



BAHRAIN MOTOR FEDERATION | **BMF**

Bahrain Drag Racing Championship Rules & Regulations Season 2016 / 2017



Introduction

The Bahrain Drag Racing Club (BDRC) was formed to build a professional drag racing club which will continue to expand in the coming future. Drag Racing is a very long loved sport in Bahrain. Therefore, BDRC is created to make the drag racer dream of professional Drag Racing a reality. In addition, while constructing BDRC the board members strived to develop the right classes, rules and regulation, and procedures of drag racing that best cope with Bahrain's professional drag racers as well as hobbyist's drag racers. In these pages, we set forth our core values, our mission and our vision.

MISSION STATEMENT

The overall mission of the BDRC is to provide a professional, safe sport in which all Drag Racing enthusiasts can have a fair and challengeable competition.

CORE VALUES

Safety

It is our duty to promote safe conditions and environs for members, fans and vendors.

Sportsmanship

It is our duty to promote civil, fair and even competition among racers in a variety of classes, and to ensure consistent, friendly civil interaction toward and among members.

Satisfy the racers

It is our duty to strive and ensure that our racers enjoy racing their vehicles, and have the potential prizes that encourages them to grow in performance. Furthermore, our racers are our show, listening to them, encouraging them, and helping them is important.

Performance

It is our duty to promote advances in the top performance of Drag Racing. Because of the growing competition in Drag Racing, we have to encourage top performance.

Family Value

It is our duty to provide a family-friendly environment at all BDRC events and races.

Attract, retain and satisfy fans

It is our duty to strive to attract and retain fans who are 'wowed' by the power of the Drag Racing engines, and to ensure that they are satisfied by providing tight competition, memorabilia, and other good memories of race events.

Promote the BDRC

It is our duty to promote the BDRC as the integration of all of our core values.

VISION STATEMENT

We must stay ahead of safety advancements to protect our racers and fans.

We must stay focused on our role as to provide what the race drivers want and need in order to make this a success.

We must continually fine-tune our advertising in order to provide our sponsors and supporters the best return on their money.

We must periodically review and potentially revise our rules in order to ensure competitiveness within, and among, the different classes to keep race fans enthused.

We must take calculated risks to develop and grow the BDRC, and to earn a fair return on our investments.

We must develop an insurance plan that protects the racers, and provides benefits to the BDRC members. Ultimately, we must review past performance, execute our current plans, and plan for the future, so that we will still be providing Drag Racers and fans with competition, excitement and great memories in the coming years.

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 vehicles over a measured distance. These contests are started by means of an electronic device commonly called a "Christmas Tree." Upon leaving the starting line, each contestant's vehicle activates a timer, which is stopped when the same vehicle reaches the finish line. The start to finish clocking is the vehicle's e.t. (elapsed time), which serves to measure performance and determine handicaps during competition. The vehicle must meet basic safety criteria outlined in this Rulebook.

Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator's main concern is to provide a place to conduct events. BDRC produces guidelines based on experience gained and circulates information to help perpetuate the sport. Close observance of the standards set forth in this Rulebook is required for all owners, drivers, and crewmembers.

A drag racer's primary objective is to become the overall winner of the category of competition in which his or her car is classified. A series of two-car, tournament-style eliminations is conducted. The losing vehicle in each race is eliminated, and the winning drivers progress into succeeding rounds of competition. This series of races continues until one winning driver remains. That driver is declared the category winner. At an event, drag racers are divided on the basis the categories listed below. Essentially, drag racing is a pairing of two vehicles against each other in a race through a straightaway course. The start is the key to its uniqueness, because all races start from a standstill. Today's modern starting system 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 driver. Most drivers 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 a majority of races are won or lost at the starting line. Close observation and lots of practice can pay off. Two performances are monitored for each run: the elapsed time and the speed. On an elapsed-time run, the car first leaves the starting line, breaking the light beam that activates the electronic timer. As the car continues through the course, the timer records the elapsed seconds and fractions of seconds until the car breaks the finish-line beam and stops the timer. Top speed is determined by the car breaking two additional light beams at the finish line. Drivers may be disqualified if they commit a foul, a form of disqualification is a foul start (or "red-light"). This happens when the driver reacts to the Tree too quickly and drives away from the starting line before the green go signal.

Ask most people in the street to describe Drag Racing and they will probably talk about cars with huge engines, massive slick tires, and flames flying from the exhausts racing each other at extremely high speed down a strip of concrete. While this often-televised form of dragging is valid, drag racing has many different levels of competition.

How To Drag Race

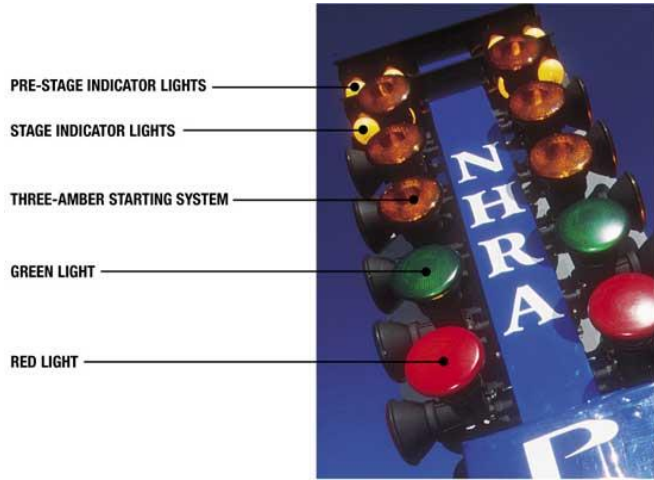
Each week we find that more and more newcomers to our sport of Drag Racing and sometimes it can all be a little confusing ... pre-stage and stage lights, red light starts, reaction times, & so on. However as you know, nothing is confusing once you understand it... and that's the purpose of "How to Go Drag Racing".

By the time you have read this you will be an expert on just what makes drag racing tick. We can't make you an expert racer... that will only come with time and experience, but at least we can give you a head start! So, welcome to the world of drag racing. You may find after reading this booklet and racing a few times, that you will be hooked on drag racing... and that's how we've planned it!

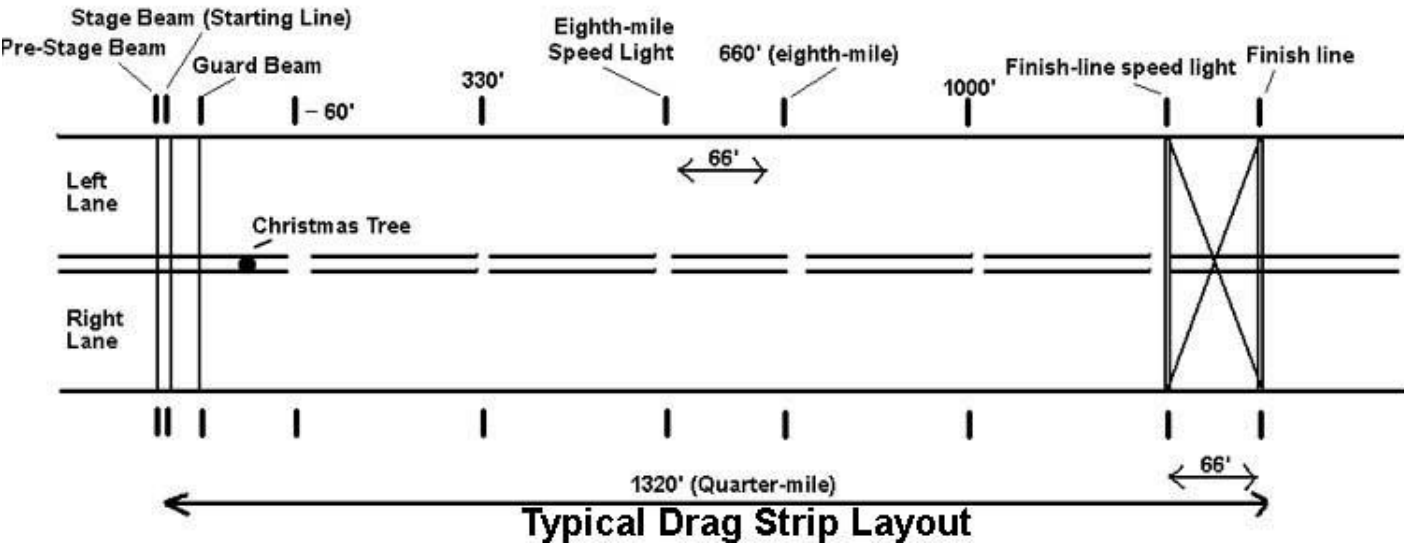
Let's Go Drag Racing

Entry to the event can be done on the day by paying as you go through the Competitors Gate. Your entry fee at these type of events admits the driver and vehicle. After paying your entry fee you will receive an Entry Form, officials at the gate will tell you where scrutineering is taking place. Unless you have work to do like changing wheels, it is advisable to get into the line up for scrutineering as soon as possible. The Scrutineering Officials will check your vehicle for general safety items and basic protective clothing; there are only a few requirements that are needed to compete at this event such as an approved helmet, long sleeves, closed shoes and socks. Bikes need a helmet, leather jacket and long pants as a minimum. Also you will be required to sign a disclaimer form at which time you will be given an wrist band. If you do not have a wrist band you will not be permitted on to racing surface. Your 'crew' must leave the start line area as soon as you have done your run. After going through scrutineering and having a race number allocated, go straight to the staging lanes. The Scrutineering Officials will put a number on the front of your windscreen that is the lane you line up in each time you want to make a run. Staging lane officials run each lane in turn so everybody gets a fair go and equal chance of going down the track.

When you reach to front of the Staging Lanes you will be instructed as to which lane to run it. By this time you should have your Seat Belt on, Helmet on and done up and window wound up. Once you get to the area the Burnout Official will instruct you as to when to start your burnout, if you choose not to do a burnout you can drive around the water and proceed to the Start Line once the burnout Official waves you on. For those doing static burnouts (locking the front brakes and spinning the rears) the only place you can do this is on the concrete Burnout pad. Static burnouts anywhere else damage the surface, ARE NOT ALLOWED! As you approach the start, there are three sets of photocells in each lane. The first is the PRE STAGE beam, which controls the top light on the Christmas Tree. This does nothing more than let you know you have 200mm (8 inches) to go to the STAGE LIGHT, which is the second light on the tree. The race cannot be started until this light is on. The final beam is the GUARD BEAM, which starts the timers if the stage beam has not been cleared. This usually only applies only to very low cars such as dragsters.



The Christmas Tree has a set of independent lights for each lane consisting of 2 small white Globes at the top, the uppermost is the PRE STAGE lights, then 2 small white just below it are the STAGE lights. When your vehicle is properly staged both the PRE STAGE (top white globes) and the STAGE (2nd top white globes) lights are on and you're ready to give your full attention to the Christmas Tree. Next you have 3 AMBER lights, once staged and the Starter activates the 'Tree' each light will flash on in 4/10ths of a second intervals. Just below the 3rd amber light there is a GREEN (GO) light and below that a RED, (FOUL) light which is activated if you move before the GREEN light comes on. When the stage light is on, your front tire is interrupting the stage beam across the track. If that beam is re-opened before the green light comes on ie you leave too soon, the red FOUL light comes on. While this doesn't matter in Qualifying, or Test runs, however in Elimination Racing it means you are disqualified for jumping the start. The finish line has a series of two photocells. The first is approx. 20 meters (66 feet) before the finish line. The second is the finish line itself. The first and second lights start and stop the Speed Traps to measure your speed across the finish, the second light also stops the Elapsed Time (ET) clocks and therefore provides the Elapsed Time and Terminal Speed for the run.



After crossing the finish line you should back off and look for the end of the racing surface (600m past the finish line) while steadily applying the brakes, the return road is off to your left and you should negotiate the turn slowly and safely. If you have a problem and cannot stop, don't try to take the corner at high speed - continue straight ahead into the sand trap which will pull you up safely. If your vehicle breaks down and can't leave the racing surface, pull over to the side and switch your hazard lights on. Please note, while on the return road the speed limit is 30km/h and you must keep to your right as there is two way traffic.

As Drag Racing originated in the USA all timed distances are measured in imperial measurements being feet with the total race distance being a 1/4 of a mile (402 metres). All details of the run are shown - Reaction Time, 60' time, 330' time, 660' (half track) time and speed, 1000' time, 1/4 mile time or Elapsed Time (ET) and speed in km/h. Both lanes are shown on the time slip so you can even compare your performance against the other lane. We will explain about reaction times a little later in the section "WORKING THE LIGHTS"

Working the Lights

Before diving into an explanation of how to "cut a good light", you must remember two things.

1. Each lane is timed independently of the other, and
2. The timers do not start when the green light comes on!
3. The timers only start when your vehicle moves out of the stage beams To give an extreme example, if you were to sit on the start line until your opponent crossed the finish line and then leave, you may run a time much quicker than your opponent, but he would easily win the race, simply because he had a much better reaction time - like around 15 seconds better! In real racing this sort of thing happens all the time, except the difference between reaction times is in hundredths of a second. When you get your time slip after a run, look at your reaction time. Compare it to your opponent. Reaction times work on a simple principle. It measures the time from when the last amber come on to when your front wheel clears the start line beam. A "perfect light" (.400) meaning that the vehicle has cleared the stage beam at exactly the same time as the green light came on. This is shown on the time slip as .400. Anything less than this means that you left too early and red lighted (fouled) and this will be shown on your time card as a negative value. Of course any value shown above .400 is of course wasted time sitting at the start line. Most newcomers to Drag Racing leave when the green light comes on. This will give a reaction time of around 1 second. For example, if you pulled a 0.920 reaction time and your competition ran a .660 Reaction Time, you have given away over six tenths of a second start right at the start line. For a more graphic example, with two cars of the same performance running 160 km/h in the quarter mile, this .660 wasted at the start represents about 6 car lengths at the finish line! So, lesson number one in cutting a good light is to forget about the green. Try leaving as soon as you see the last amber light. You'll probably be surprised to find you did not red light. And when you get your time slip, you will be amazed at the difference in your reaction time. After that it is largely up to you and your vehicle. You should try to improve your reaction times until you can run around the .450 second range however anything under .500 of second is pretty good. If you are puzzled why you can leave before the green light comes on, without triggering the red light... Well, its is to do with reaction times... Firstly, your reaction to a signal, in this case the last amber will be around .470 - .600 of a second. Medical studies have pegged average human reaction times at around this time. Secondly, the reaction time of your vehicle itself - the time it takes from when you stomp on the throttle to when your front tires move out of the stage beam. Therefore you can see that it takes almost half the time between the last amber and green to react and stand on the throttle, plus more than this time again, for your vehicle to move forward and clear the start line beam. Naturally, the slower the vehicle, the slower the "vehicle reaction" time is and the earlier you can leave on the lights. This takes practice and varies from vehicle to

vehicle.... .. and that's it, the basics of how to go drag racing. We hope that by increasing your knowledge of drag racing we can improve your enjoyment of it. ... if your good we'll see you at the trophy presentations!

General Regulation

Engine

ENGINE

Any small or big block approved model car engine only. Small & Big block engine capacities may range from in cubic inches. Any internal modifications are permitted. Boost bottles permitted. Any mufflers, including tuned pipes and variable chamber pipes are permitted, and exhaust outlets must exit the vehicle pointing to the horizontal or above.

EXHAUST SYSTEM

Competition exhaust permitted. Exhaust must be directed out of the car to the rear, away from driver and fuel tank. Open manifolds and open shorty headers are NOT allowed. Full length or long tube open headers are allowed only if the flanges or the outlets are out of the engine compartment and away from driver and fuel tank. – Header Tether is required to be used.

FUEL

Racing gasoline, gasoline, methanol, gasohol, diesel, ethanol, natural gas and propane permitted. Nitro-methane prohibited.

FUEL SYSTEM

All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All batteries, fuel lines, fuel pumps or filler necks located inside trunk require complete dividing wall of at least .024-inch (.6 mm) steel or .032 (.8 mm) aluminum to isolate driver compartment from the trunk area. Fuel lines must be located outside the driver's compartment. Fuel tanks must be within the boundaries of the body.

LIQUID OVERFLOW

Radiator Catch-can is mandatory for coolant overflow; one pint (.47 l) minimum capacity.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including on supercharged and turbocharged engines. Nitrous bottles in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottles must be stamped with a DOT approval, and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA/NHRA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle prohibited. No bottle may be turned on

until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped and meets DOT approval.

SUPERCHARGER, TURBOCHARGER

Superchargers and turbochargers are permitted on gasoline, racing gasoline, and methanol burning cars. Supercharger restraint system meeting SFI Spec 14.1 is mandatory on Roots type supercharger when methanol is used as a fuel. Any OEM street-type blower permitted.

Drive train

TRANSMISSION, Automatic

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle.

TRANSMISSION, after market Planetary

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 8.99 seconds or quicker and equipped with aftermarket planetary transmission.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD, Flex Plate, Fox Auto Trans

Flywheel and clutch meeting SFI Spec 1.1, 1.2 (2-disc maximum) is mandatory on any car running 10.99 or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2 6.3, or 9.1 minimum is mandatory on all other cars running 9.99 or quicker. Cars with rotary engines running 10.99 or quicker must be equipped with a flywheel shield made of 1/4-inch (6.35 mm) minimum thickness steel plate surrounding the bell housing 360 degrees.

DRIVELINE

OEM production line all-wheel-drive vehicles permitted. Drive shaft loop required on all cars running 10.99 or quicker. However, all pre 1990 cars must have drive shaft loop (except vehicles running 10.99 or slower cars equipped with street tires.) axle rear end with conventional rear end housing (Example: 1963 through 1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or E.T. Must have 360 degree, minimum 1-inch wide by 1/4-inch thick (25 x 6.4 mm) axle retention loop Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 9.99 or quicker or any car exceeding 135 mph (217.2 km/h). Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 is mandatory on cars running 9.99 or quicker or any car exceeding 145 mph. See General Regulations Transmission shield meeting SFI Spec 4.1 is mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum

two rear-wheel (one calipers per wheel) hydraulic brakes is mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. One hydraulic shock absorber per sprung wheel is Minimum. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheel-base. See Full automotive-type suspension mandatory. One operating hydraulic shock absorber per wheel is Minimum. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See Permitted. See General Regulations 3.6. Mandatory on rear engine Dragsters. See General Regulations 4.3. Minimum 3-inches (7.6 cm) from front of car to 12-inches (30.5 cm) behind centerline of front axle, 2-inches (5.1 cm) for remainder of Mandatory on any car with top speed in excess of 160 mph.

BRAKES & SUSPENSION

BRAKES

Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes are mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake rotor with dual calipers. See General Regulations 3.1.3.2

SUSPENSION Altered, Dragsters

Full automotive-type front suspension is mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung is wheel. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheelbase.

SUSPENSION, Stock-bodied cars

Full automotive-type suspension is mandatory. Minimum one operating hydraulic shock absorber per wheel is mandatory. Lightening of stock components prohibited. Rigid mounted suspensions prohibited.

WHEELIE BARS

Wheelie bars are permitted. Wheels must be non-metallic.

Frame/Chassis

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch-clearance rule.

PARACHUTE

Parachute is mandatory on any car with top speed in excess of 155 mph.

ROLL BAR

Roll bar is mandatory in all cars running 10.99 or quicker and in convertibles running 12.99 or quicker, and in dune-buggy type vehicles running 12.00 seconds and slower; all depending on class.

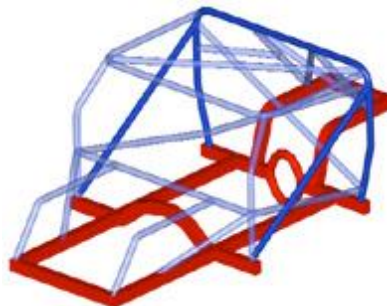
ROLL CAGE

A roll cage is much more than just a roll cage. It is a necessary component for a high performance car, for more than it's rollover protection. Just about all safety bodies in almost every class of racing require some form of roll cage. It provides a great deal of protection in a rollover situation; its purpose is not strictly as such. The cage provides a great deal of side, frontal, and rear collision protection.

Roll cages come in styles that are typically noted at "points". They usually come in 4, 6, 8, 10, 12, and 14, or more. The "points" is in relation to the number of places the cage is fixed to the frame, and/or structural body members.

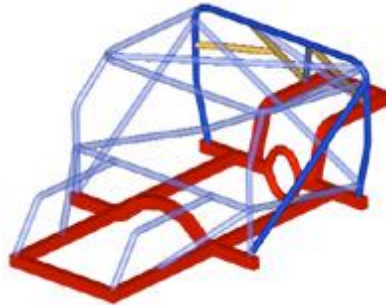


A 4-point cage is what is typically referred to as the "roll bar". It's a single tube starting from the vehicles floor, wraps up the car's B-pillar, across the roof, and back down the opposing B-pillar. Generally two tubes (one on each side) will come down from high on the B-pillar tube down to the floor; close to the drivers foot-well. (See figure below)



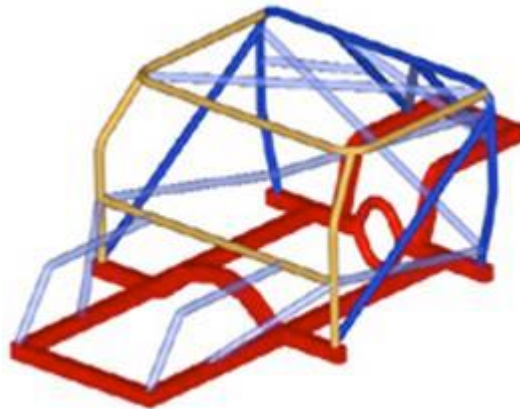
4-Point Roll Bar

A 6-point cage is usually a 4-point cage with the addition of two down-tubes. The additional tubes will usually come from the roll bar (in close proximity to the roof), towards the trunk. (See figure below)



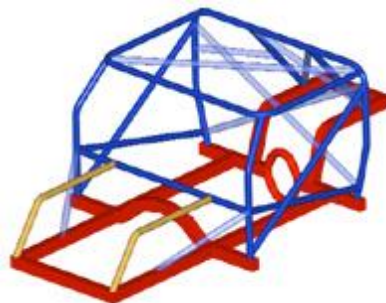
6-Point Roll Bar

6-point cages start taking advantage of high-force rollover collision protection. 8-point cages have the addition of tubes that come forward from the roof section of the roll bar; towards the windshield. These tubes surround the parameter of the inside of the roof, with down-tubes now running down the A-pillars. (See figure below)



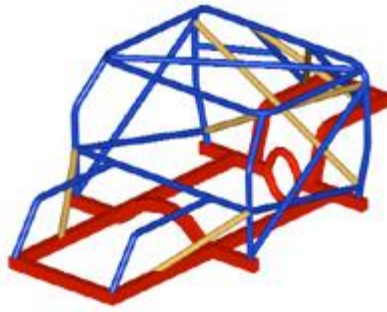
6-Point Roll Cage

8-point cages have the added tubes necessary to pass into the engine compartment of the vehicle. These tubes generally start from the knee-bar of the inner cage, travel through the firewall, and are attached to the lead section of the box frame. (See figure below)



8-Point Roll Cage

14+ point cages are simple additions to the current 12-point cage. There are no "typical" additions that make a 12-point cage, into a 14+ point. Some possibilities include those shown below.



14-Point Roll Cage

Just as important to the safety of the driver and vehicle, the cage provides something else of importance. The cage adds rigidity to the structure. Having the chassis as stiff as possible aids in many aspects of traction, weight transfer, and suspension geometry. Having the chassis rigid is necessary to road, drag, and off-road racing situations. Less flex equates to more predictable vehicle dynamics. Having the vehicles dynamics stabilized allows the suspension geometries and resistances to be tuned for the maximum performance of the system. To illustrate the effects of stability, take into consideration of a simple truss, versus a single piece of tube. A single piece of tubing defects under load far greater than the same piece of tube, with the addition of the elements of a truss. The safety cage creates a 3- dimensional truss that adds substantial amounts of strength to the structure.

Wheels and Tires

TIRES

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread Depth. Temporary spares, space-saver spares, farm implement, or Trailer tires are prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 11.99 or quicker.

WHEELS

Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lugholes, and condition of Spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car. Each Car in competition must be equipped with automotive-type wheels with a minimum 12 Inches of diameter unless class requirements stipulate otherwise. All wheel studs must project into the hex portion of the lug nut by a Distance equal to one diameter of the stud. Maximum rim width on any car: 16 inches. No rear-wheel discs or covers permitted in any Category.

Interior

SEATS

Properly braced, framed and supported seats constructed of aluminum, composite material, double layer poly or Carbon Fiber (automotive accessory seats) permitted.

SEATBELTS

Seat belt is mandatory in all cars. Three-inch (7.6 cm) driver restraint system meeting SFI Spec 16.1, mandatory in any car running 10.99 or quicker and in convertibles running 12.99 or quicker, and Dune buggy type vehicles running 12.00 seconds or slower. SFI 16.1 restraint system, when required, includes crotch strap, and must be updated at two-year intervals from date of manufacture.

SHEET METAL

Driver compartment interior must be aluminum, steel, or Carbon Fiber. Magnesium NOT allowed.

WINDOW NET

Any vehicle that is required by the rules to have a roll cage should have a window net.

Body

BODY, Stock-bodied vehicles

Stock bodied vehicles must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance, altered fenders must have edges re-rolled or beaded.

BODY, Altered-body vehicles

Vehicle body may be chopped, channeled, sectioned, streamlined, etc. in PRO class only. Sedan delivery, 1-ton max trucks or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

FIREWALL

In an effort to maintain safety and quality, firewall is mandatory.

FLOOR

Floor of a car is mandatory and could be made of be aluminum, steel, or Carbon Fiber. Magnesium NOT allowed.

HOOD

Hood is optional. Carburetors must be covered by flash shield or scoop. Hood scoop may not extend more than 11-inches (27.9 cm) above height of hood surface.

WINDSHIELD, WINDOWS, Stock-bodied vehicles

Mandatory, must be in good condition and free from cracks. Maybe replaced with shatterproof material, 1/8-inch (3.2 mm) minimum thickness. OEM windshield may not be cut for scoops, carburetors, etc. Windshield/window tint must meet the applicable government requirements. Windows must be closed during races, need not be operable. Decals permitted on rear quarter and rear window only.

Electrical

Batteries

All batteries must be securely mounted. Batteries may NOT be relocated into the driver or passenger compartments. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, Battery may be located in a sealed .024-inch-steel, .032-inch-aluminum, or FIA/NHRA accepted poly box. If sealed box is used in Lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. ("J" hooks prohibited or must have open end welded shut.) Metal battery hold-down straps mandatory. Strapping tape prohibited.

Master Cutoff

Master cutoff Mandatory when battery is relocated or on any vehicle running 9.99 or quicker. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily Accessible from outside the car body. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions, including magneto ignition. The off Position must be clearly indicated with the word "OFF." If switch is "Push/pull" type, "push" must be the action for shutting off the Electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or Keyed switches prohibited.

TAIL LIGHTS

All cars must have at least one tail light. Any other type of lights in substitute for the tail light (blinking lights) is not allowed.

MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc.

Driver

DRIVER RESTRAINT SYSTEM

Required, see Seatbelt requirements above.

HELMETS & GOGGLES

As outlined under Class Requirements, drivers in all classes must wear a helmet meeting SNELL or SFI Specifications or BSI BS 6658-85 type A (including all amendments) Specs.

SFI Spec 31.1 = SNELL SA, open-face helmet.

SFI Spec 31.2 = SNELL SA, full-face helmet.

Drivers in all 13.99 or quicker cars, and all dune buggy type vehicles running 14.00 seconds or slower must wear a helmet meeting SNELL 90, 95, K98, 2000, or SFI 31.1A, 31.2A, Specs. Driver's in supercharged front-engine open-bodied cars and Funny Cars must wear a helmet meeting SNELL SA95, or SFI 31.1 or 31.2 Specs or BSI BS 6658-85 type A (including all amendments) Specs. Drivers in Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster and Top Methanol Funny Car must use a helmet meeting SNELL SA95 or SFI 31.2 Specs, except as noted under Class Requirements. SNELL K98 is acceptable in place of any SNELL M rated helmet. Drivers of any open bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

NECK COLLAR

Neck collar is mandatory in all cars running 9.99 or quicker, or cars exceeding 145 mph.

PROTECTIVE CLOTHING

Shorts, bare legs, tank tops, or bare torsos prohibited when driving in competition. All drivers must have proper clothing for racing depending on their class.

CLASSES

STREET , 4-5-6 Cylinder (N/A)

Stock chassis, Full bolt-on , engine internal modification, suspension modification, no power adders.

STREET CLASS RULES SUMMERY

1. Must be stock chassis with Minor alterations
2. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicles may run after-market blocks but must retain mass production blocks.
5. Only 4 crew is allowed to help the racer (Driver) in the paddock. Crew is allowed in the track preparation area, service car will be allowed under discretion of Chief Scrutineer.
6. Tire must not be outside the fender (ONLY Front Wheel Drive cars allowed)
7. Street tires are not allowed. Drag Radial tire and full slicks (Off-road max 10.5 W drag slicks not allowed).
8. Vehicle must start by an ignition switch
9. Trans-brake is NOT allowed
10. Nitro-methane not allowed – methanol fuel is allowed.
11. All vehicles are allowed run open headers.
12. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission & Header clearance ONLY)
13. Brake line lock allowed
14. Full interior maybe removed

15. The driver must be properly dressed with minimum racing jacket/ trousers must be jeans.
16. MUST have at least one functional tail light. (Light must be on during the run).
17. Maximum one burn-out is allowed.
18. After market front suspension components allowed (must bolt-on and mount in stock mounting points)
19. Ladder bars are allowed & four link is not allowed if not factory equipped
20. Stock rear frame rails required (notched frame OK)
21. After market stock type rear suspension allowed (must bolt on)
22. Fiberglass One Piece front end is allowed or hood, bumper, rear hatch & fenders.
23. Original fuel tank or any aftermarket SFI approved Fuel Cell is allowed.

STREET - Rear Wheel Drive, 8+ Cylinders (N/A)

Stock chassis, bolt-on, engine internal modification, suspension mods, no power adders, 8 cylinders or More, single 4 barrel carb, no tunnel ram or sheet metal intake.

STREET CLASS RULES SUMMERY

1. Must be stock chassis with Minor alterations
2. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicles may run after-market blocks but must retain as factory production option, No Mountain Blocks allowed.
5. Only 4 crew is allowed to help the racer (Driver) in the paddock. Crew is allowed in the track preparation area, service car will be allowed under discretion of chief scrutineer
6. Tire must not stick out of the front fenders and rear quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks (Off-road max 10.5 W drag slicks not allowed).
8. Vehicle must start by an ignition switch
9. Trans-brake is NOT allowed If Equipped with Trans-break it must be used for revers only.
10. Nitro-methane not allowed – methanol fuel is allowed.
11. All vehicles are allowed run open headers.
12. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission & Header clearance ONLY)
13. Brake line lock allowed
14. Full interior maybe removed
15. The driver must be properly dressed with minimum racing jacket/ trousers must be jeans.
16. MUST have at least one functional tail light. (Light must be on during the run).
17. Maximum one burn-out is allowed.
18. After market front suspension components allowed, K-members and front clips must mount in original location and retain as factory option style.
19. Stock rear frame rails required (notched frame OK) Must be in Original location.
20. After market bolt on suspension allowed, Ladder bars are allowed & four link is not allowed if not factory equipped
21. Fiberglass limited to hood, bumper, rear hatch .
22. Original fuel tank or any aftermarket SFI approved Fuel Cell is allowed.
23. Sheet metal intake and tunnel ram not allowed.
24. Wheelbase from rear to front hub centerline must be original with only 1.5inch offset allowed

25. Drive Shaft loop is required.
26. Cut off Switch must be located clearly in the back of the race car.
27. Mini Tub modification is allowed
28. Lowers floor panel should be steel.

SUPER STREET – Rear Wheel Drive (plus 4,6 cylinder AWD) 4-5-6 Cylinder

Stock chassis, bolt-on, engine internal modification, suspension modification, maximum 2 power adder, RWD 4 or 6 cylinder or 2-rotor minor modification to the firewall is allowed under the discretion of the scrutineers.

SUPER STREET CLASS RULES SUMMERY

1. Must be stock chassis with minor alteration
2. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicle are allowed to run after-market engines.
5. Only 6 crew is allowed to help the racer (Driver) in the paddock. Crew is allowed in the track preparation area, service car will be allowed under discretion of chief scrutineer
6. Tire must not be outside the quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks (Off-road max 10.5 W drag slicks not allowed).
8. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
9. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside the driver's compartment if equipped with a heater pad.
10. Vehicle must start by an ignition switch
11. Trans-brake is allowed
12. Nitro-methane Not allowed – methanol fuel is allowed
13. Open headers are allowed.
14. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission, Header clearance & turbo plumbing).
15. Brake line lock allowed
16. Driveshaft loop is mandatory.
17. Towing bracket in front of the car is mandatory
18. Full interior maybe removed
19. Racing suite is mandatory (minimum two layer suit).
20. MUST have at least one functional tail light (light must be on during the run).
21. Maximum one burn-out is allowed.
22. After market front suspension components allowed (must bolt-on and mount in stock mounting points) otherwise should meet SFI spec 25.3 if quicker than 7.49sec.
23. Ladder bars are allowed & four link is not allowed if not factory equipped
24. Wheelie bars are not allowed.
25. Stock rear frame rails required (notched frame OK)
26. After market bolt on suspension allowed, Ladder bars are allowed & four link is not allowed if not factory equipped
27. Fiberglass limited to hood, bumpers, fenders, back hatch & Doors (One Piece front end is allowed).
28. Two power adder is allowed.

30. Drive shaft loop is mandatory.
31. Original fuel tank or any aftermarket SFI approved Fuel Cell is allowed.
32. Full tube chassis is strictly prohibited. Entries must retain front factory frame rails. Front frame rails & shock towers may be notched or modified for headers clearance, but must be in stock location. Frame rails must extend to the center of the front spindle. Plus or minus 2" allowed. After market bolt-on front clip and K-member is allowed.
33. Replacing stock floors with .024" steel or .032" aluminum allowed. Driver's side floor pan must be .024" steel and must be welded in place extending from firewall to back of driver's seat. Carbon fiber or composite materials may not be utilized in any portion of the flooring in the driver's compartment except for any panel located behind the driver including suspension covers and wheel tubs.

SUPER STREET – Rear (V8 +)

Stock chassis, bolt-on, engine internal modification, suspension modification, maximum 1 power adder, V8 or bigger engines with rear-wheel-drive tunnel ram or sheet metal allowed . Only 10.5" off-road slick tires allowed (off-road 10.5 W not allowed).

SUPER STREET CLASS RULES SUMMERY

1. Must be stock chassis with minor alteration (Front rail up to centerline of the tower)
2. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicle are allowed to run after-market engines. (CN Block & Solid blocks allowed)
5. Only 6 crew is allowed to help the racer (Driver) in the paddock. Crew is allowed in the track preparation area, service car will be allowed under discretion of Chief Scrutineer.
6. Tire must not be outside the quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks (Off-road max 10.5 W drag slicks not allowed).
8. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
9. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside the driver's compartment if equipped with a heater pad.
10. Vehicle must start by an ignition switch
11. Trans-brake is allowed
12. Nitro-methane Not allowed – methanol fuel is allowed
13. Open headers are allowed.
14. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission, Header clearance & turbo plumbing).
15. Brake line lock allowed
16. Driveshaft loop is mandatory.
17. Towing bracket in front of the car is mandatory
18. Full interior maybe removed
19. Racing suite is mandatory (minimum two layer suit).
20. MUST have at least one functional tail light (light must be on during the run).
21. Maximum one burn-out is allowed.
22. After market front suspension components allowed (must bolt-on and mount in stock mounting points) otherwise should meet SFI spec 25.2B / 25.3B if quicker than 6.50 to 7.49sec.

23. Ladder bars are allowed & four link is allowed if not factory equipped
24. Wheelie bars are not allowed.
25. Stock rear frame rails required (notched frame OK)
26. After market stock type rear suspension allowed (must bolt on) (Any Automotive type rear end is permitted)
27. Fiberglass limited to hood, bumpers, fenders, back hatch & Doors. (One Piece front end allowed)
28. Limited to ONE power adder in the V8 Class(however multiple stages of nitrous is allowed)
29. Two power adder allowed in the 4,5,6 cylinder class.
30. Original fuel tank or any aftermarket SFI approved Fuel Cell is allowed
31. Sheet-Metal intake manifolds MUST be equipped with a burst panel when nitrous oxide is used. Manual or electronic injectors accepted. And any number of carburetors may be used.
32. Full tube chassis is strictly prohibited. Entries must retain front factory frame rails. Front frame rails & shock towers may be notched or modified for headers clearance, but must in stick location. Frame rails must extend to the center of the front spindle. Plus or minus 2" allowed. After market bolt-on front end clip is allowed.
33. Replacing stock floors with .024" steel or .032" aluminum allowed. Driver's side floor pan must be .024" steel and must be welded in place extending from firewall to back of driver's seat. Carbon fiber or composite materials may not be utilized in any portion of the flooring in the driver's compartment except for any panel located behind the driver including suspension covers and wheel tubs.

Engine Size	Power Adder	Base Weight
Small Block	Naturally Aspirated	No Limit
Small Block	Nitrous	2200lbs – 998kg
Small Block	Supercharger	2500lbs – 1134kg
Small Block	Single Turbo	2500lbs – 1134kg
Small Block	Twin Turbo	2700lbs – 1225kg
Big Block	Naturally Aspirated	2100lbs – 952kg
Big Block	Nitrous Conventional	2700lbs – 1225kg
Big Block	Nitrous Mountain	2800lbs – 1315kg
Big Block	Roots Supercharger	3000lbs – 1360kg
Big Block	Screw Supercharger	3100lbs – 1406kg
Big Block	Single Turbo up to 106mm	3000lbs – 1360kg
Big Block	Twin Turbo Conventional	3100lbs – 1406kg
Big Block	Twin Turbo Mountain	3200lbs – 1450kg

TURBOCHARGER

The maximum Size for any and/or all entries using Big Block twin turbochargers is 98mm.

WEIGHT DEDUCTIONS:

All entries using 88mm or smaller twin turbochargers may deduct 200lbs – 90kg from their original base weight.

“Minimum Weight and Turbocharger & Supercharger specification subject to review at any time during the season to ensure fair competition”

OUTLAW – Front Wheel Drive, 4-6 Cylinders

Stock chassis, bolt-on, all out engine modification, suspension modification, power adders, engines with front-wheel-drive (FWD) or turbo/supercharged 6 cylinder trans-brake allowed, sequential transmission allowed, maximum weight reduction (back and passenger seat, dashboard, carpet, etc. can be removed)

OUTLAW RULES SUMMERY

1. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
2. Back half chassis is allowed rear tires are allowed up to 10.5W
3. Any type of transmission is allowed.
4. 8 point roll cage is mandatory for this class
5. Minimum 6 point safety belt is mandatory
6. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
7. Driveshaft loop is mandatory
8. Towing bracket in front of the car is mandatory
9. Racing suite is mandatory (minimum two layer suit).
10. Only 4 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area
11. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater
12. Safety bars has to be padded
13. Any types of engines are allowed.
14. Racer safety window net required
15. Tinted window NOT allowed
16. Lexan allowed (windows do not have to function)
17. Vehicle must start by an ignition switch (push button, key, etc.) accessible to the driver
18. The use of trans-brake in the burnout area is not allowed
19. Burnout must be done by the driver and NO one else is allowed to hold the vehicle
20. Brake line lock allowed
21. Nitro-methane fuel is NOT allowed
22. Fuel tank must be located within the boundaries of the vehicle
23. Wheelie bars permitted (Wheels must not be metal)
24. Maximum one burn-out is allowed.
25. flex plate, flywheel and driveshaft must be SFI approved.

OUTLAW – Rear Wheel Drive (plus 4,6 cylinder AWD) 4-5-6 Cylinder

Stock chassis, bolt-on, all out engine modification, suspension modification, power adders, engines with rear-wheel-drive (RWD) or turbo/supercharged 6 cylinder (AWD) back-half permitted, trans brake allowed, sequential transmission allowed, maximum weight reduction (back and passenger seat, dashboard, carpet, etc. can be removed).

OUTLAW RULES SUMMERY

1. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
2. Back half chassis is allowed rear tires are allowed up to 10.5W

3. Any type of transmission is allowed.
4. 8 point roll cage is mandatory for this class
5. Minimum 4 point safety belt is mandatory
6. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
7. Driveshaft loop is mandatory
8. Towing bracket in front of the car is mandatory
9. Racing suite is mandatory (minimum two layer suit).
10. Only 6 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area
11. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater
12. Safety bars has to be padded
13. Any types of engines are allowed.
14. Racer safety window net required
15. Tinted window NOT allowed
16. Lexan allowed (windows do not have to function)
17. Vehicle must start by an ignition switch (push button, key, etc) accessible to the driver
18. The use of trans-brake in the burnout area is not allowed
19. Burnout must be done by the driver and NO one else is allowed to hold the vehicle
20. Brake line lock allowed
21. Nitro-methane fuel is NOT allowed
22. Fuel tank must be located within the boundaries of the vehicle
23. Wheelie bars permitted (Wheels must not be metal)
24. Maximum one burn-out is allowed.
25. flex plate, flywheel and driveshaft must be SFI approved.

OUTLAW10.5 - Rear wheel drive (plus 8 cylinders)

Stock chassis, bolt-on, all out engine modification, suspension modification, power adders, V8 or bigger engines with rear-wheel-drive (RWD) back-half permitted, trans-brake allowed,, maximum weight reduction (back and passenger seat, dashboard, carpet, etc. can be removed).

OUTLAW RULES SUMMERY

1. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
2. Back half chassis is allowed rear tires are allowed up to 10.5W
3. Any type of transmission is allowed.
4. 8 point roll cage is mandatory for this class
5. Minimum 4 point safety belt is mandatory
6. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
7. Driveshaft loop is mandatory

8. Towing bracket in front of the car is mandatory
9. Racing suite is mandatory (minimum two layer suit).
10. Only 6 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area
11. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater
12. Safety bars has to be padded
13. Any types of engines are allowed.
14. Racer safety window net required
15. Tinted window NOT allowed
16. Lexan allowed (windows do not have to function)
17. Vehicle must start by an ignition switch (push button, key, etc) accessible to the driver
18. The use of trans-brake in the burnout area is not allowed
19. Burnout must be done by the driver and NO one else is allowed to hold the vehicle
20. Brake line lock allowed
21. Nitro-methane fuel is NOT allowed
22. Fuel tank must be located with in the boundaries of the vehicle
23. Wheelie bars permitted (Wheels must not be metal)
24. Maximum one burn-out is allowed.
25. flex plate, flywheel and driveshaft must be SFI approved.
26. Engine: (SINGLE POWER ADDER ONLY)
 - A. Naturally Aspirated
 - Small Block No minimum weight
 - Big Block No minimum weight
 - B. Nitrous
 - Small Block 2250 lbs
 - Big Block 4.840 & 4.900 Bore Center 2450 lbs
 - Big Block 5.00 Bore Center 2550 lbs
 - Big Block 5.20 & 5.30 Bore Center 2650 lbs
 - C. Turbo Charged and Super Charged
 - Single SB 2500 lbs
 - Big Block 2700
 - Twin Turbo with 94mm SB 2700lbs BB 3000lbs
 - Twin Turbo 91mm or smaller over 550 cid but under 650 with conventional heads cid BB 2900lbs (Non Big Chief heads)
 - Twin Turbo under 550 Cid with 94mm or smaller 2900lbs
 - Twin Turbo larger than 94mm SB 2800 lbs BB 3100 lbs
 - Paxton Style Superchargers SB 2500 lbs, BB 2700 lbs
 - Screw Superchargers SB 2700lbs BB 3000 lbs
 - Roots Supercharger SB 2500 lbs, BB 2700 lbs
 - Max bore spacing on all forced induction application is 5"
 - Max cubic inch on all forced induction entries is 638 cid
 - Over 5 inch bore spacing add 100lbs also limited to max of 94mm turbo
 - Max turbo size 108mm on twins add 100lbs.
 - Screw superchargers: Max cubic inch 540 cid

"D" rotor 2900 lbs. Max O.D.125%

"C" rotor 3000 lbs. Max O.D. 125%

No Billet case allowed.

All entries subject to Turbo & Supercharger inspection

"Minimum Weight and Turbocharger & Supercharger specification subject to review at any time during the season to ensure fair competition"

COMPETITION 7.5 (RWD, FWD, AWD) ET 7.5 sec limit.

This class has a 7.5 sec limit. Full tube chassis maximum weight reduction. all out engine modification any 4,5,6,V 8-cylinder production , maximum 2 power adders. Any type of engine and transmission is allowed.

PROMOD

Full tube chassis, maximum 2 power adders, all out engine modification. This is the ultimate drag racing door slammers, using replicas of production sedans and coupes with full racing chassis and large capacity V8 engines using any types of fuel .

PROMOD CARS RULES SUMMERY

1. Minimum 6 point safety belt is mandatory
2. Minimum ground clearance has to be 2 inches from the ground
3. Cutoff switch is mandatory
4. Driveshaft loop is mandatory
5. Towing bracket in front of the car is mandatory
7. In gear kill ignition is mandatory
8. Reverse gear has to be operational
9. Driving suite (gloves, face mask, shoes, etc.) is mandatory
10. Radiator catch-can is mandatory for coolant overflow
11. 8 point role-cage is mandatory
13. Only 8 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area
14. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater
17. Safety bars have to be padded
19. Driver compartment should be isolated form engine compartment (Firewall mandatory)
21. Racer safety window net
22. Floor is mandatory from steel or aluminum
24. Front windshield has to be clear with no cracks
25. Front windshield tent NOT allowed
26. Cutoff switch should be close to the driver
27. Vehicle must start by an ignition switch (push button, key, etc.)
28. The use of trans-break in the burnout area is not allowed
29. Burnout must be done by the driver and NO one else is allowed to hold the vehicle

30. Break line lock allowed
31. Driver must not leave his vehicle when entering the Drag Strip
32. All types of fuel are allowed.
33. Vented fuel caps are not allowed
37. Wheelie bars permitted (Wheels must not be metal)
38. Minimum Weights: 2375 pound for Nitrous cars, 2500 pounds for Roots Supercharged cars, 2550 pounds for Turbo cars. Small Block Supercharger 2400 Pounds, Small Block Single Turbo 2100 Pounds, Small Block Twin Turbo 2100 Pounds.
39. Maximum Cubic Inch Engine Displacement: 526 Cubic Inch maximum for Supercharged & 540 cubic Inch for Turbo cars & 960 Cubic Inch for Nitrous cars.
40. Turbo Size: 120mm Single Turbo or 94mm Twin Turbo
41. Screw-type supercharger prohibited. Hi-helix or standard helix Roots type supercharger only. Maximum roots style supercharger overdrive limit is 14.55 percent. Roots Type: Maximum size: 14-71. Rotor helix angle may not exceed 6.5 degrees per inch (123.5 degrees total over 19" maximum rotor length). Maximum of one 140 mm opening for Centrifugal superchargers.
42. Entries using 88mm or smaller twin turbochargers may deduct 50lbs from their original base weight
43. 4 & 6 Cylinder – 2100 Pounds

“Minimum Weight and Turbocharger & Supercharger specification subject to review at any time during the season to ensure fair competition”

General Safety Rules For All Classes

1. Drivers in all classes must wear a helmet meeting SNELL 90, 95, K98, 2000, or SFI31.1A, 31.2A
2. Must have at least 2 door exit of driver compartment
3. Role bar is mandatory for any vehicle running 10.99 or lower than.
4. 6 point role cage is mandatory for any vehicle running 9.99ET or lower than.
5. 8 point role cage is mandatory for any vehicle running 8.99ET or lower than.
6. Minimum ground clearance has to be 2 inch from the ground
7. Clamps (steel and plastic) are permitted on hoses, wires & fuel lines.
8. Driveshaft loop is mandatory for any cars running 10.99 sec
9. Custom fuel lines has to be routed from outside of the car or isolated from the driver compartment
10. Fuel lines has to be safely located away from heat and electric wires
11. Electrical wires has to be zip tied and safely located away from any heat and fuel line
12. Radiator catch-can is mandatory for coolant overflow.
13. Reverse gear has to be operational, In gear kill ignition is mandatory, Vehicle should not start while it is in gear (for example in D)
14. Break system should be functioning on all 4 wheels
15. Tire fender area must be smooth and has no sharp edges
16. Transmission shield is mandatory on any car running 9.99 or lower than.
17. Vehicle push start is not allowed beyond the water box.
18. Burnout must be done by the driver and no one else is allowed to hold the car during the burnout, the crew is allowed to toggle the data switch on prestaging but never touch the car by all means while staging.
19. Driver must not leave the vehicle when entering the run process

20. Vehicle can only enter one class per race
21. Fuel tank must be located within the boundaries of the vehicle
22. Vented fuel caps are not allowed on Outlaw 10.5, competition 7.5 and promod.
23. All batteries must be securely mounted. Batteries may NOT be relocated in the driver or passenger compartment uncovered it must be covered in a box
24. All lug nuts must be present & tightly hold the wheel & tire assembly to the car's hub.
25. All carburetors must be covered either with hood or scoop.
26. Accelerator pedal must have a return spring & operate freely.
27. All cars require a master electrical cutoff with the off position clearly marked on all classes (street class recommended)
28. Nitrous oxide if mounted in driver's compartment must be equipped with relief valve and vented outside of compartment if equipped with a heater pad.
29. Nitrous bottles must be bolted directly to vehicle body or frame
30. All windows must be clear (only factory tinting acceptable)
31. Seats (must use a head rest if stock) must be braced, framed supported by all four bolts, All seats must be securely fastened to the surface of the car such that they are strong enough to withstand a major impact.
32. Tail light mandatory on all vehicles
33. All windows intact and rolled up during the race
34. Original seat belts on vehicles running 11.99 and four point seat belts and more required on vehicles doing less than 11.99
35. Open manifolds and open shorty headers are NOT allowed
36. Exhaust must be away from driver and fuel tank
37. Front windshield has to be clear with no cracks
38. Driver compartment should be isolated from the gas tank (Firewall mandatory)
39. Floor is mandatory from steel, aluminum, or a suitable material
40. Parachute is mandatory for vehicles running 250 KPH and over
41. No open toe shoes, shorts, short sleeve shirts or tank tops may be worn in the car while on track. A long sleeve shirt & long pants must be worn.
42. Racing suit is mandatory on Superstreet & upper classes.
43. All entered vehicles must be in good condition & appearance. Excessive body damage, primary body panels, etc., are not allowed. The mechanical condition of the vehicle must always meet these technical requirements, & shall not pose a hazard. The vehicle may be inspected for violations at any time while during the event.
44. Both drivers must have their pre stage lights lit before either may advance into the stage beams. Once both lights have been lit a driver cannot re-stage for a second time. Doing so will result in disqualification. All decisions of the starter are final.
45. All racers must have a valid, current issued driver's license to compete.
46. Bahrain Drag Racing Club is not responsible for any accident or damages to any vehicle in the races.
47. Any changes to the car must be addressed to the scrutineers.

Race Procedures

Warm-Ups

It is mandatory that a driver be seated in the car in the normal Driving position anytime the engine is running, unless coupler or Driveline is removed from vehicle. The practice of Tran brake Testing, converter stalls, line-lock testing,

and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jack stands. Non-compliance is grounds for disqualification.

Apparel

Each member of a participant crew must be fully attired when Present in the staging, starting, and competition areas of the Racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or Bare torsos are prohibited when driving in any class.

Appearance

Vehicles participating in drag racing events must be presentable in Appearance at all times; those considered improperly prepared May be rejected by the technical inspector. The appearance of Personnel attending contestant vehicles is equally important and is Subject to the same considerations.

Helmets

As outlined under Class Requirements, drivers in all classes must wear a helmet.

Occupants

No more than one person is permitted in any car during any run, except one co-driver permitted in 13.99 second and slower E.T. cars; co-driver must be a minimum of 16 years old.

Burnouts

All pre-race burnouts are restricted to designated areas, using water only. During burnouts, participant crews are NOT allowed to hold the car. If a contestant's car should break on a burnout and cannot back up or be pushed back, it is NOT permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is NOT a disqualification. All cars have 3 minutes to stage start from this point (the start of the burnout).

STARTING LINE CONDUCT

COURTESY STAGING:

It is strongly preferred that all competitors show courtesy to other competitors by using the courtesy staging procedures. Courtesy Staging is when both vehicles Pre-Stage before either competitor stages. So basically if you Pre-Stage first, please wait for the other competitor to Pre-Stage before you Stage your vehicle.

- Courtesy Staging will be in effect at all races. This means that no car can enter the second staging light until both cars have entered the first pre-stage light. If a competitor unintentionally lights both bulbs before the opponent stages, the starter will pull the vehicle back and allow the re-stage. This is considered a "pull back " and will only be permitted one time.

- "Deep Staging" is allowed after both cars have pre-staged. If a car deep stages accidentally there will be no pull back.

- All cars must stage under their own power, cars must be driven to and from the staging lanes unless broken. Bye-runs are required to run to advance.

Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race.

To be a legitimate race winner, a contestant's car must self-start, self-burnout, and self-stage.

Participant's crew may guide the driver only. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power (engine must be running).

BYE RUNS:

In the event of a odd number of vehicles in a round during eliminations, the following criteria will be used to determine who gets the "Bye". Round one will be a random "Bye" as chosen by the Staging Lane Director. The driver who runs closest to their dial-in without breaking-out will determine subsequent rounds. Should two vehicles run identical numbers, as in closest to their dial-in, the driver with the quicker reaction time will be awarded the bye run. Only one bye run may be earned per race.

During random pairing eliminations there will be no bye runs unless they are earned, or if there is an odd amount of vehicles. During laddered eliminations, if a laddered vehicle is unable to make a round, that will not be counted as an "earned" run.

RED LIGHT

If one of the competitors' leaves the starting line before the starting tree (lights) have shown the green light, it is called red-lighting. So, if you move too soon, a bright red light will flash on the starting tree, and you will be disqualified!

Boundary Line Violations: Any vehicle that comes in contact with the outer boundary line will be immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a boundary line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.

Center Line Violations: Any vehicle hitting a foam cube will be considered to have crossed the centerline and immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a center line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.

Break Rule: If a vehicle breaks after receiving the green light, the pass need not be completed to receive round win status. However, a vehicle must record a reaction time under its own power in order for a run to be considered valid. In situations where a driver is making a single run in eliminations, he/she is considered the automatic winner once he/she stages under power, receives the start and breaks the stage beam. Lane boundary line crossing and red light disqualification rules do not apply on single runs.

Additionally, if a vehicle breaks during the run and crosses the outer boundary and his/her competitor commits a foul (red light start or breakout pass), the vehicle that breaks will be considered the winner. The outer boundary violation is waived in this instance since proper racer etiquette calls for the driver/rider to move out of the lane of travel in order to minimize potential down time due to a fluid leak. However, the center line violation rule does apply in this circumstance.

Lane Choice

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying E.T. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest E.T. from the previous round.

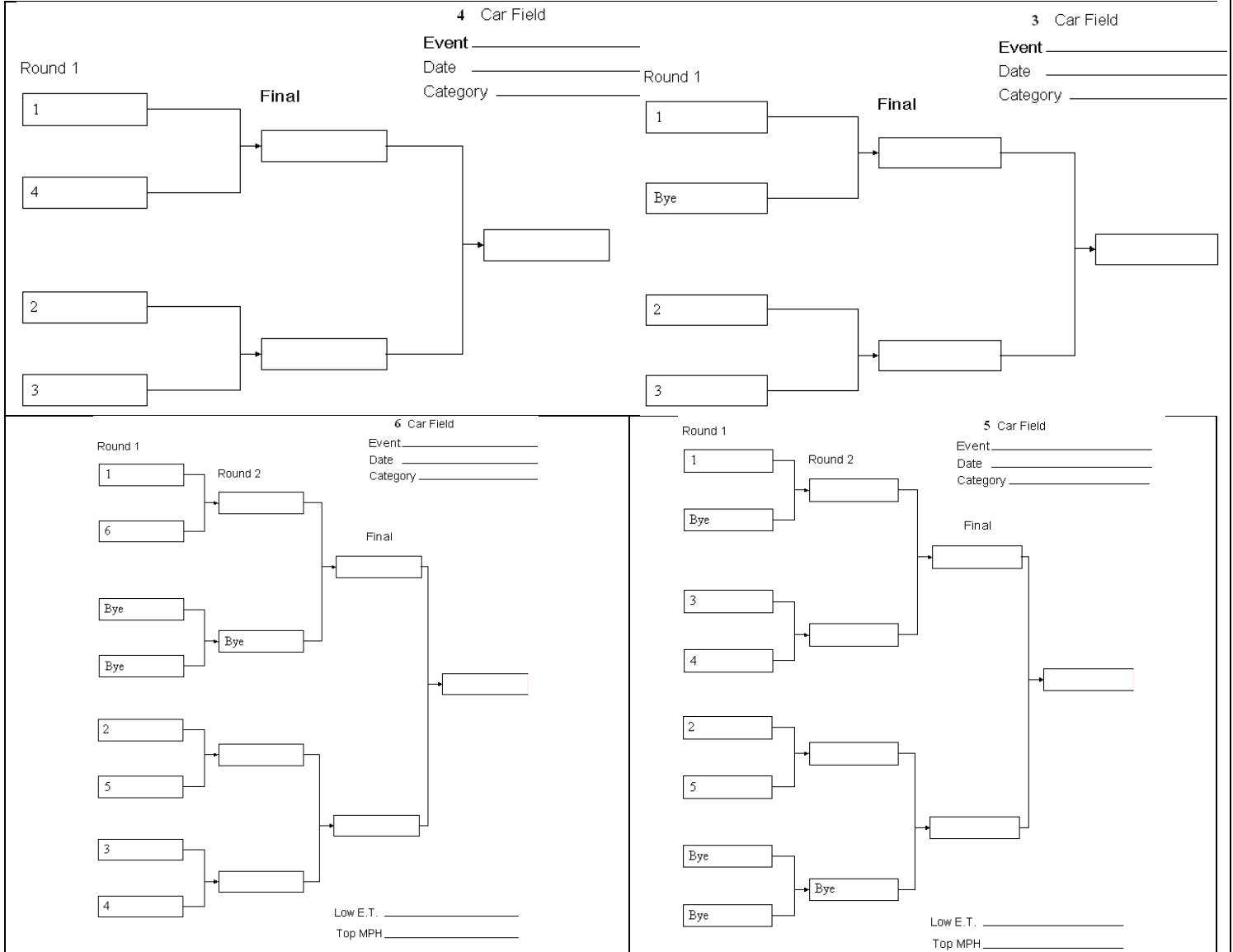
Disqualifications

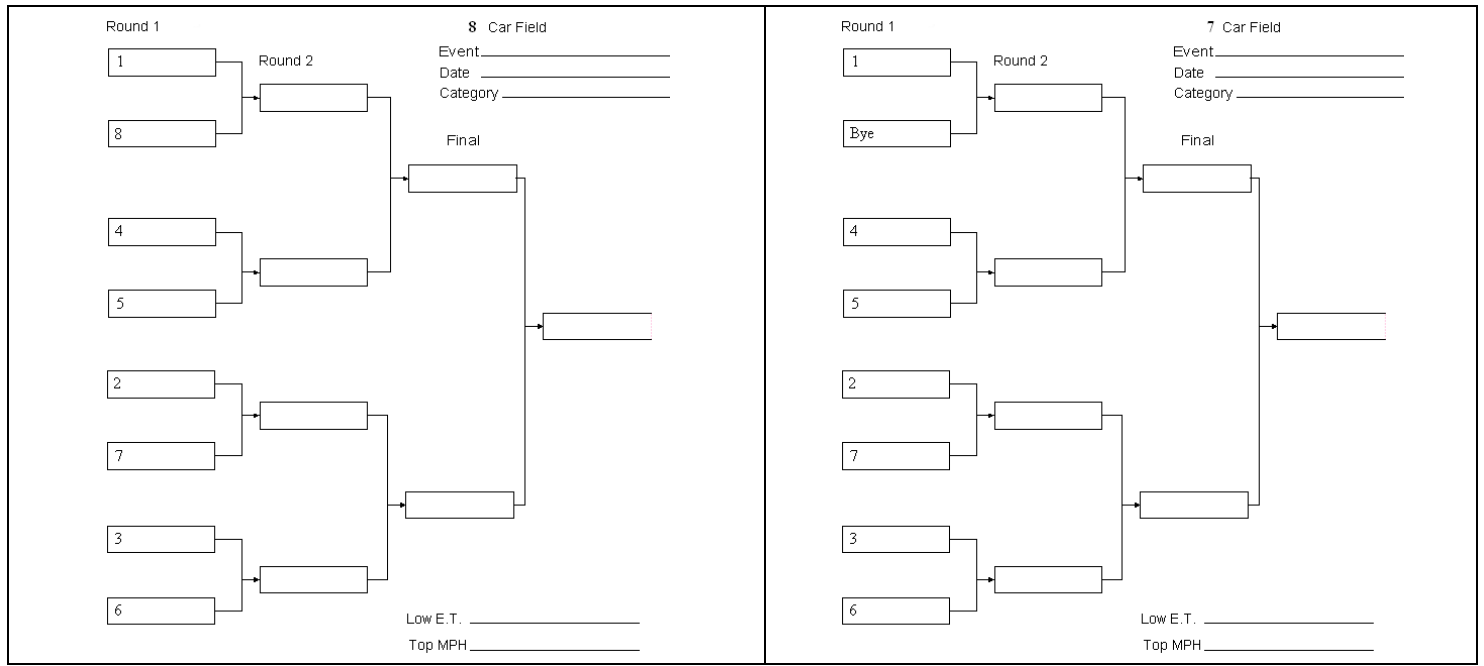
- Discovery of any device, action, or operation not included in this Rulebook or in conflict with rules contained within this Rulebook is grounds for immediate disqualification.
- One of the rarities at a drag racing event is the situation in which two cars are disqualified during the same elimination race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated. Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines, INCLUDING PAST THE FINISH LINE, the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.
- Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges. Every race must have a winner. In cases where both drivers are disqualified during the same race, the policy is that the first offender is disqualified and the other driver reinstated, providing the grounds for disqualification were equal. However, in most cases, there are varying degrees of rule infractions, with the policy being that the driver committing the major offence is disqualified; the driver with the lesser offence is reinstated. This system is commonly referred to as "first or worst".

In determining lane boundary crossing violations, it is considered a disqualification when any portion of the tyre runs on the painted line surface or the area directly between sections of painted line where the line is not continuous. The benefit of any doubt must go to the driver.

If a driver is disqualified during competition for any reason prior to the actual start of a race, that driver will not be reinstated. In all cases of disqualification, the Race Director will have the final determination.

Ladder :





POINT SYSTEM

Points will be calculated in the following manner:

Racers that participant in 50% of qualifying sessions will be eligible to receive the season Jackpot, keeping in mind that they need to finish a complete run or receive a Did Not Finish (DNF) meaning a breakdown after his official start from the starting line and not the Burnout area. A Did Not Start (DNS) meaning the driver is fully staged and did not move will count as a DNS which will not count as participation. 50 points are awarded to the drivers who successfully participate in qualifying. A minimum of 13 cars is needed to qualify is a 16 ladder tree less than 13 will use a 8 ladder tree.

A minimum of one qualifying run will be required to earn participation points.

Qualifying Points:

- | | |
|-----------------|-----------------|
| # 1 - 16 Points | # 9 - 8 Points |
| # 2 - 15 Points | # 10 - 7 Points |
| # 3 - 14 Points | # 11 - 6 Points |
| # 4 - 13 Points | # 12 - 5 Points |
| # 5 - 12 Points | # 13 - 4 Points |
| # 6 - 11 Points | # 14 - 3 Points |
| # 7 - 10 Points | # 15 - 2 Points |
| # 8 - 9 Points | # 16 - 1 Point |

Points Awarded for Eliminations

Each round loss is awarded 100 points. Winner in each class are awarded 100 points Example of the top 8 car that qualified:

Round Points:

(8 Car / Bike or Car Field)

Winner - 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

Round Points:

(16 Car / Bike or Car Field)

Winner - 500 Points

4th Round Eliminations - 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

Rain Out/Race Cancellation Points Policy

In the event of a rain-out and/or race cancellation, any racer that has successfully participated in the qualifying process will be eligible to receive qualifying points, and will be eligible to count the race as "attended" for championship calculations. If the Rain Out or Race Cancellation occurs then the position that the driver is in i.e. (his location in the knock out tree of qualify) will be given the allocated point of that position.

Tie Breaker Procedures

In the event that two competitors tie for points at the end of season, the tie-breakers will be awarded to the racer who has achieved the highest number of race results.

Driver recognize

Track Officials: Track Officials must be obeyed at all times. If you do not understand the track rules, be sure to ask a Track Official before proceeding to the staging lanes or starting line. Any racer, crewmember or spectator who verbally or physically abuses any Track Official will be subject to the following penalties:

- Immediate eviction from BIC and loss 50 points of all points accumulated up to the day race championship.

Waivers: All racers and crewmembers must read and sign the Release and Waiver of Liability Agreement Form when participating in the BDRC Championship.

Anyone found using a false or fictitious name when signing the waiver will be subject to immediate eviction from the BIC.

Wristbands: Wristbands are required for all drivers. Additionally, all crewmembers wishing to enter a restricted area or act as a co-driver (where allowed) must obtain a wristband. No child under the age of 16yrs will be allowed to wear a wristband.

Wristband Swapping: swapping wristbands is considered illegal and punishable as an offense. BDRC has adopted a Zero Tolerance policy for this act. Anyone caught swapping wristbands (this includes, but is not limited to wearing a wristband not issued to them, cutting and taping a wristband) shall be immediately removed from the premises, and is prohibited from participating at any BDRC event for a period of one year.

Crew members: Drivers are responsible for the conduct and actions of all crewmembers and may be subject to any penalties in conjunction with the specific violation. No one is allowed beyond the top of staging without a wristband. Crewmembers are required to wear a shirt and closed toe shoes. Open toe shoes or sandals are not allowed. Any vehicle that is touched by a crewmember beyond the double yellow line will be disqualified.

Drug and Alcohol Policy: Illegal drugs are not allowed on BIC property at any time. Alcoholic beverages are not allowed inside the facility. Any racer, crewmember or spectator found to be under the influence of drugs or alcohol will be evicted, lose all points accumulated up to and including the day of the infraction, prohibited from BDRC Championship for one year and subject to prosecution.

Administration Procedures

Authority for Conduct of Racing

The development of the BDRC rules is based upon many considerations. These include the safety of the participants and spectators who attend the various events, as well as the development of the greatest opportunity for even competition. The principle source of authority for the conduct of events is the BDRC Rulebook. The Rulebook shall govern all decisions at BDRC drag racing events. The Rulebook may be amended from time to time through amendments, which appear in the BDRC newsletter and/or website. Such amendments are not effective as authority unless and until they are published and are labeled specifically as amendments or revisions to the Rulebook. The rules of BDRC may also be expressed in formal official opinions, rulings and interpretations. Such opinions shall not be effective and binding unless they are in writing. Any person requesting an opinion must submit a written request to BDRC as is provided for in this section. This is the procedure for obtaining approval of specific types of equipment or body designs. Whenever BDRC issues a written opinion in response to a written request, the opinion or notice of the opinion will be made public through publication in the BDRC newsletter and/or website and will constitute official opinions concerning the issues they address. Opinions which are not written are advisory only and shall have no binding effect on BDRC. Any participant may request that BDRC issue a ruling, render interpretations or adopt proposed changes concerning provisions in the Rulebook or various BDRC procedures. The request should be sent to the BDRC Technical Department, which will consider each such request and will determine, in its sole and absolute judgment, whether such request should be formally considered. If the Technical Department decides to consider such an issue, a panel will be appointed to

consider the issue as soon as is reasonably practicable. The panel will consider the issue and make a recommendation to the Technical Department as to how the issue should be addressed. The Technical Department will then decide whether to take action on the issue and if so, what action to take. Inasmuch as the BDRC Rulebook and the ruling of BDRC are intended to preserve competition and promote safety, BDRC reserves the right to amend the rules at any time on its own initiative to prevent or allow the use of specific types of equipment or practices. The effect of such amendments may well be to attempt to contain costs being experienced by competitors to insure continued competition or to regulate the performance of racing vehicles to deal with safety considerations. For purposes of this rulebook, the term "participant" shall include officials, any person possessing or who has been issued a credential and any person directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, riders, and crew persons.

Conduct of Participants/Crewmembers

It is the responsibility of each participant and their crewmembers to conduct themselves in a professional and non-disruptive manner throughout the course of the event. Any participant who, in sole and absolute judgment of the BDRC, 1) verbally or physically threatens another participant or other person 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, 4) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall violated the rules & regulations of the BDRC. The BDRC reserves the final judgment as to what type of behavior, conduct or language shall be deemed hostile, unfair, unsafe, or with issues of un-sportsmanlike conduct and what constitutes threats or abuse. Any inappropriate conduct directed towards fellow participants, spectators, or event officials deemed unsportsmanlike by the BDRC officials is grounds for removal from the event or any other disciplinary action as prescribed by the BDRC. Any participant or crewmember that makes inappropriate physical contact with an BDRC Official is subject to forfeiture of event points, ejection from that event and any or all-appropriate criminal charges that may be filed.

Compliance with BDRC Regulation

In order to insure compliance with the rules and regulations of BDRC, BDRC reserves the right to take action against any participant for failure to comply with any decision, rule or regulation of BDRC. The action taken by BDRC may range from permanent suspension from BDRC events to admonishment intended to inform participants of the offender's failure to comply. The intermediate actions can range from temporary suspension to fines. BDRC has developed and published the Rulebook for the purpose of providing guidance in the conduct of BDRC events. BDRC does not intend to imply by the publication of the Rulebook, by the conduct of various racing events, by the licensing of riders or by the acceptance of event entries that any person has the privilege of participating in BDRC events. BDRC reserves the right to preclude the participation of any person in any BDRC event where BDRC determines in its sole and absolute discretion that such action is warranted.

Compliance of Rules

Each participant expressly agrees that by entering an event conducted by BDRC, the participant agrees to be bound by all of the decisions, rules and regulations of BDRC, including all procedures provided for in this Rulebook, and by decisions, rules and regulations, which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, her designee and other BDRC officials at all BDRC events. The participant by entering an event conducted by BDRC agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any

action against the Event Director, his designees, BDRC, the race track operator, event sponsors and all other event officials for any loss, damage or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of BDRC or any decisions of BDRC or BDRC officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for in this Rulebook. The participant agrees to indemnify and to hold BDRC harmless for any costs incurred by BDRC as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein.

BMF License

The license issued by BMF is to be used only by the driver to whom it is assigned and it is restricted to the categories listed on the license. The license is valid for event competition until its expiration date or until revoked by BDRC. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license does convey a privilege to engage in racing events.

Assumption of Risk

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against BDRC, the BDRC event officials, the event sponsors, the race track operators and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by BDRC insurance policies, consisting of the following or similar wording:

Release and Waiver

In consideration of being allowed to compete, officiate, observe, work for, or participate in anyway in the EVENT(s) or being permitted to enter for any purpose any RESTRICTED AREA (defined as the advance staging area, burnout area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences and/or structures separating the general public from the racing activities), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin:

- 1.** Acknowledges, agrees, and represents that he/she has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS, which he/she enters and he/she further agrees and warrants that, if at any time, he/she is in or about RESTRICTED AREAS and he/she feels anything to be unsafe, he/she will immediately advise the officials of such and will leave the RESTRICTED AREA and/or refuse to participate further in the EVENT(S).
- 2.** HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees,

all for the purposes here referred to as "Releases," FROM ALL LIABILITY TO THE UNDERSIGNED, his/her personal representatives, assigns, heirs and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releases and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releases, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

Scrutineering

Any car taking part in the event must be presented by the driver or his official representative to scrutineering, which will be held at *(place)* on *(date: from to - in accordance with the given timetable)*. Any car arriving after the closure of scrutineering may be refused permission to start. The organizer may provide a special period for scrutineering for competitors who arrive after the closure of scrutineering and may apply financial penalties which must be specified. Additional scrutineering may be carried out at any time during the event.

Appeal

Any driver may appeal to the Court of Appeal of the BDRC against any sanction imposed in application of these regulations during an event included on the calendar of the BDRC. BDRC may not refuse its aid or its agreement to any appeal. BDRC will take every appeal to the committee board members or to the people affiliated with this task. Therefore, all appeal will be studied and analyzed. Thereafter, a final decision will be said.

General Motorcycle Rules

RIDERS

All Riders MUST be age 18 or over.

RIDER AND CREW MEMBERS

CASUAL AND PIT CREW ATTIRE

All participants and their personnel should be fully covered at all times.(i.e no shorts or T-shirts)

RIDER SAFETY GEAR

The rider is responsible for his own safety and is to select a helmet and apparel which will provide appropriate protection and durability. The BDRC & BMC will not be responsible for any personal injuries, fatalities or damage to the motorcycle.

PROTECTIVE CLOTHING

Approved full suit, full-face helmets, leather gloves and boots are mandatory (must have) in all cases (Dress shoes or sneakers).

Any motorcycle participants running an elapsed time in the quarter mile less than 10 seconds or 200 km/h or faster or using nitrous oxide, nitromethane, supercharger or a turbo charger are required to have full leathers. The use of synthetic material riding suits is prohibited. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible. Suits must be one-piece design or joined together with a "full circumference" zipper at the waist. Critical area (knees, elbows, forearms, shoulders) armor or 2-layers of leather is highly recommended a spine protector is highly recommended. Leathers, gloves or boots with excessive wear or holes are prohibited.

HELMET

Full-face helmets meeting DOT, SNELL 90, 95 or 2000 specs are mandatory. BSI & ACU specs are also accepted.

RECOVERY VEHICLES

Recovery vehicles will only be used for motorcycles with wheelie bars. Other cases will be decided upon the BDRC & BMC judgment.

TECHNICAL INSPECTION

The BDRC & BMC reserves the right to deny entry / disqualify any participant giving valid reason. Race Technicians/Scrutineers judgments are final. All motorcycles will be checked by race Technicians/Scrutineers and the BMC strongly advises your full co-operation and support with all BMC officials and Technicians/Scrutineers.

Once the race Technicians/Scrutineers finish inspecting the motorcycle, riders will be given a form to sign they must have read and understood all the BDRC & BMC rules & regulations and the form MUST be signed and returned to the race Technicians/Scrutineers before the test / race.

If you have any questions please ask BMC race technicians. No Changes will be allowed to engine components after the Race Technicians/Scrutineers has checked the motorcycle, any changes made MUST be done before technical inspection. Failure to co-operate with Technicians/Scrutineers will lead to disqualifications. Technicians/Scrutineers have the right to open / check any part if in doubt.

DRIVING OUTSIDE THE TRACK

When a rider is riding his motorcycle outside the track on the BIC premises or any area which is covered by the BDRC event, he is strongly advised to drive within the speed limit (35kmph). Failure to do so may lead to disqualification. The BDRC & BMC has the right to ask the offender to leave the premises if asked by Race directors.

INTENTIONAL WHEELIES

Any rider (determined by senior race officials/technicians) to be performing FULL track wheelies intentionally may be disqualified.

KILL OFF SWITCH

ALL Bikes in ALL categories MUST have a visible and working KILL SWITCH.

CREW MEMBERS

Sportsman and others are allowed 1 crew members and PRO series are allowed up to 2 crew members.

WARM-UPS

It is mandatory that a rider is on his motorcycle during warm-ups, this is for all series. Burnouts and bike hops are restricted outside the starting area..

BURN-OUTS

Pre-race burn-outs are restricted unless on the starting line. Use of water is permitted and time of burnouts should be kept reasonable. No crew member is allowed to touch riders during burn-outs. After burn-outs any signs of water/oil/NOS, etc leakage will lead to immediate disqualification

CHRISTMAS TREE START

Any rider, in any class, who starts wrongfully may be disqualified, the decision of the starter is final.

Re-staging will be prohibited.

RIDER / BIKE CHANGES / WITHDRAWAL

The race Technicians/Scrutineers should be informed of any changes or upgrades done to the motorcycle or if a rider is replaced. Failure to do so may lead to disqualification.

SINGLE RUNS

If a biker is required to do a single run, he will stage a single run under power and will be declared the Winner

PARTICIPATION IN MULTIPLE CATEGORIES

The BMC will allow a professional driver to compete in more than one class as long as the rider is not using the same motorcycle.

UNDER INFLUENCE

Any rider caught under the influence of alcoholic beverages, drugs, etc. will be immediately disqualified.

WHEELIE BARS

Wheelie bars are a must on all bikes 8.50 seconds or faster. The lowest point of the wheelie bar should not exceed 3 inches from the ground. The wheelie bar should not exceed the length of the bike to avoid side whip/slip.

RACE VEHICLE START

All participants are advised to leave their bikes off until they are given permission to start them in a designated area.

General Motorcycle Regulation

1.0 DRIVETRAIN

1.1 CHAIN / BELT GUARD

All bikes must have a chain or belt guard which cover the width and at least the top run to the centerline of the sprocket of any chain/belts. The clutch assembly must have at least half of the side surface covered. The guards should be made of steel or 1/8-inch aluminum. The use of the stock guard is also acceptable. In all cases the guards should be firmly mounted.

2.0 BRAKES & SUSPENSION

2.1 BRAKES

The brakes must meet the OEM brake specifications. Both front and rear brakes must be properly working. Brake lines must be OEM type although braided steel hose or stainless steel lines are highly recommended. Brake lines should not interfere with any of the moving parts of the motorcycle. Carbon fiber brake pads or discs are prohibited. The original diameter of the disc must be maintained as a minimum.

2.2 FRONT AND REAR SUSPENSIONS

Rigid forks are prohibited. Only hydraulic tube type forks are allowed. The forks should have a minimum of 1 1/2-inches rebound. Also a minimum of 1-inch gap should be between the front fender and the headlight or fairing. Fork tubes may not be extended more than 1 1/2-inches above fork crown. Artificial or temporary tie downs (i.e., tie down straps, cables, limiter straps) are prohibited on front forks if the motorcycle has a wheelie bar. Retention straps are allowed only in cases where a wheelie bar is not applicable. Straps must be no more than three years from date of manufacture. Suspension must be stiff enough so that the frame will not "bottom out."

3.0 FRAME

3.1 BALLAST

Ballast is any object attached to the motorcycle for the purpose of adding weight to the motorcycle. Ballasts are prohibited.. Any component, regardless of weight, which serves a structural, mechanical and/or performance enhancing function, is not considered to be ballast. However, BMC has the right to decide whether any non-ballast components are legal or not, if its excessive weight creates a safety hazard.

3.2 FRAME CONSTRUCTION

Minimum seat height (with rider in position and seat compressed) measured from lowest point of seating position to ground, 20-inches unless otherwise instructed per class rules.

3.2.1 GROUND CLEARANCE

Minimum ground clearance with rider in position and (**8 psi**) tire pressure is **3 inches**. It must be possible to lean the motorcycle (**12 degrees**) to each side from the upright position without any part of the motorcycle except the wheels touching the ground.

3.3 HANDLING PROBLEMS

In case of a motorcycle with questionable handling characteristics, it may be required to make a solo run during test and tune and/or during qualifying to demonstrate motorcycle and rider stability. Terms and conditions of pass will be determined on an individual basis. If a rider crosses the centerline or outer boundary line for a second time in qualifying, the rider will be disqualified from that event.

3.4 STEERING DAMPER

Mandatory on all bikes 9.00 or quicker or 250 km/h or faster, and may not act as fork stops.

3.5 WELDS

Welds must pass visual inspection. Grinding of welds is not accepted.

3.6 TIRES & WHEELS

Tires must be in good condition. For safety, tire width should not exceed rim width by more than two inches.

3.6.2 WHEELS

The use of "spinner" style wheels or any wheel design that interferes with any movable pieces while vehicle is in motion is prohibited.

4.0 BODY

4.0.1 BODIES

All fairings should be fully secured, loose fairings are not allowed.

5.0 FUEL

Fuel lines must be securely fastened and have no leaks for safety issues. Extra fuel lines should have fasteners and be of high durability.

5.0.1 NITRO

Those running nitromethane with mechanically driven blowers must have an explosion proof blanket between the carbs, fuel lines and the fuel tank. Nitro entries should have fuel shut-off controls with a deadman or kill-switch. Use of nitrous oxide with nitro is prohibited.

5.0.2 NITROUS OXIDE

Nitrous bottles must be DOT rated with a pressure relief valve and secured with a bottle bottom antidrop strap to prevent the bottle from falling off. Nitrous oxide should be in bottled form. Bottles must be mechanically fastened; hose clamps or tie wraps are prohibited.

6.0 ELECTRICAL / CONTROL ACCESSORIES

6.0.1 AIR SHIFTERS AND BOTTLES

All pressurized bottles must have DOT Specifications. PVC or plastic tanks are prohibited. Must be mechanically fastened with a metal clamp or band. Use of frame as air storage permitted. Air Shifters

6.0.2 BATTERIES

Must be securely mounted in a safe position.

6.0.3 CONTROLS

Hand operated shifters below handlebars not permitted.

6.0.4 ENGINE MANAGEMENT SYSTEMS

EMS, PowerCommander, etc. are permitted as per class rules.

6.0.4.1 LEGAL ELECTRONICS

Legal electronics include: Delay boxes, ignition booster, stutter boxes, two-steps, nitrous timers, electronic throttle stops, electric shifters and shift lights. Motorcycles with electronic timers turning on nitrous oxide must also have a throttle switch to turn off the system when not at full throttle. RPM or timer activated automated shifters permitted.

6.1 LIGHTS

Taillights and headlights must be properly working as per class rules

Categories Breakdown

Modified: Lightly modified frames using stock engine cradle. Struts, slicks, wheelie bars allowed, extended swing allowed but must use stock pivot point. Use of rear footpegs is prohibited.

Altered: More extensive stock frame modifications allowed. Raked steering head, weld on aftermarket tail sections instead on swing arm, Rear foot pegs allowed. Use of 15-inch car tire prohibited.

Gas: Sit up modified stock or aftermarket frames. 15-inch car tire prohibited.

Experimental Gas: Sit up or lay down frames. 15-inch car tire allowed.

Dragster: Lay down aftermarket frames, 15-inch car tires allowed

Nitrous: Any one of the above categories using NOS

Pro Street: Only limitation is DOT street tire & no wheelie bar

A/Gas: Double engine

DEFINITIONS

OEM – Original Equipment Manufacturer. As referred to a non-modified state as they come off the assembly line.

Aftermarket – Produced by manufacture or fabricator other than original.

Ballast - Any component that is meant to add weight to the motorcycle.

CC - Cubic Centimeters

Displacement - The space covered or volume swept out by the piston at each stroke.

DOT- Street legal or Legal by department of Transportation.

Motorcycle Categories

Stock

This section is for the super stock bike, hotrod (CRUSIER) HD and must run 9.50 seconds as quickest (INDEX 9.50). No limit of weight, limited modifications No Ballast allowed.

Engine

Fuel injection system/ Carburetors must remain as homologated. Engine must remain as homologated (**No modifications are allowed**).

Transmission/ Gearbox

No modifications to the gearbox are allowed must remain as homologated. Quick shift systems are allowed (**if on a homologated model only**).

Suspension

Retention straps or lowering kits are **not** permitted on the front with A minimum of 3 Inch rebound gap. Rear suspension should have a minimum of 2 inch travel and no modifications are allowed. Aftermarket steering dampers and front fork adjustments are **not** permitted. The front fork must be of the telescopic type with hydraulic or friction damping. Minimum stroke is (**1.5 inches**).

Frames

Stock frames with NO modifications and stock wheelbase. Wheelie bars & Swing arm -OEM only extensions are prohibited.

Wheels & tires

Standard motorcycle tires for street use. Stock wheels only as homologated model only. Slick tires are **not** allowed in this class.

Fuel

Standard fuel only applies. No alcohol, nitro or any other fuel is permitted.

Body & Fairing

All fairings must remain as homologated.

Aftermarket fairing is not permitted.

Aftermarket windshields are permissible.

Removal of any fairing is **not** allowed.

Electrical

Ignition / Engine Control System must remain as homologated

Generator, alternator, electric starter No modifications allowed. The electric starter must operate normally and always be able to start the engine during the event.

The following items may be removed

* Reflectors

* License plate bracket

The following items can be replaced with aftermarket:

- Foot controls
- Speedometer drive
- Drive sprockets
- Chains (may be oversized)
- Exhaust systems
- Air filter (k&n, etc)
- ECU . Electronic control unit .
- Front windshields
- Spark plugs
- Side mirrors

Weight

Weight is unlimited, Ballast Prohibited.

STREET

This section is for the superbike . No limit of weight, limited modifications No Ballast allowed.

Engine

After Market Carburetors are permitted in this class. Piggy-back computers (power commanders), for use of re-mapping are allowed.

*Over Bore is allowed, pistons, rings, pins may be modified.

* Cam sprockets can be altered to change the timing.

* Aftermarket gaskets are permitted.

* Modifications to starters & charging systems are not permitted.

* Turbo, supercharge & nitro's are NOT permitted.

Transmission and Clutch

Use of aftermarket clutches is permitted.

Suspension

Retention straps or lowering kits are permitted on the front with a minimum of 3 Inch rebound gap. Rear suspension should have a minimum of 1 inch travel. Aftermarket steering dampers and front fork adjustments permitted. Maximum front fork exposure is 1 . inch.

Frames

Stock frames with NO modifications and stock wheelbase. Wheelie bars & Swing arm -OEM only max **(24inches/ 60cm)** length , extensions are prohibited.

Wheels & tires

Standard motorcycle tires for street use. Stock wheels only. Slick tires are allowed in this class,

Fuel

Standard fuel only applies. No alcohol, nitro or any other fuel is permitted.

Body & Fairing

Aftermarket fairing permitted for same model and make of bike. Any construction should be of plastic or fiber glass. No Carbon. Aftermarket windshields are permissible. Removal of side fairing allowed.

Electrical

The following items are prohibited

Electrical air shifters

Stand alone engine management systems (EMS), Haltech, Motec.

The following items may be removed

- * Reflectors
- * Lights
- * Side mirrors
- * Instruments and instrument panels and cables
- * License plate bracket
- * Radiator fan & wiring
- * Passenger footrest, mounting brackets and grab rails
- * Rear fender or rear section of rear fender
- * Center or side fairings

The following items can be replaced with aftermarket:

- Handle bars
- Hand controls
- Foot controls
- Instruments
- Instrumental gauges and brackets
- Switches
- Control cables
- Speedometer drive
- Drive sprockets
- Chains (may be oversized)
- Exhaust systems
- Timing chains & tensioner
- Air filter (k&n, etc)
- Rear shock absorber
- Coils
- Front windshields
- Spark plugs
- Spark plug wires

Weight

Rider Weight (kg)	Naturally Aspirated & Gen II Clutch
0 - 139 lbs. (63.0)	60"
140 - 170 lbs. (63.1-76)	61"
171 - 184 lbs. (76.1-83)	62"
185 - 210 lbs. (83.1-95)	63"
210 lbs. & Up (95.1 +)	64"
Honda & BMW Motorcycles: Add 1"	
Yamaha Motorcycles: Add 2"	

“Minimum Weight specification subject to review at any time during the season to ensure fair competition”

SUPER STREET

Super Street is for stock appearing motorcycles with unlimited engine modifications and unlimited weight reductions. This is a middle class between PRO Street but heavily armed with extended swing arm and (75 inch) maximum wheelbase .

Engine

Motorcycle must self start, no push starts and must prove to be ride and road worthy. All internal engine modifications are permitted. Air and/ or electric shifters are also permitted. Turbo’s, SuperChargers or Nitros are permitted.

Suspension

Uses of retention straps are prohibited. Aftermarket suspension is allowed. Minimum 3 inches with rider seated on bike ground clearance and a maximum of 64 inches wheelbase.

Wheels & Tires

Stock diameter wheels only. Cast wheels MUST have 180mm or greater width tire. Slick Tires are permitted. Car Tires are not allowed.

Body

NO one piece body kits allowed. Motorcycle should have stock appearance with a stock OEM fuel tank.

Electrical

All EMS, power commanders, etc are allowed in this category. Motorcycle should have a functional charging system, head lights, tail lights. Kill Switch must be clearly visible and working.

Fuel

The use of alcohol and nitro methane fuels are not permitted.

The following items may be removed

- * Reflectors
- * Lights
- * Side mirrors
- * Instruments and instrument panels and cables
- * License plate bracket
- * Radiator fan & wiring
- * Passenger footrest, mounting brackets and grab rails
- * Rear fender or rear section of rear fender
- * Center or side fairings

The following items can be replaced with aftermarket:

- Handle bars
- Hand controls
- Foot controls
- Instruments
- Instrumental gauges and brackets
- Switches
- Control cables
- Speedometer drive
- Drive sprockets
- Chains (may be oversized)
- Exhaust systems
- Timing chains & tensioner
- Air filter (k&n, etc)
- Rear shock absorber
- Coils
- Front windshields
- Spark plugs
- Spark plug wires

Weight

Weight is unlimited, Ballast Prohibited.

PRO

This class is for completely aftermarket frames, with unlimited engine modifications and unlimited weight reduction. This is the top class in BMC motorcycle drag racing.

Engine

May use a separate starter (does not have to be self-start). All internal engine modifications are permitted. Air and/ or electric shifters are also permitted. Turbo's , SuperChargers, Nitros are permitted. Does not need to be road worthy, but must be race worthy.

Suspension

Use of retention straps is permitted. Aftermarket suspension is allowed. Minimum 1 inch with rider seated on bike ground clearance and no maximum wheelbase.

Wheels and Tires

Unlimited wheel sizes and car tires are permitted. Slicks permitted.

Body

Rigid frames are allowed.

Electrical

All EMS, power commanders, etc are allowed in this category. Kill Switch must be clearly visible and working.

Fuel

The use of alcohol and nitro methane fuels are not permitted.

Weight

Motorcycle min weight with rider (**280kg**), the weight should be scour fixed in the bike frame.

HOT ROD (CRUSIER) HD

Designation Test for the almighty cruiser OEM specs apply, factory specs cruiser Hot rod cruiser must be 4-stroke V-twin production motorcycles produced and manufactured for street use. Bikes should be 1995 or later models only. The following models apply

- Harley Davidson (V-rod, Sportster or FX)
- Honda (VTX & Shadow)
- Kawasaki (mean streak & Vulcan)
- Suzuki (Intruder & Boulevard)
- Yamaha (Road Star & Warrior)

Must be a minimum of 800cc and a maximum of 2200cc with a minimum weight of 730 lbs.

Engine

Original or aftermarket Carburetors and Fuel injected motorcycles permitted with or without Engine management systems. Air scoops, rams are prohibited. Aftermarket fuel filters are allowed. OEM or aftermarket camshafts are permitted in this class. Cam shaft may be altered to chain or vice versa. Porting is permitted within the stock cylinder heads and oversize valves are also permitted. Aftermarket tpush-rods and rocker arms, cylinder sleeving or re-coating are also permitted. Over size of displacement is by cylinder over-bore or big bore only. Nitro's, superchargers or Turbo's are permitted. OEM crankshafts may be lightened.

Clutch & Gear

Automatic gears are NOT allowed but use of air or electric shifters is permissible. Conversions of cable operated, manually activated, hydraulic clutches are also permissible. Bike must be ride ready and self start. No push starts or external starters allowed.

Brakes

Front and rear brakes are MANDATORY

Front suspension

Retention straps are NOT permitted. Use of aftermarket front forks must have the stock appearing look. Steering dampers are allowed. Minimum front fork travel MUST be 1 inch with a maximum fork exposure above clamp is 1 . inch.

Frames

Stock OEM frames a must, strengthen of frames is allowed as long as the frame is not weakened by shaving or welding. Swing arms and struts welded to the frame are NOT allowed and must be of a Bolton type only with a minimum of 3 bolts. Minimum seat height with rider and seat compressed must be not less than 19inches from the lowest seat angle to ground. Maximum wheelbase must be 68 inches. Ground clearance should be 3inches from ground.

Wheels & Tires

Maximum rear wheel must be 18 inch in diameter with the front up to 21 inches in diameter. Carbon fiber wheels etc are prohibited.

Fuel & Fuel systems

Race fuels and pump fuels are permitted. The Use of alcohol and nitro methane fuels are not Permitted.

Body

Lower air rams are allowed. Front windshield and fairings are not allowed unless original. The motorcycle must have all functional headlights and tail lights.

Controls

Ape Bars are not allowed, Kill switches must be clearly visible.

NOTE: These rules where compiled by the Bahrain Motorcycle Club for the use of Motorcycle Drag Racing with the BDRC. Any question or issues related to these rules should be presented to the appropriate advisors at the BMC