

APPROVED BIKES: NHDRO only permits 2-wheel motorcycles to enter an event. Three or Four wheel vehicles are not permitted to enter a class at NHDRO.

BIKE NUMBERS: See the NHDRO "Points System" document to read more about bike numbers.

BURNDOWNS: If two racers are in the middle of a burndown, the starter will only let them continue for a reasonable amount of time. If any unreasonable amount of time is used the starter will point the racers to go in and stage. If the racers do not go in within 20 seconds of the starter pointing them in, then both racers are subject to disqualification.

CHAMPIONSHIPS & TEARDOWNS: The following system has been put in place in order to protect the integrity of the championship process for Heads-Up classes with post-race tear downs and championship points at the last race of the year.

Any heads-up rider that needs points from the last event of the year in order to win the championship must leave their bike at tech inspection (even if you are eliminated early) until the end of the event after tear downs are finalized to be eligible to win the championship in case another rider does not pass post-race tear down inspection. That way your bike has been in our custody to perform a tear down if the other bikes fail a post-race inspection.

If a heads-up racer needs points from the last race of the year to win the championship, and choose not to leave your bike at tech inspection until the end of the event after you are eliminated then you will not be awarded points for that event. If a heads-up racer does not need points from the last race of the year to win the championship, then he/she can leave the event any time after they are eliminated at the last race.

CHANGING BIKES: See policies below for changing bikes in different classes:

E.T.: A racer can change his or her bike in time runs or in 1st round (You still need to notify the tower to change). Whichever bike and rider runs first round it is locked and the bike nor the rider can be changed for the rest of eliminations for any reason.

Sportsman: A racer can change his or her bike in qualifying if there is still another qualifying session for the class, however all previous qualifying data will be erased and the racer must re-qualify the new bike (You still need to notify the tower to change). A racer cannot enter a new bike into 1st round or any other round that was not qualified. Rider cannot be changed either.

Pros: A racer MAY NOT change his or her bike. In the event of a break, a racer may formally withdraw bike from the class, and purchase another tech card (full price) and enter a different bike (new bike number) into the class **ONLY** if there is still another qualifying session for the class. However all previous qualifying data will be erased and the racer must re-qualify the new bike (You still need to notify the tower to change). A racer cannot enter a new bike into 1st round or any other round that was not qualified. Rider cannot be changed either. Once a bike/rider combination has been withdrawn from a class, that combination may not reenter that class. Points will only be awarded to the last bike entered into the class.

CLEAN-UPS & WARNINGS: If you have a problem with your bike such as: not running right, smoking, or excessive tire spin due to leaking fluids. Please pull over and stop as soon as you can safely. This will aid in clean-up time, allowing officials to get the track back up and going as soon as possible. If you are given an official warning, you are subject to disqualification if the starter must check the track behind you a second time.

DIAL-IN: Always be sure to verify your dial-in is correct on the dial-in board before you start your burnout. Notify a track official if your dial-in needs to be corrected. It is the rider's responsibility to be sure his/her dial-in is correct. There are no re-runs if you stage to an incorrect dial-in. Once you stage, it is a race. Track officials do the best they can to be sure its correct, but they are only human. No re-runs, credits, or refunds if you state to the wrong dial-in for any reason.

GRUDGE RACING: Only the rider whose name is on the tech card may pick up the time slip from the ticket booth. In the event that there is a time slip printer failure and you need to pick up your time slip in the tower, only the rider whose name is on the tech card may pick up the time slip and they must bring their ID to the tower with them. This is done to protect the privacy of your time slip.

LADDERS: Lane choice is determined by the following method when a class is put on a ladder.

In Heads-Up classes, lane choice is given in 1st round to the rider with the better qualifying position. After 1st round in Heads-Up classes lane choice is given to the rider with the lower ET of the previous round. In Bracket/Index classes, lane choice is given in 1st round to the rider with the better qualifying position. After 1st round in Bracket/Index classes, lane choice is given to the rider that ran closest to dial the previous round.

LADDERS FOR BROKE BYE RUNS: All broke bye runs must wait until all pairs have been run first before you will be allowed to make a broke bye run. This effort gives the bike racers who are not in the lanes yet a chance to make it to the lanes before the last pair of bikes makes it down the track. If this rule is taken advantage of by a particular racer showing up late on a common occurrence, then the race director will decide what action will be taken.

LANE BOUNDARY: Any bike touching the center line, touching the wall, or hits a foam block during the measured race will be disqualified. In situations where a rider has a true bye or a broke bye in eliminations he/she is considered the automatic winner once he/she stages under power regardless if the bike touches the center line, touches the wall, or hits a foam block during the measured race. However, the rider will lose lane choice the next round.

MALICIOUS CHEATING: Any racer caught maliciously cheating can be barred from all NHDRO events for up to 1 year, forfeit all season points, and have to pay a \$1,000 fine before returning to NHDRO. Read the rulebooks and make sure your bike is legal.

MAXIMUM E.T.: All motorcycles at NHDRO must be 15.99 or quicker to enter a class. 16.00 and slower motorcycles are prohibited.

MEMBERSHIPS: NHDRO is a NHRA approved alternative sanction organization that requires all participants to have a NHDRO Membership/License. The fee for a 1 year NHDRO membership/license is \$15 and can be obtained at registration. With this membership, a NHRA license is not required to race NHDRO events. All bikes must have a NHDRO decal visible on both sides of their motorcycle. NHDRO decals can be purchased at registration for \$1.00 per decal. Keep them on your bike so you don't need to purchase them again for that bike.

MULTIPLE ENTRIES IN SAME CLASS: See policies below for entering multiple times in a class:

MULTIPLE ENTRIES: A rider can only be entered once per class. A rider cannot ride more than one bike in the same class (except Grudge class) or enter the same bike more than once in the same class. A rider is however permitted to enter multiple classes on the same bike or may enter multiple bikes in multiple classes.

PIT BIKES: Anyone who operates a pit bike, bicycle, golf cart, or anything else with wheels must be at least 16 years old with a valid state driver's license. Anyone operating a pit bike under age or in an unsafe manner is subject to disqualification without a refund.

PRE-REGISTRATION: All pre-registration information for all NHDRO events can be found at www.NHDORacing.com.

QUALIFYING SHEETS & LADDERS: Always be sure to review the qualifying sheets and ladders, and make sure your bike number, name, hometown, and bike information is correct on the day of the race.

RAINOUT: NHDRO will do everything possible to complete the event in a timely manner. In the event of adverse weather conditions beyond our control, NHDRO reserves the right to adjust the event schedule, canceling qualifying sessions, and/or rescheduling the event.

RECORD CLAIMS: Any NHDRO racer that wishes to claim a 'record' or a 'back up' must notify NHDRO tech inspector at the scales immediately after the run, so an inspection of the bike can be completed upon a "record run" or a "back-up run" so an inspection of the bike can be made. All record claims must be made at tech at the conclusion of the run. If the record was not claimed at tech at the conclusion of the run, then the run will only count for qualifying or eliminations and will not count for a record claim or record points ~~cannot be counted as it was not verified~~. All records must be backed up by 1% on the same weekend during qualifying or eliminations only. There is no limit to the amount of "record runs" or "back-up runs" made at an event.

RIDER AGE: All participants must have be at least 16 years old with a valid state driver's license. If you do not have a valid state driver's license then you must be at least 18 years old with ~~state issued ID card~~ **proper identification.**

SPONSOR DECALS: If a class/sponsor decal is provided for your class, then all participants in the class are required to have it on each side of their bike.

STAGING: A rider must move forward into the state beam, and cannot back into the stage beam. Any rider backing into the stage beam to set the tree will be disqualified. In order to win a round you must stage your bike under power, even if your opponent is broke and unable to stage. If for some reason you are held up by a track official such as: cleaning or getting debris from the track, waiting for slow bikes to clear the track, your engine is too hot to race, tires too cold, etc., let an official know immediately. Once you stage, it is a race. Courtesy staging is enforced in Pro classes only. Deep staging is permitted in all classes, but the starter will not hold the tree.

STAGING BURNDOWN: If two riders are pre-staged and have been warned by the starter to go in and stage the starter or the race director is permitted to step into the stage beam and light the third light to start the timeout clock, which will force the two riders to get into the stage beam and race. If one rider still does not stage and receives a red-light then he is the loser. If neither rider stages and they both red-light then both riders are disqualified.

STAGING LANES: During eliminations, ET classes will be chipped in the staging lanes and the bye run will be based on the quickest reaction time from the previous round or time trial. If more than one time trial or qualifying round is given, the second pass MAY NOT be in the same lane as the first. No solo passes during qualifying unless it is the last pass of the round, or there is a break in the other lane. All sportsman and pro classes will be ladderred for eliminations.

Once bikes are paired on a ladder, all broke bye runs must wait until all pairs have been run first before you will be allowed to make a broke by run. This effort gives the bike racers, that are not in the lanes, yet a chance to make it to the lanes before the last pair of bikes makes it down the track. If this rule is taken advantage of by a particular team on a common occurrence, then the race director will decide what action will be taken.

STARTING LINE: If for some reason you are held up by a track official, such as to change a wrong dial-in, cleaning or getting debris from the track, waiting for slow bikes to turn off of the shutdown area, etc., and your engine is too hot to race, or tires to cold, let an official know immediately. Once you stage, it is a race. All bikes have 45 seconds after their burn out to pre-stage. If a bike is unable to pre-stage after 45 seconds, the starter will invite the other lane to pre-stage and the round will be forfeited for the broken bike.

SUPERSEDE: All NHDRO rules will supersede any rule in the NHRA or IHRA rulebook. If NHDRO does not have a specific rule in place, then we will consult the NHRA and IHRA rulebook for a decision. NHDRO race director will make the final decision on any conflicts between the NHRA and IHRA rulebook.

TECH INSPECTION: Pro classes will be tech inspected at the scales. Sportsman and ET classes will be tech inspected at the racetracks normal tech location. Tech inspection reserves the right to inspect a motorcycle before, during or after the event is concluded for any reason at any location at the track. If a bike is tech inspected at the water box or in staging and does not pass, the rider is given 2 minutes to make adjustments. The adjustment period will only be given to a bike once during an event; second infraction is a no run.

UNSPORTSMANLIKE CONDUCT: Any racer that causes physical harm to another person, or acting in an unsportsmanlike manner is subject to be barred from all NHDRO events for up to 1 year, forfeit all season points, and have to pay a \$1,000 fine before returning to NHDRO. Please handle yourself like a sportsman.