



RULES AND REGULATIONS 2018

2018 Rule changes are highlighted in red

INTERPRETATION OF RULES

Competition and safety regulations contained in this rulebook are presented in a positive manner. That is, wherever possible, each permissible option or class requirement has been listed as such.

Rules and Classes published in this rulebook are effective January 1, 2018. They remain in effect until superseded or revised by the Rules Committee of the **PMRA**; announcement of such revisions will be published on the PMRA website. (www.pmra.net)

SUPPORT PMRA SPONSORS

PMRA sponsors are helping to keep motorcycle drag racing venues available to you.

Before you buy a product or service, consider supporting the sponsors that support the sport you enjoy.

Support PMRA sponsors.

SPONSOR BONUS OR CONTINGENCY CLAIMS

Riders are responsible for ensuring they abide by any requirements our sponsors list for bonus or contingency offers.

1. Display sponsor decal on motorcycle the entire race (at each event).
2. Tech Official must verify use of product, display of decal and sign.
3. Claim will be verified by PMRA & mailed to sponsors.
4. Payment of bonus or claim sent to rider either directly from sponsor or from PMRA, depending on agreement details.

PMRA POINTS SYSTEM

The **PMRA** points system will determine the eliminator champions.

It will be the responsibility of all riders to double-check their points and verify them with **PMRA** in writing prior to the start of the next race. If written notification of a discrepancy is not filed, **PMRA** calculations will stand.

Points will be awarded to the rider as listed under Points Earning Procedure.

Once a rider has been eliminated from any class, they will not continue to earn points on another bike in the same class/eliminator. Pro ET and Street ET racers earn points for every round win including buy back rounds.

In the event of a tie in points at year end, the winner will be determined in the following manner: **1)** Rider winning the most races; **2)** rider entering the most races; **3)** Highest qualifier of the world finals (last race).

POINTS EARNING PROCEDURE

Contestants in each eliminator category are eligible to win championship points in the following manner: *(Pro ET and Street ET do not earn qualifying points due to a blind draw bracket program)*

Qualifying Points:

#1	100 Points	#17	52 Points
#2	97 Points	#18	49 Points
#3	94 Points	#19	46 Points
#4	91 Points	#20	43 Points
#5	88 Points	#21	40 Points
#6	85 Points	#22	37 Points
#7	82 Points	#23	34 Points
#8	79 Points	#24	31 Points
#9	76 Points	#25	28 Points
#10	73 Points	#26	25 Points
#11	70 Points	#27	22 Points
#12	67 Points	#28	19 Points
#13	64 Points	#29	16 Points
#14	61 Points	#30	13 Points
#15	58 Points	#31	10 Points
#16	55 Points	#32	7 Points

Rounds won	100 Points
Pro Open ET record set	100 Points
Pro Open MPH record set	100 points
Nitro Pro Dragster ET record set	100 points
Nitro Pro Dragster MPH record set	100 points
Attendance Bonus (Enter 5 of the 6 events)	100 points

CLASS RULES

PRO OPEN/FUNNY BIKE

The Pro Open/Funny Bike class consists of turbo charged and/or nitrous oxide, alcohol and gasoline burning imports, as well as nitro burning Harleys. This is an anything goes class with the intent of the fastest bike with a green light start to the finish line will be the winner.

Pro Open/Funny Bike is an **ALL QUALIFY-RUN** class, **if tech card is purchased for this class, the rider will be added to the bottom of the eliminations ladder for first round.** This class runs on a .400 pro tree.

CLASS REQUIREMENTS

- 1) No weight or cc limits.

- 2) Normally aspirated may use gas, alcohol, or nitro. Nitrous Oxide OK with racing fuel or alcohol.
- 3) Push-rod motors allowed any induction and any fuel, but no nitrous oxide with nitro.

ENGINE: Any type of engine power plant is allowed. Ballistic blankets are highly recommended but not mandatory. Please think of the track clean up required and keep your oil contained.

BRAKES: Must have functional front and rear braking systems. Brake lines are to be routed and mounted properly to ensure no contact with moving parts.

BODY: No specific rules on body type, but it is recommended to have a rear fender that extends past the rear axle.

FRAME: Be safe and check your welds.

TIRES AND WHEELS: Front wheel must be a minimum WM 1 x 16 (unless OEM factory size is smaller). For safety, tire width should not exceed rim width by more than two inches bead seat to bead seat.

Please see *General Regulations* for additional safety requirements.

NITRO PRO DRAGSTER

Reserved for nitro burning, carbureted, high gear dragsters built specifically for all out drag racing. Nitro Pro Dragster is an All Run class. This class runs on a .400 pro tree.

1.ENGINE

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

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

2.DRIVE TRAIN

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

Transmission: Not allowed! Single speed drive train only. Any centrifugal and/or RPM controlled clutch may be used. The clutch must be self-contained. No fluid or electrical inputs may control the operation of the clutch. (Clutch must have strong protective covering.) Guard must be .060 steel or 1/8 inch aluminum.

3.SUSPENSION AND BRAKES

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

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

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

4.FRAME

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

Wheel Base: Minimum of 75 inches.

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

5.WHEELS AND TIRES

Tires: Must be specified for racing use by manufacturer. Rear tire tread width is limited to 11.

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

6.BODY

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

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

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

7.ELECTRICAL

Ignition: Any non-programmable capacitive OR inductive discharge ignition systems are allowed. Hybrid (capacitive and inductive) ignitions are not allowed.

Charging System: Not necessary.

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

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

Computers: Only data gathering computers are allowed.

Lights: Not necessary.

8.RIDER

Helmet: Full coverage helmets only. Must be Snell-2005 or newer or ECE 22.05 approved. Eye protection required.

Protective Clothing: Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference zippered leather suit with knee, elbow and shoulder armor or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

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

TOP GAS 8.20

Top Gas is an all run, qualified field, based on a standard of 8.20 in the quarter mile (5.20 eighth mile). This class runs on a .400 pro tree. The riders will be placed on a pro ladder according to qualified position, then continue elimination's to determine a winner. Standard safety requirements are the only class rules. During qualifying runs, runs quicker than the 8.20 will be placed at the bottom of the qualifying sheets. During eliminations, runs quicker than the standard disqualify the rider under the index break out procedures. See protective clothing and other safety requirements under *General Regulations*.

SUPER COMP 8.90

Super Comp is an all run, qualified field, based on a standard of 8.90 in the quarter mile (5.70 in the eighth mile). This class runs on a .400 pro tree. The riders will be placed on a pro ladder according to qualified position, then continue elimination's to determine a winner. Standard safety requirements are the only class rules. During time trials, runs quicker than the 8.90 index will be placed at the bottom of the qualifying sheet. During eliminations, runs quicker than the standard disqualify the rider under index the break out procedures. See protective clothing and other safety requirements under *General Regulations*.

SUPER STREET 9.50

Super Street is an all run qualified field, based on a standard of 9.50 in the quarter mile (6.10 in the eighth mile). This class runs on a .400 pro tree. All Super Street motorcycles must have DOT street legal tires, no slicks or wheelie bars are allowed. All entries must be self-starting, no starter carts or bump starts are permitted. The riders will be placed on ladder according to qualified position, then continue eliminations to determine a winner. Standard safety requirements apply. During time trials, runs quicker than the 9.50 will be placed at the bottom of the qualifying sheets. During eliminations, runs quicker than the standard disqualify the rider under the index break out procedures. See protective clothing and other safety requirements under *General Regulations*.

Engine: Any internal engine modification permitted. Any power-adders permitted. All engines must be push button start. No push or bump starts permitted. Any engine with a power-adder must have a crankcase vent catch can.

Clutch: Slider clutch systems are not allowed in Super Street 9.50. Clutch must be **hand-activated**.

Transmission: Air or electric shifters are permitted.

Brakes: Functioning front and rear hydraulic brakes are required.

Front Suspension: Rigid forks are not permitted. All entrants must have a minimum of 1 inch travel.

Tires: DOT street legal tires only with a minimum V speed rating. Must have visible tread. DOT slicks are not permitted.

Wheelie-bars: Wheelie-bars are not permitted.

Electronics:

Kill Switches - Tethered kill switches required. Kill switch must shut off all fuel pumps and nitrous equipment. Normally aspirated bikes with stock electrical systems and functional factory tip-over switches may waive the required tether kill switch, but a tethered kill switch is highly recommended. Any bike with any power-adder **MUST** have a legal tether kill switch.

Other devices – **Two-Steps are prohibited. RPM-limiting launch devices are prohibited even if enabled by factory electronics. This feature must be disabled.** Cross-over or delay boxes are prohibited. Any device designed to limit front wheel lift is prohibited.

SUPER GAS 9.90

Super Gas is an all run qualified field on a standard of 9.90 in the quarter mile. This class runs on a .400 pro tree. Riders are placed on a ladder according to qualified position, then continue elimination's to determine a winner. Standard safety requirements are the only class rules. During time trials, runs quicker than 9.90 will be placed at bottom of the qualifying sheet. During eliminations, runs quicker than the standard disqualify the rider under the index break out procedures. See protective clothing and other safety requirements under *General Regulations*.

PRO ET BRACKET

PRO ET is open to all drag bikes and street bikes. The class is run in an E.T. bracket racing format tournament style from a dial-in chosen by each competitor with a zero breakout. If the rider runs as much as one-one-thousandth of a second quicker than his/her dial-in, that run breaks him/her out of the bracket. Change of dial-in between rounds allowed. Laddering will be on a random draw (process to be determined based on local track policy).

This is an E.T. bracket class run on a .500 full tree. This is an all run field.

Two-steps are permitted. Delay boxes, Auto-shift and Electronic Throttle Stops are allowed. Wheelie-bars are permitted.

Class restrictions are general safety requirements. See protective clothing and other safety requirements under *General Regulations*.

STREET ET BRACKET

Street ET is open to street legal bikes only. The class is run in an E.T. bracket racing format tournament style from a dial-in chosen by each competitor with a zero breakout. Change of dial-in between rounds allowed. Laddering will be on a random draw (process to be determined based on local track policy). No wheelie bars are permitted.

This is an ET bracket class run on a .500 full tree. This is an all run field.

Clutch: Slider clutch systems are not permitted. **Clutch must be hand-activated.**

Transmission: Air or electric shifters are permitted.

Brakes: Functioning front and rear hydraulic brakes are required.

Front Suspension: Rigid forks are not permitted. All entrants must have a minimum of 1 inch travel.

Tires: DOT street legal tires only. Must have visible tread. DOT slicks are not permitted.

Wheelie-bars: Wheelie-bars are not permitted.

Electronics:

Normally aspirated bikes with stock electrical systems and functional factory tip-over switches may waive the required tether kill switch, but a tethered kill switch is highly recommended. Any bike with any power-adder **MUST** have a legal tether kill switch. Tethered kill switch must shut off all fuel pumps and nitrous equipment.

Other devices – **Two-Steps are prohibited. RPM-limiting launch devices are prohibited even if enabled by factory electronics. This feature must be disabled.** Cross-over or delay boxes are prohibited. Any device designed to limit front wheel lift is prohibited.

Class restrictions are general safety requirements. See protective clothing and other safety requirements under *General Regulations*.

E Street (Beginners Bracket)

E Street is open to street legal bikes only. This class is designed for the novice racer. The class is run in an E.T. bracket racing format tournament style from a dial-in chosen by each competitor with a zero breakout. Change of dial-in between rounds allowed. Laddering will be on a random draw (process to be determined based on local track policy). No wheelie bars are permitted.

This is an ET bracket class run on a .500 full tree. This is an all run field.

Clutch: Hand Slider, slider, and multistage clutch systems are not permitted. Clutch must be OEM style hand clutch.

Transmission: Air or electric shifters are not permitted.

Brakes: Functioning front and rear hydraulic brakes are required.

Front Suspension: Rigid forks are not permitted. All entrants must have a minimum of 1 inch travel.

Tires: DOT street legal tires only. Must have visible tread. DOT slicks are not permitted.

Wheelie-bars: Wheelie-bars are not permitted.

Power Adders: Power adders are not permitted due to the nature of the class

Electronics:

Normally aspirated bikes with stock electrical systems and functional factory tip-over switches may waive the required tether kill switch, but a tethered kill switch is highly recommended. Tethered kill switch must shut off all fuel pumps and nitrous equipment.

Other devices – Two-Steps are prohibited. RPM-limiting launch devices are prohibited even if enabled by factory electronics. This feature must be disabled. Cross-over or delay boxes are prohibited. Any device designed to limit front wheel lift is prohibited.

Class restrictions are general safety requirements. See protective clothing and other safety requirements under *General Regulations*.

Ultra Street (No bar)

1/8 mile, Heads UP

.400 Pro tree

Aftermarket bodywork including tank shell, ¾ upper are permitted with provisions for OEM lighting.

Fuel cells permitted with above mentioned tank shell

Must have working OEM head and tail lights

No frame modifications (cut rail, short neck, or others)

OEM stock clutch (Brocks clutch mod is ok)- no valves, sliders, or hand sliders

Must have OEM cooling system

NO POWER ADDER (IE: Nitrous, Turbo)

DOT Street tire

No wheelie bars

2" min ground clearance

70" max wheel base

Will be teched for clutch, wheel base and ground clearance at random intervals throughout race. Winners and R/U will be teched before payouts are given for that race.

Races will be contended at the following race days: April 21, July 7, and October 27

Real Street V-Twin

Real Street V-Twin is open to street legal V-Twin bikes only. The class is run in a heads-up racing format tournament. Laddering will be done by qualified positions.

This will be ¼ mile class on a .400 pro tree

Engine: NO POWER ADDER (IE: Nitrous, Turbo or Supercharger)

Clutch: Slider clutch systems are not permitted. **Clutch must be hand-activated.**

Transmission: Air or electric shifters are not permitted.

Brakes: Functioning front and rear hydraulic brakes are required.

Front Suspension: Rigid forks are not permitted. All entrants must have a minimum of 1 inch travel.

Tires: DOT street legal tires only. Must have visible tread. DOT slicks are not permitted.

Wheelie-bars: Wheelie-bars are not permitted.

Lighting: Working headlight and taillight required

Electronics:

Normally aspirated bikes with stock electrical systems and functional factory tip-over switches may waive the required tether kill switch, but a tethered kill switch is highly recommended. Any bike with any power-adder **MUST** have a legal tether kill switch. Tethered kill switch must shut off all fuel pumps and nitrous equipment. Fuel tuning devices are permitted (power commander, V&H Fuel pack, Power Vision)

Other devices – **Two-Steps are prohibited. RPM-limiting launch devices are prohibited even if enabled by factory electronics. This feature must be disabled.** Cross-over or delay boxes are prohibited. Any device designed to limit front wheel lift is prohibited.

Class restrictions are general safety requirements. See protective clothing and other safety requirements under *General Regulations*.

Real Street V-Twin will be ran Sunday April 22, Saturday July 7, and Sunday October 28

GENERAL REGULATIONS

AUTHORITY: Any condition considered to be unsafe by any member of the PMRA committee will be adequate grounds for barring or withdrawing a vehicle from participating in any event, until the fault has been remedied to the satisfaction of the PMRA Committee. The decision of the PMRA Committee shall be considered final in all inspection, Classification and Elimination protests or procedures. The Event Director's decision is final in all cases and he/she has the right to vary the allotted time between rounds.

AUTO START: Auto start is in affect for all classes at PMRA events. Auto Start is part of the CompuLink timing system used at most tracks in the United States. Auto Start is activated when 3 yellow stage lights are lit. At that point the clock starts giving the last rider staging a preset time to stage. If he is not staged

in the preset time, the timing system will red light that racer. Once all 4 yellow stage bulbs are lit, if a rider backs out of the stage beam, the timing system will red light that racer. The preset time for all classes is 7 seconds. Meaning, the last rider to stage has 7 seconds to move from the pre-stage light to the stage light. If a racer does not courtesy stage and lights both stage bulbs at once, auto start will not activate until the 2nd racer lights his/her top stage beam. Courtesy staging is expected in all classes.

BALLAST: Any ballast must be securely mounted to either engine or frame; not on forks, front wheel or swing-arm.

BATTERIES: Must be securely mounted in a safe location away from moving parts.

BICYCLE PARTS: No bicycle parts allowed on any bike except tail light reflector for night time racing.

BRAKES: All machines must have functioning front and rear brakes in good working order. No exceptions.

BURNOUTS: Track personnel will signal both bikes to initiate burnout procedure.

CHAIN GUARD: Required on all bikes. Factory plastic chain guards are acceptable.

CLASSIFICATION: Classification by Tech Officials in no way constitutes a guarantee that the bike is legal for that class. It is the sole responsibility of the participant to comply with Class Requirements in each category. Legality at one event is no assurance that a bike is legal for the same class at the next event.

CLASS & SERIES SPONSORSHIP: All bikes MUST run series sponsor decal on both sides of the motorcycle at every event or they will not be eligible for purse payout or championship points. All bikes must run class sponsor decals (if provided) prior to start of race or rider will not be eligible for event purse payout or championship points.

CONTINGENCY: In order to earn contingency money, rider must use product in/on motorcycle, display Company's decal on both sides of bike at each event.

DEEP STAGING: Deep staging is not allowed in any class at any PMRA event. Deep Staging will result in an automatic red light for the rider. If a rider accidentally deep stages in qualifying they will still receive a time and be on the qualifying ladder, but deep staging in Eliminations will mean immediate red-light, disqualification.

DIAL-INS: On classes that use a dial-in in Eliminations, they must be on the bike and clearly visible to the Tower staff. Remember, it is the rider's responsibility to double-check their dial-in on the scoreboard before pre-staging the bike. No Re-runs will be permitted.

DECALS: Bike must display **PMRA** logo during entire race and on both sides of motorcycle. All bikes MUST run series sponsor decal on both sides of motorcycle at every event or they will not be eligible for purse payout or championship points. All bikes must run class sponsor decals (if provided) prior to start of race or rider will not be eligible for event purse payout or championship points.

FUEL SYSTEMS: All machines must have operational fuel shut-off valve. Machines with pump fed injectors must use steel braided fuel lines or have factory set up. Must not be able to contact exhaust system. (See class Requirements). Nitro burning bikes tow vehicles must have an onboard (ABC) fire extinguisher.

HELMETS AND EYE PROTECTION: Half helmets **NOT** permitted. Full face helmets in good condition (Example: SNELL 2010 or better rating). **All riders must have eye protection.**

INSPECTION: Each vehicle must satisfactorily pass inspection of the Technical committee before being allowed to run.

KILL SWITCH: All machines must have a working positive ignition cut-off switch ignition disconnect attached to rider by leather, nylon or equivalent cord (No fishing line, wire, etc.). Factory equipped Tip over switches are permitted on street legal motorcycles.

LIGHTS: All motorcycles must have a rear facing light (for night racing) visible to track staff the entire length of the track.

MEMBERSHIP REQUIREMENTS: All riders competing must have a current **PMRA** membership. Memberships are available at the event, **COST IS \$50 A YEAR.** (A single race membership can be obtained for \$15 per race).

NUMBERS: All entries must have their bike numbers clearly visible and easily read by Tower personnel.

PMRA LOGO: The PMRA logo is copyrighted and cannot be reproduced in any manner without the PMRA Committee's express written consent.

PROTECTIVE CLOTHING: Full leathers (that zip together), full helmets (SNELL 2010 or better), eye protection, leather gloves and shoes or boots above the ankles for bikes running 9.99 and quicker or 120 mph or faster. Riders with bikes running slower than 10:00 or under 120 mph, must wear full-faced helmet, leather gloves, shoes/boots that cover the ankle. Long pants and a protective jacket.

RIDERS MEETING: Attendance by all qualified riders is mandatory.

RULES CHANGES: The PMRA committee has the right to change or adjust these rules at any time that pertains to the safety of any rider, crew or spectator.

SALES: Vending or the intention of vending parts, fuel, accessories and services, etc. allowed only for PMRA Sponsors and other licensed vendors. Sale of souvenirs permitted only through PMRA. Call for information. Used parts may be sold at the event.

SPECIAL FAVORS: Do not ask PMRA for special favors concerning race procedure, policy, or anything to do with the running of the race. To grant favors to one would be to penalize someone else. Therefore, all tech advisors are governed by the rules in this Rulebook.

SPEED LIMIT: The speed limit for **ALL** vehicles anywhere on the race Facility, except the actual measured racing distance and shutdown surface, is 10 miles per hour. **ANY PERSON** exceeding that limit, together with the **ENTIRE RACING CREW** with which that person is associated, can be ejected from the facility, forfeiting all entry fees and admission fees paid, all points and prize moneys earned to that point at that event. Track officials are the sole judges of what constitutes excessive speed and reckless action by other racers, crewmen or even hangers-on, jeopardize their own standing in the sport and participation in the event. **Let's keep it safe!**

STARTING: All bikes must be self-starting, i.e., self-contained starter or detachable electric starter. Starter may not wait for repeated attempts at starting. This is the sole discretion of the official starter at the event. No push or bump starting allowed in any competitive classes.

STARTER CARTS: When brought to the staging area, must not be left unattended. After use must return to the pit area or be taken to a designated area to the side of the staging lanes.

STEERING DAMPENER: Must be on all bikes quicker than 9.90 (1/4 mile), this includes Super Gas bikes. Dampeners do not replace fork stops.

SUSPENSION: No rigid forks permitted. Tubes may not extend more than one and one half inches (1 ½") above fork crown in any class.

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

TIME LIMIT EXTENSION: Beginning in the Semifinals, racers will be eligible for a 15 minute time extension. Extension will only be granted with agreement from the remaining racers in that class. The racer needing the extension is responsible for communicating with tower that there has been a request for an extension. If extension is granted, 15 minutes is the maximum extension that will be granted and the clock will start when approval is given. If a pair of racers in that class has made their passes down the track, the class must finish the round of racing.

TIRES: Per class requirement.

TOW VEHICLES: All tow vehicles (mini bikes, 3-wheelers, street machines, etc.) used by a participant and crew members should be identified with the member's competition number. These numbers may be painted on or number plates may be used on front or side but must be in plain view when in use. Tow vehicles are requested to have functioning lights; lights must be ON when vehicle is in motion. No one under the age of 16 is allowed to operate a tow-vehicle.

WHEELIE BARS: Allowed in all classes, for safety except in Super Street (9.50) and Street ET Bracket.

PMRA RECORDS

Pro Open Class

Nitro Pro Dragster Class

Every run below the national Record going into an event will be considered a record run. In setting a new PMRA Record you must:

- RUN BELOW THE EXISTING RECORD (by .001)

The following procedure must be fulfilled before a PMRA Record will be awarded. Failure to comply with procedure will result in a suspension and the loss of all accrued points.

*No record run after rider out of competition.

In the event that two riders set same record at the same event, the record will be awarded to the rider with the best back-up run. If the back-up runs are the same, the record will be awarded to the rider setting the new record first.

Any rider in a recognized record class (Pro Open and Nitro Pro Dragster) may set an ET or MPH record or both.

It is not mandatory for a rider to claim a MPH record. In the event that winds exceed 15 mph, the Racing Director has the option to factor or disallow any new record set.

A rider setting a record receives 100 point bonus for the record run. The 100 point bonus is awarded to the rider who holds the record at the conclusion of the event.

GROUNDS FOR DISQUALIFICATION

1. It is the Rider's responsibility to make sure that crew, machine, and compliance with procedures is legal. Remember, should you run afoul of a rule, even if accidentally, it is not a crewman, your mechanic, or sponsor who would be barred from competition and disqualified from the event- it's **YOU** -the rider. Don't take anybody else's word for it -check it yourself.
2. Track Management, the Event Director, Racing Director or PMRA Committee present at a meet shall have the authority to disqualify any organization, motorcycle or participant from a meet.
3. Officials and the Association shall have the right to publicize any disqualification. Disqualified participants, organizations or manufacturers shall have no legal or equitable right of action against officials or the Association for publicizing notice of disqualification and the resulting penalties.
4. Any rider operating an illegal machine in any class or eliminator (bike or rider) when found illegal, will be barred from all **PMRA** competition for a period of time and forfeit all accrued points and records for that season.
5. Failure to report to staging area at designated time (example, when your class is called) is grounds for disqualification.
6. If a rider misses a round of competition, that machine will be disqualified. (Exception is the Pro ET and Street ET classes where a rider can buy into Round 2 of eliminations).
7. Any rider who refuses a lane designated by a track official is subject to immediate disqualification. (Time trials, qualifying and elimination's included).
8. Any rider making a run after track has been red lighted is subject to disqualification.
9. No burn-outs across the line are allowed. In Pro Open or Nitro Pro Dragster classes, burn-outs behind the starting line may cross the starting line, but power must be cut before the line and momentum may not carry the bike more than 60 feet beyond the starting line.
10. Burn-outs or practice launches in the Pit area and/or exceeding 10 mph in the pits is grounds for disqualification.
11. Tow vehicles exceeding 10 mph anywhere in the racetrack facility is grounds for disqualification and ejection from the facility for the rider and/or pit crew/spectator.
12. Unsportsman-like conduct, be it physical or verbal, by any participant or member of a crew can result in immediate disqualification and possible ban from further competition at future PMRA events.

13. Use of alcohol or drugs by any rider is grounds for disqualification and immediate expulsion of entire crew from the facility.
14. Any condition judged to be unsafe or unfair by the Event Director or Track Official is grounds for disqualification. **The Event Director's decision is final in all matters.**
15. In case of dual infraction a **FIRST** or **WORST** rule will apply.
To illustrate:
 - a. If one rider red-lights, and the other rider crosses the centerline further down the track, the rider crossing the center line will be disqualified and the red-lighted rider would be re-instated.
 - b. In the case of a dual infraction where both riders touch a boundary (hit a wall or cross the centerline, before the finish line, both riders will be disqualified.)
16. The following is a list of **WORST** in order: (These are all grounds for a run being disqualified.)
 - A. Crossing Centerline prior to finish line in competition or qualifying.
 - B. **RED LIGHT**, with opponent leaving line under power.
 - C. Found illegal (immediate automatic suspension.)
 - D. Touching **ANY** boundary marker
 - E. Dropping foreign matter in front of your opponent
 - F. Any condition judged to be unsafe by Event Director or Track Official.
The event/racing director's decision is final in all matters.
 - G. **BREAK OUT**, with opponent leaving line under power.

EVENT POLICY PROCEDURE

GENERAL:

Each member and/or participant expressly agrees that the act of entering a **PMRA** sanctioned event shall constitute an agreement by him/her to be bound by all of the rules and regulations covering the event. The participant also agrees to be bound by any of the decisions of the PMRA Committee or Track Official, and to release the PMRA Committee, and all other event officials from liability of any alleged erroneous decisions.

The word "participant" shall include any person directly or indirectly associated with any vehicle lawfully upon the premises for the purpose of competition, including, but not limited to, owners, riders, and crew members.

All General Regulations are in effect.

All Grounds for disqualification are in effect.

All entrants must complete safety inspection before making any run on the track.

Under no circumstances shall a motorcycle make a start or rundown the track without the approval of the official starter.

Any motorcycle leaking gas or oil or experiencing handling difficulties will not be permitted to run until such conditions are remedied to the satisfaction of the technical committee and/or official starter.

The authority of Event Directors and/or Track Officials to make decisions shall include and cover every facet of any kind of connection with the track, conduct of the race, competition, behavior of participants, and shall include the right to suspend, bar, expel, disqualify without liability of any nature.

No express or implied warranty of safety shall result from publication or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.

ALL CASH PURSE WINNING MUST BE PICKED UP AT THE TRACK. NO CHECK/WINNINGS WILL BE MAILED!

ONLY ONE ENTRANT:

Only one machine per rider in an Eliminator category per event. A rider may enter a machine in more than one class or eliminator. Riders may not substitute another machine to replace a qualified broke machine. (A rider may bump to Pro ET prior to elimination's, if it has been determined that he is an alternate or unable to qualify in the class that he originally entered. A bump is not allowed after third round of qualifying.)

DOUBLE OR MORE ENTRANTS:

One rider entering multiple bikes in different classes is allowed only under these conditions at events. 1) Rider must make sure track personal is aware of his/her classes so as not to keep a class from being held up. 2) Rider understands that track officials will attempt to hold a class as a courtesy but if too much time elapses, track official has the right to make the call to run the Class.

CHANGING CLASSES/RIDERS:

Bikes are not allowed to change classes once Eliminations has started. A rider may choose to change Classes before end of final Qualifying (prior to qualifying ladders being posted). The procedure to do so is as follows: 1) Rider must find a PMRA Committee member and gain approval, 2) Must retrieve original Tech Card from Tower and then Purchase/Transfer new Tech Card at the Tech Card Sales Booth. 3) Fill out new Tech card and bring to Tower prior to qualifying ladders being posted.

Substitute riders permitted only by previous approval of the PMRA Committee; both riders' signature must appear on the Tech Card and both must be current members. Points are given in the name of the rider of the motorcycle.

RAIN: PMRA's policy in regards to rain are as follows:

Absolutely **NO TRANSFER OR REFUNDS** will be given at any **PMRA** event due to a rain-out.

Should an event be called due to rain, every attempt to complete the event will be made before the end of the current season. The PMRA Committee will work with the circumstances and announce plans once finalized.

STAGING PROCEEDURE:

Courtesy Staging is in effect at all PMRA events. This means, neither rider may stage before both riders have pre-staged. If riders do not follow this procedure, Starter may elect to back both riders out of stage beams and have them re-stage properly. The Starter as final decision on all starting line procedures.

AUTO START:

Auto start is in affect for all classes at PMRA events. Auto Start is part of the CompuLink timing system used at most tracks in the United States. Auto Start is activated when 3 yellow stage lights are lit. At that point the clock starts giving the last rider staging a preset time to stage. If he is not staged in the preset time, the timing system will red light that racer. Once all 4 yellow stage bulbs are lit, if a rider backs out of the stage beam, the timing system will red light that racer. The preset time for all classes is 7 seconds. Meaning, the last rider to stage has 7 seconds to move from the pre-stage light to the stage light. If a racer does not courtesy stage and lights both stage bulbs at once, auto start will not activate until the 2nd racer lights his/her top stage beam. Courtesy staging is expected in all classes.

A run or pass is defined as registering a reaction time on the timing equipment. You may not re-stage and start again during Eliminations. Starter has the discretion to allow a re-start during Qualifying only.

DEEP STAGING: Deep staging is not allowed in any class at any PMRA event. Deep Staging will result in an automatic red light for the rider. If a rider accidentally deep stages in qualifying they will still receive a time and be on the qualifying ladder, but deep staging in Eliminations will mean immediate red-light, disqualification.

BYE-RUN RULE: On a bye-run, the only way to be disqualified is if the bike crosses the center line or hits the wall.

QUALIFYING:

All bikes/riders must be qualified under **PMRA** rules and procedures to run the eliminators at PMRA sanctioned events.

All qualifying passes must be made in alternating lanes unless directed to the lane run in the previous pass by the staging or starting official. Officials may disallow qualifying passes if a bike refuses lane designated by staging or starting official. (See Grounds for Disqualification, item 5).

All qualifying runs must be made with bikes of the same eliminator in the assigned time period with that eliminator;) i.e., Pro Open make their qualifying runs together; Top Gas together, etc).

In the event of a tie for a qualified position, the first bike running the tied elapsed time shall be given the better qualified position.

Qualifying points are earned but round points are not to be earned until Eliminations begin.

ELIMINATIONS:

On any run of a handicap eliminator if both bikes break out, the machine breaking out the least will be declared the winner.

In the first round of Eliminations, lane choice goes to the rider with the best qualifying time. In subsequent rounds, lane choice goes to the rider with quickest ET (in Pro Open or Nitro Pro Dragster) or closest to index (for Index racers) without breaking out in the previous round. If both are breakout times, least breakout gets the choice. If for some reason the above cannot apply, lane choice is determined by the flip of a coin.

Pro and Index eliminators are paired on a Pro Ladder. Top qualifier races bottom qualifier. For example, #1 qualifier races #16 qualifier, #2 vs. #15, etc. on the 16 bike field.

Example of a standard Pro ladders with 16 participants is listed below:

Pro Eliminators

Pair # 1.....7 vs. 10

- Pair # 2.....2 vs.15
- Pair # 3.....6 vs. 11
- Pair # 4.....3 vs. 14
- Pair # 5.....5 vs. 12
- Pair # 6.....4 vs. 13
- Pair # 7.....8 vs. 9
- Pair # 8.....1 vs. 16

ET BRACKET

First round bye-run in Pro ET and Street ET Bracket is pulled by Staging Lane Director using cards. Lane choice determined by card draw in staging lanes. Subsequent round bye-runs are determined by best reaction time in previous round of Eliminations. If more than one rider has a .000 reaction time in Eliminations, the rider who had that reaction time first will be the bye-run recipient.

DIAL-INS: Dial-ins are displayed on scoreboards. It is the **SOLE RESPONSIBILIY OF THE RIDER** to confirm that the dial-in is correct. If the dial-in is incorrect, the rider **MUST** get the attention of the Starter to have it corrected by the tower. This must be done **BEFORE** the staging process begins. Once a rider begins the staging process (pre-staged), he accepts the displayed dial-in. **NO RE-RUNS** will be granted.

CROSS TALK: Cross Talk is in effect for Pro ET at all PMRA events. PMRA implements the Compulink Cross-Talk program. It works by firing the top amber in both lanes at the same time. The faster bike’s top amber will remain lit until the time comes for the second or third amber in that lane to cycle down. A rider may cancel the cross-talk function by placing an "N" behind the dial-in to show that the function is NOT wanted. You can pick up an “N” decal at the tech station. A dash in front of your dial in on the scoreboard indicates that cross talk is turned off. **THE RIDER** is responsible for ensuring they see the dash on the scoreboard before they take the tree. **NO RE-RUNS** will be granted.

LADDERED CLASSES

BYE-RUN Procedure for Laddered Classes. (Pro Open, Top Gas, Super Comp, Super Street, Super Gas)
 If a rider receives a Laddered-bye run, they have the option to notify the Starter that they intend to not take the tree. They will move on to the next round, gaining points for that round win. The Starter will break the beams with their foot to activate the tree for the earned Laddered bye-run win.

If a rider is at the ready line and their opponent does not show up, they are given a competition bye-run. The rider has the option to notify the Starter of their intent to not take the tree. They will move on to the next round, gaining points for that round win. Either the rider or the Starter will break the beams with their foot to activate the tree for the earned competition bye-run win.

The PMRA strives to be a racer-friendly organization. The rules are primarily focused on the safety of the racers, crew and spectators.

This rulebook can be changed, modified, edited, at any point during the event season. Updates will be announced on the Forum, Facebook and PMRA website.

Any suggestions or comments should be provided directly to the PMRA business office only.

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