburetion or open loop EFI. EFI unit must be submitted to AHDRA for approval. Any other engine internal modifications are legal. No Finless Cylinders. Aftermarket heads are legal. Lateral valve stem angle must be zero degrees and minimum longitudinal valve stem angle is 18 degrees as measured parallel from a vertical line centered in the respective cylinder bore. Air induction is limited to concentric, continuous reducing diameter velocity stack(s) with a maximum opening area of 20 square inches each. No cups or scoops are allowed. Crankcase vent tube must be routed to catch can or carburetor air intake system.

Fuel: VP Racing Fuels C-25 is the specified fuel. No Fuel additives and /or combustible oil additives are allowed. Dielectric constant, as per AHDRA testing meter, must match baseline reading of specified fuel. Fuel must match color of specified fuel. Fuel must match AHDRA generated graphs in random Gas Chromatography analysis of specified fuel.

2. DRIVE TRAIN

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

Transmission: Must be based transmission, modifications are legal. Must have based clutch, any modifications are legal. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Manually operated air shifters or electric engine kills are allowed. No automatic transmissions. No slipper clutches allowed.

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 shall be located within the perimeter of the frame cradle. 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: Stock Harley-Davidson OEM frame or after market frame of which at least 25 of the same design have been manufactured and are available to the general public. Backbone may be raised to accept taller cylinders. Rake may be altered 3 degrees only. Swing arm may be altered or changed. No specialized race frames. A frame-mounted kickstand is required.

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

Wheelbase: 70 inches maximum (measure center to center, front and rear axle), including chain adjustment.

Wheelie Bars: Are not allowed.

5. WHEELS AND TIRES

Tires: Must be V rated/D.O.T. motorcycle tire. No car tires allowed. Must have 2/32 tread on front and rear. Any size. The tread radius of the tire, as viewed in cross section, shall not be more than 12".

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

6. BODY

Body: Stock OEM front and rear fenders and gas tank, or custom fenders and gas tanks are allowed. 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.

Charging System: Stock OEM system including the battery (no lightening of magnet rotor) and must work.

Starting System: Electric or kick. (No external starter, no push starts, no rollers. No jump starts from an external battery)

will be allowed in the staging lanes.)

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: D.O.T. approved light system. Hi-low beam, taillight and brakelight must work.

8. RIDER

Credentials: Valid AHDRA 7.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2000 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.

9. 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.

PM CLASS

(Pro Modified)

Designation: "PM" followed by motorcycle number.

Reserved for non-street legal based Buell, XL and FX models.

Current Record Holders

1/4 Mile: ET-8.430 by Greg Krenik @ Rockingham Dragway
MPH-158.30 by Randy Borho @ Atalnta Dragway

1/8 Mile: ET-5.331 by Greg Krenik @ Rockingham Dragway
MPH-130.89 by Randy Borho @ Rockingham Dragway

Requirements and Specifications

Minimum weight at conclusion of run including rider must be:

- Single cam 5.4 pounds per cubic inch
- Twin cam 5.6 pounds per cubic inch
- XL and FX, 4 cam 5.7 pounds per cubic inch

I. ENGINE

Engine: Will consist of 45-degree XL 4 Cam, FX Twin Cam and Big-Twin Single Cam designs. Any Engine modifications are legal. Maximum engine displacement: 114 CI. Engines must be naturally aspirated and all air and fuel must be delivered through a single carburetor. Maximum 1.937 venturi bore allowed. 4.030 inch bore maximum. Must use fork and knife connecting rods. No cups or scoops allowed. No CPR systems or vacuum pumps are allowed. No belt driven or rotor gear oil pumps allowed. Crankcase vent tube must be routed to catch can. Cylinder heads must be production-manufactured, pushrod with stock HD valve angles. (+/- 5 degrees).

Fuel: VP Racing Fuels C-25 is the specified fuel. No Fuel additives and /or combustible oil additives are allowed. Dielectric constant, as per AHDRA testing meter, must match baseline reading of

specified fuel. Fuel must match color of specified fuel. Fuel must match AHDRA generated graphs in random Gas Chromatography analysis of specified fuel.

2. DRIVE TRAIN

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

Transmission: Must have XL or FX based 4 or 5 speed transmissions. 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 allowed. Clutch must be manually operated by rider's hand.

3. SUSPENSION AND BRAKES

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

Controls: Handlebar controls must be located in safe, workable position. Minimum Handlebar width is 20 inches. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman like manner. Foot pegs are recommended to be 12 inches in front of rear axle. 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. Fork tops required.

4. FRAME

Frame: Stock production, aftermarket and specialized racing frames any style chrome moly or steel frames allowed.

Ballast: Permitted. Ballast must be in weight box or securely bolted to frame by a minimum of one 3/8-inch bolt per 5 lbs.

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

Wheel Base: 70 inches maximum (measure from center to center of front and rear axles), includes chain adjustment.

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

5. WHEELS AND TIRES

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

Wheels: Rear wheel minimum 15 inch, maximum 18 inch. No Carbon Fiber front or rear wheels.

6. BODY

Body: All motorcycles must have front and rear fender with gas tank or shell to resemble street motorcycle 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.

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Must be electric, kick and 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: Not allowed.

Lights: Not necessary.

8. RIDER

Credentials: Valid AHDRRA 8.90 Competitor license.

Helmet: Full coverage helmets only! Must be Snell-2000 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.

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.

PS CLASS (PRO STOCK)

Designation: "PS" followed by motorcycle number.
Reserved for non-street legal and street legal based Buell, XL and FX models.

Current Record Holders

1/4 Mile: ET-7.974 by Junior Pippin @ Gainesville Raceway
MPH-165.48 by Greg Krenik @ Atlanta Dragway

1/8 Mile: ET-4.997 by Junior Pippin @ Gainesville Raceway
MPH-136.57 by Shaun Reno @ Gateway Int'l Raceway

Requirements and Specifications:

Minimum weight at conclusion of run, including rider, must be 5.24 lbs. per cubic inch.

I. ENGINE

Engine: Will consist of 45-degree XL or 45-degree FX based engines up to 122 cu.i. (2000 c.c. maximum). Must use conventional fork and knife connecting rod set-up. Any engine modifications are legal. Engines must be carbureted. Pushrod aftermarket heads are legal. Lateral valve stem angle must be zero degrees and minimum longitudinal valve stem angle is 18 degrees as measured parallel from a vertical line centered in the respective cylinder bore. All engines

must be naturally aspirated and all air and fuel must be delivered through one or two single throat carburetors or one dual throat carburetor. Air induction is limited to concentric, continuous reducing diameter velocity stack(s) with a maximum opening area of 20 square inches each. No cups or scoops are allowed. A single air dam may be mounted to a carburetor mounted 1/8 inch backing plate. The air dam may not exceed 2 and 1/2 inches in height and may not extend forward beyond the centerline of the rear carburetor. CPR systems are legal, but they must not have any hoses connected to intake manifold. Crankcase vent tube must be routed to catch can or have a non-spill breather system on motorcycle.

Fuel: VP Racing Fuels C-25 is the specified fuel. No Fuel additives and /or combustible oil additives are allowed. Dielectric constant, as per AHDRRA testing meter, must match baseline reading of specified fuel. Fuel must match color of specified fuel. Fuel must match AHDRRA generated graphs in random Gas Chromatography analysis of specified fuel.

2. DRIVE TRAIN

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

Transmission: Must have XL or FX based 4 or 5 speed transmissions. Belt drives are legal. Rear wheel drives may consist of any ratios. Air shifters and electric shifting devices must be manually operated. No automatic transmissions. No variable speed belt drives. No slipper clutches allowed. Clutch must be manually operated by rider's hand.

3. SUSPENSION AND BRAKES

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

Controls: Handlebar controls must be located in safe, workable position. Minimum handlebar width is 20 inches. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman like manner. Foot pegs are recommended to be 12 inches in front of rear axle. 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. Fork stops required. Rear suspension not necessary if running wheelie bars.

4. FRAME

Frame: Stock production, aftermarket and specialized racing frames any style chrome moly or steel frames allowed.

Ballast: Permitted. Ballast must be in weight box or securely bolted to frame by a minimum of one 3/8-inch bolt per 5 lbs. Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kick stand).

Wheelbase: 70 inches maximum (measure from center to center of front and rear axles), includes chain adjustment.

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

5. WHEELS AND TIRES

Tires: Must be V rated or specified for racing use by manufacturer. Maximum rear tire width 9.5 inches. Minimum front tire width 3 inches. Tire width is actual tread or friction surface width.

Wheels: Rear wheel minimum 15 inch, maximum 18 inch.

6. BODY

Body: All motorcycles must have front and rear fender with gas tank or shell to resemble street motorcycle appearance. 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.

Fairing: Allowed.

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

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Must be electric, kick and 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.

Lights: Not necessary.

8. RIDER

Credentials: Valid AHDR 7.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2000 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.

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.

PG CLASS

[PRO GAS]

Designation: "PG" followed by motorcycle number.

Reserved for alcohol, gas burning dragsters, built specifically for all out drag racing.

Current Record Holders

1/4 Mile: ET-6.879 by Chip Ellis @ Rockingham Dragway

MPH-193.07 by Chip Ellis @ Rockingham Dragway
1/8 Mile: ET-4.383 by Chip Ellis @ Rockingham Dragway
MPH-160.80 by Matt Smith @ Gainesville Raceway

Requirements and Specifications

1. ENGINE

Engine: Must keep design features of V-Twin engines (45° to 90° V-Twin). Aftermarket heads are legal, including 4 valve. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a spill breather system on motorcycle. Engine restraint systems are recommended for nitrous engine. Chest protectors are recommended. Scatter-shield or ballistic blanket required on superchargers.

UNLIMITED cu.i. - Gasoline or alcohol. Normally aspirated carburetor(s) or fuel injection is allowed. No nitrous oxide or other supplemental fuels or oxidizers.

160 cu.i. - Gasoline or alcohol, single or double engines, carburetor or fuel injection. Nitrous oxide OR supercharger OR turbocharger (any one of these).

122 cu.i. - Gasoline or alcohol, any induction system, nitrous oxide allowed.

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

3. SUSPENSION AND BRAKES

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 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. Lanyard kill switch is mandatory.

Suspension: Front suspension minimum size 32 mm and minimum travel of 2 inches. Steering dampeners are mandatory. Rear suspension not necessary.

4. FRAME

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

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: Wheelie bars are required. Minimum length from center of rear axle to center of Wheelie bar axle must equal at least 70% of wheelbase.

5. WHEELS AND TIRES

Tires: Must be specified for racing use by manufacturer. 12-inch wide rear tire is maximum limit.

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 onboard or external starter. Battery top covers are required. No rollers. No push starts. Jackstands are mandatory for starting motorcycles with slipper clutches. 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-2000 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.

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.

PD CLASS (PRO DRAGSTER)

Designation: "PD" followed by motorcycle number.

Reserved for nitro burning, carbureted, high gear dragsters. Built specifically for all out drag racing. Combined weight of motorcycle and rider at the conclusion of a run must equal at least 5.4 pounds per cubic inch including safety gear.

Current Record Holders

1/4 Mile: ET-7.139 by Rick Moore @ Gateway Int'l Raceway
MPH-191.21 by Scott Truett @ Bristol Dragway

1/8 Mile: ET- 4.541 by Scott Truett @ Texas Motorplex
MPH-158.87 by Rick Moore @ Gateway Int'l Raceway

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.

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 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. 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 AHDR 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 AHDR 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 AHDR 6.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2000 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.

PF CLASS (PRO FUEL)

Designation: "PF" followed by motorcycle number. Reserved for nitro burning dragsters. Built specifically for all out drag racing.

Current Record Holders

1/4 Mile: ET-6.525 by Takeshi Shigematsu @ Gateway Int'l Raceway
MPH-214.01 by Armon Furr @ Summit Motorsports Park

1/8 Mile: ET-4.243 by John Breckenridge @ Gateway Int'l Raceway
MPH-205.66 by Mike Lehman @ Pacific Raceways

Requirements and Specifications

1. ENGINE

Engine: Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° V-Twin). Carbureted with transmission or fuel injected with high-gear only with 151.1 cu.i. limit or 122 cu.i. with transmission and fuel injection. 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.

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 cu.i. carbureted motorcycles. Single ratio drive train required on 151 cu.i. fuel-injected motorcycles. Fuel injection and transmission allowed on 122 cu.i. 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 "scattershield" (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 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 control fuel shut off. 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. 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-2000 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.

TF CLASS (TOP FUEL)

Designation: "TF" followed by motorcycle number. Reserved for nitro burning dragsters. Built specifically for all out drag racing

Current Record Holders

1/4 Mile: ET-6.224 by Doug Vancil @ Rockingham Dragway
MPH-230.17 by Takeshi Shigematsu @ Gateway Int'l

1/8 Mile: ET-4.076 by Doug Vancil @ Rockingham Dragway
MPH-208.39 by Mike Romine @ Rockingham Dragway

Requirements and Specifications

I. ENGINE

Engine: Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° V-Twin). Carbureted, fuel injected or supercharged single or double engines with 200 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. Superchargers must have rubber manifold connections or some form of "sneeze" valve. Supercharger blankets are mandatory. 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.

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. Clutch must be contained by suitable "scattershield" (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). This device must control fuel valve. 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. 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. 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. 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 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-2000 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.

