

CLASS DESCRIPTION: This class contests the ultimate in street-legal motorcycles. Created to legitimize illicit street racing, Pro Street is reserved for stock-appearing motorcycles with unlimited engine modifications. All bikes must be street legal and be powered by self-starting motorcycle engines.

DESIGNATION: The class designation is PST. All entrants must display this designation on both sides of their motorcycle by their bike number.

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify a 16-bike field and place them on a pro ladder. If there are 18 bikes, there will also be a "B Class" for riders that qualified 17th – 32nd and they will be placed on a separate pro ladder. No alternates will be used in either class if a rider is broken. There will not be a B class if there is only 1 bike.

CHANGING BIKES: 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). The bike and rider that runs first round is the one that must be used for the remainder of eliminations, even if the class is completed on another weekend due to weather.

POINTS: This class will be a points class at all NHDRO events.

BIG-BORE BIKES: Production big-bore bikes are permitted a single power adder.

LITER-CLASS BIKES: Production liter-class bikes are permitted two power adder. Only the latest lightweight, high-tech import offerings, with a maximum production size of 1000cc, will be permitted to race under this designation, and each model must be approved for use by NHDRO. Currently, the following 2001 or newer models are approved for use under the liter-class designation:

- BMW: S1000RR
- HONDA: CBR929RR, CBR954RR, and CBR1000RR
- KAWASAKI: ZX-9 and ZX-10
- SUZUKI: GSXR1000
- YAMAHA: YZF-R1

ENGINE: Only production-based motorcycle engines are permitted, and must utilize factory cases and cylinder heads, unless otherwise noted, Entrants running nitrous oxide are permitted to run aftermarket cylinder heads. Entrants running GS/KZ engine platform are permitted to run aftermarket cases. Aftermarket cylinder blocks are permitted. Any internal modifications are permitted. Nitrous oxide may not be used in conjunction with any turbocharged or supercharged big-bore entrants. Nitrous oxide is permitted to be used in conjunction with turbocharged or supercharged liter-class entrants. Air or electric shifters permitted.

INTEGRAL ENGINE CASES: Big-bore bikes with 1-piece top case/cylinder block designs may deduct 25 lbs.

Combination	Max Displacement
Turbocharged – Big Bore	Up to 1370cc with no weight penalty. See chart at bottom of rulebook on weight penalty for 1371cc – 1450cc max engine.
Supercharged – Big Bore	Up to 1450cc with no weight penalty. See chart at bottom of rulebook on weight penalty for 1451cc – 1660cc max engine.
Nitrous Injected – Big Bore	1660cc max
Turbocharged – Original Liter	Unlimited
Supercharged – Original Liter	Unlimited
Nitrous Injected – Original Liter	Unlimited

NITROUS OXIDE: Entrants running under the Nitrous injected category may use any style nitrous system with any number of solenoids or nozzles. Turbocharged entrants using nitrous oxide are limited to a single point of injection, and should be designed with the possibility that future rules may limit nitrous flow capabilities via a single regulated jet in the system. All turbo nitrous systems should be designed with this potential requirement taken into consideration.

SUPERCHARGERS: Entrants are limited to a single centrifugal-style supercharger with a maximum inlet opening of 72.0mm. Wheel design limitations and measurement methods are identical to turbocharger rules. Any team desiring to compete with a supercharger of a design other than centrifugal (i.e. roots, screw, vane, etc) must consult with the NHDRO technical department to determine appropriate rules and limitations at least 30 days prior to entering any NHDRO event.

TURBOCHARGERS: Entrants are limited to one turbo with a maximum turbo inlet opening of 62.5mm. NHDRO defines maximum turbo size as the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels permitted, the contour from the inducer to the exducer must be continuous without steps. The leading edge of inducer wheel may not exceed 62.5mm, and must fit inside the 62.5mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than 62.5mm is not acceptable.

INLET COOLING: Any type of inter-cooling permissible. Nitrous may not be used as a cryogenic cooling source. Intercooling is not allowed on any entrant using methanol.

INTERCOOLER MOUNTING: Any part of the turbo, supercharger or induction system may be mounted within the original bodywork/frame envelope in any available location. Components mounted outside of the bodywork are limited to an area no higher than 24 inches above the ground, 18 inches to either side of the bike centerline, and no more than 3 inches forward of the front axle. Only air-to-air intercooler components may be mounted outside of the bodywork. No tanks, pumps or heat exchangers part of a liquid-to-air intercooler may be mounted outside of the bodywork envelope. No tanks or heat exchangers part of a cryogenic system may be mounted outside of the bodywork envelope, with the exception of spray bars, hoses, and solenoids as part of an unsealed cryogenic spray bar mounted to an air-to-air intercooler. No ballast may be mounted to any part of the turbo, supercharger or induction system outside of the bodywork envelope. The use of "heavy" parts in the design of induction, supercharger or turbo system components mounted outside of the bodywork is prohibited. NHDRO tech has final determination on the legality of the design of any externally-mounted components which could potentially be deemed "heavy" parts, and pre-approval of the design is highly recommended. Any design must allow the required access to both sides of the front axle for wheelbase measurements (see WHEELBASE MEASUREMENTS).

WATER INJECTION: Entrants utilizing water injection must have the tank mounted in a manner to allow tech to easily inspect its contents.

BIG BORE TURBO BIKES: For any turbo entrant running under gasolines rules, absolutely no substance other than water is permitted to be in tank.

SUPERCHARGED BIKES: For any supercharged entrant running under gasolines rules, absolutely no substance other than water is permitted to be in tank.

LITER TURBO BIKES: Water or methanol is permitted in tank.

NITROUS BIKES: Water or methanol is permitted in tank.

CLUTCH ENGAGEMENT: The process of clutch engagement is defined as the act of moving the pressure plate from the fully disengaged, 100% slip (i.e. pressure plate out preventing clutch friction from occurring) position to the fully engaged (no disengagement force, pressure plate is fully sandwiching clutch stack) position. Clutch engagement should not be confused with clutch lockup assistance, which is the act of increasing the clutch clamping force after the clutch is fully engaged.

TURBOCHARGED & NON-SLIDER SUPERCHARGED BIKES: The act of clutch engagement and disengagement must be fully controlled by the clutch lever. No source of input other than the rider actuating the clutch lever may be used to control clutch engagement or disengagement. The use of any electronic, pneumatic, or hydraulic device to assist, limit, delay, or otherwise control the act of clutch engagement is prohibited. Air-assisted clutches may in no manner be used to reduce clutch clamping force below that of the static springs and centrifugal lockup for a given clutch speed. Under any and all conditions, when air pressure is applied to an air-assisted clutch, it must result in an increase in clutch lockup force. Any system that has the potential to reduce clutch force via an increase in air pressure is prohibited.

CLUTCH: All clutch systems must be approved by NHDRO for use in this class. Each interested manufacturer or team must submit sample parts for approval a minimum of 60-days prior to any event in which it desires approval eligibility. No pneumatic, electric, or hydraulic clutch engagement, release or activation systems are permitted. The use of any electric, or hydraulic force generation systems to assist or adjust clutch slippage or lockup is not allowed. Only pneumatic pressure or centrifugal force may be utilized to generate a force to assist in clutch lockup.

TURBOCHARGED BIKES: Slider clutches prohibited. Pneumatic lockup assist clutches **are permitted**. Clutch engagement and disengagement must be controlled by conventional cable or hydraulic-actuated clutch lever. With the engine off and the bike in gear, the clutch must have sufficient engagement force to prevent the bike from being rolled without either sliding the rear tire or rotating the engine. With the brakes locked or the bike otherwise blocked from rolling, the clutch system must have sufficient engagement force at idle to kill the engine if the clutch lever is released. Idle may be set between 1500-2000rpm for this test. **Air-assisted clutches must perform this test with the air feed disconnected from the clutch system. A convenient disconnect point should be designed into the system to facilitate this test.** The use of ECU mapping or electrical system functions to simulate the positive results of this test is not allowed, engine kill must be as a direct result of clutch engagement drag.

NITROUS INJECTED BIKES: Any approved clutch system permitted. Slider clutches are permitted with a weight penalty. Pneumatic lockup assist clutches are permitted.

SUPERCHARGED BIKES: Any approved clutch system permitted. Slider clutches are permitted with a weight penalty.

TRANSMISSIONS: All entrants must utilize an OEM-style shift drum and transmission.

AUTOMATIC TRANSMISSIONS: An automatic transmission is defined as any transmission designed in a manner that could allow override-style shifting. A transmission is considered to be an auto transmission if it utilizes any components designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but not exclusive to, windowed shift drums, split forks, split gears, split fork slider rings, gear or fork detent springs, etc.

1-2 AUTO: Bikes utilizing a 1-2 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear only. All power adder and platform combinations are allowed the use of a 1-2 auto. Check weight tables at bottom for appropriate weight considerations for the use of a 1-2 auto.

1-2-3 AUTO: Bikes utilizing a 1-2-3 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear, and from 2nd gear to 3rd gear. Turbocharged liter bikes are allowed the use of a 1-2-3 auto. Check weight tables at bottom for appropriate weight considerations for the use of a 1-2-3 auto.

FULL AUTO: Bikes utilizing a full auto may utilize auto transmission components that allow override shifting in any or all gear change positions. All nitrous-injected and supercharged entrants are allowed the use of a full auto. Check weight tables at bottom for appropriate weight considerations for the use of a full auto.

TURBOCHARGED: Automatic transmissions prohibited. No transmission that could allow override-style shifting is permitted. No components may be used that are designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but not exclusive to, windowed shift drums, split forks, split gears, split fork slider rings, gear or fork detent springs, etc.

NITROUS INJECTED: Automatic transmissions permitted.

SUPERCHARGED: Automatic transmissions permitted with a weight penalty.

TRIPLE CLAMPS: The steering stem offset on top and bottom triple clamps must be equal. Front axle offset may not be less than 1/2-inches. The use of triple clamps, steering stems, stem bearings, offset bearing races, or any other components designed to increase or decrease the rake is prohibited. Axle must be in the center of the forks. Triple clamps can be made of a material other than aluminum only after NHDRO approval of concept. Bottom of lower triple tree cannot be higher (must be flush or lower) than webbing of lower steering neck.

FRAME: Stock OEM frames required. No modifications to any portion of frame permitted, unless specifically noted. **ALLOWABLE MODIFICATIONS:**

ALL BIKES: Frames may be polished, chromed, painted, powder coated, or otherwise cosmetically altered, as long as such modifications do not remove substantial material or weaken the frame. No braces, gussets, or crossbars may be removed, unless specifically listed. Additional braces, gussets, or crossbars may be added, as long as they do not weaken the frame in any manner.

Small accessory brackets, tabs, mounts, etc., using fasteners no larger than 5/16" (8mm) may be removed, relocated, or modified. New accessory mounts may be installed, and new mounting holes may be drilled into the frame, as long as the hole size does not exceed 5/16" (8mm). An excessive number of mounting holes will be considered lightening of the frame, and is not permitted. Exhaust mounting brackets, center-stand, and side-stand brackets, regardless of fastener size, may be removed as long as doing so does not weaken the frame.

On turbocharged and supercharged entrants, steering heads must remain stock, with the exception of the lower steering stem bearing race area. The bottom of the steering head may be re-machined or removed and replaced in order to increase the clearance between the front tire and the bottom triple clamp, a technique commonly referred to as "short necking". If short-necking has been performed, the new bearing race cup must use the factory bearing race, and may not be located more than 1.00 inches above the original bottom webbing of the steering neck. The replaced or modified bearing race cup must be located along the same axis as the original location, i.e., the rake of the steering stem may not be altered during this modification. No other material beyond that reasonably necessary to perform the short-neck modification may be removed from the steering neck casting, with the exception of removal or modification of the steering stops and/or the headlight/fairing mount. For non-turbocharged entrants, frames may be altered in order to increase the rake. No de-raking of frames will be permitted. Location of bottom triple clamp must be in the same general location as the legal modifications permitted for turbocharged entrants.

Seat rails/sub-frames may be modified or relocated. Mounting tabs or brackets for these items may be modified or relocated as well.

Rear suspension mounts including shock mount and rising rate linkage mounts may be relocated. However, due to the extreme loads and potential safety issues, modifications to these components will be heavily scrutinized.

On turbocharged entrants, swingarm pivot mounts may not be modified. Swingarm pivot centerline cannot be moved in any manner, including offset bushings, plates, etc. Proper design, welding, and bracing are crucial in these areas. Non-turbocharged entrants are permitted to relocate the swingarm pivot axle up to 2" from its factory location. Engine mounting tabs and brackets may not be modified. Bolt-on engine mounts may be replaced, but must maintain the same mounting dimensions as the factory mounts. Engine relocation in any manner is not permitted.

HONDA BLACKBIRD: The round tubular cross-brace, located directly behind the steering stem, may be removed. Upper rear sub-frame mount may be removed. It may be cut off flush with the top of the factory frame spar, but no farther.

KAWASAKI ZX-12, ZX-14: Airbox inlets may be welded shut, or modified for better sealing with turbo dump pipe, as long as these openings are not enlarged. Access panels for throttle body/airbox connectors may be modified, as well as the mounting area for the connectors. These modifications may not weaken the frame. Opening for turbo pop-off valve may be cut in airbox area of frame as needed, as well as mounts or bungs for air sensors.

SUZUKI GSXR (EARLY MODELS): 1986-1987 750 and 1986-1988 1100 models may remove the square tubular cross-brace located generally above the carburetors.

Late-model liquid-cooled models, factory-equipped with engine mounts connecting between the cylinder head and the upper frame spar, are not required to use these mounts. The mounting tabs for these mounts may be removed from the frame.

SUZUKI HAYABUSA: The round tubular cross-brace, located directly behind the steering stem, may be removed. Upper rear sub-frame mount may be removed. It may be cut off flush with the top of the factory frame spar, but no farther.

SUZUKI GS & KAWASAKI KZ/Z1: Frames may be modified for a backbone fuel cell. Backbone cell may not be used to hold any fuel or other liquids.

WHEELIE BARS: Wheelie bars are prohibited.

SEAT: Minimum seat height, with rider in position, seat compressed and 8 psi in rear tire, is measured from lowest point of seating position to the ground.

Bikes that are required to have 3" Ground Clearance: Minimum seat height of 22".

Bikes that are required to have 2" Ground Clearance: Minimum seat height of 20".

TIRES: DOT-approved motorcycle street tires only. Slicks are prohibited.

FUEL: Any **approved** gasoline is allowed. **Approved** methanol is allowed **with certain restrictions and penalties**. **Blending of fuels or use of additives is prohibited**. Nitromethane, propylene oxide, and ethanol, are not allowed in any entrants.

APPROVED GASOLINE;

VP: C16, C23, C25, C45, Q16, MR12, MRX01, MRX02, Import.

Powermist: Dynol 832

APPROVED METHANOL:

VP: M1, M3, M5

TURBOCHARGED & SUPERCHARGED LITER BIKES: **Any approved methanol is allowed**. Methanol may not be used in conjunction with any form of intercooling. Liter-class turbo and supercharged bikes are allowed the simultaneous use of both methanol and gasoline as fuels. Dual-fueled entrants must maintain the fuels in separate tanks to allow for fuel inspections. The mixing of methanol and gasoline in a single fuel tank is not allowed. See FUEL TANK for specifics on tank design.

TURBOCHARGED & SUPERCHARGED BIG BORE BIKES: **The use of multiple fuel types is prohibited**. Methanol is permitted. Methanol may not be used in conjunction with any form of intercooling. See chart at end of rule book for any relevant weight penalties associated with the use of methanol.

NITROUS-INJECTED BIKES: **Nitrous bikes are allowed the simultaneous use of both methanol and gasoline as fuels**. M1 methanol is allowed. Dual-fueled entrants must maintain the fuels in separate tanks to allow for fuel inspections. The mixing of methanol and gasoline in a single fuel tank is not allowed. See FUEL TANK for specifics on tank design.

BODY: All main body parts including upper fairing, side fairings, fuel tank, and tail section must have stock appearance and shape (i.e., no one piece bodies or tank shell, unless originally equipped). Front fenders are required and must be manufactured of plastic, fiberglass, or carbon composite. All bodywork must match the type of frame being used (i.e., you cannot put GSXR bodywork on a GS frame, or ZX-14 bodywork on a ZX-10). Bodywork may be updated or backdated to later or earlier model bodywork if the same type frame is used for those models. Tail section or rear fender must extend past the rear axle. Replacement parts are permitted, but must retain the shape of the stock parts they replace. Altering of stock body shapes must be approved by NHDRO. To allow access to nitrous bottles, all nitrous bikes must have thumb (butterfly) body fasteners on any aftermarket body pieces that cover bottle to allow removal of panel or section by hand without the use of tools.

FRONT FAIRING: No portion of the front fairing or headlight may be mounted farther forward than 3 inches past the forward most part of the front tire. Access to the front axle for wheelbase measurements must be maintained (see WHEELBASE MEASUREMENTS).

AFTERMARKET FAIRINGS: Due to potential rider safety hazards created by high terminal speeds, bikes originally produced with no front fairing or windscreen are allowed the use of aftermarket fairings, screens, and/or wind deflectors. Components should be of a professional design and implementation, and they should be of a size and style appropriate for the particular motorcycle. All designs must be pre-approved by NHDRO. The NHDRO technical staff has final decision on what is deemed a safe and appropriate design.

FUEL TANKS: Alterations of factory gas tanks are limited to sloping at rear of tank. **Entrants using an aftermarket tank are required to run either a functioning fuel tank from the approved list, or a tank shell version of a tank from the approved list**. Aftermarket fuel tanks and tank shells are limited to NHDRO approved manufacturers and part numbers only. In order for a tank to be legal, it must be commercially available, at a fair market price, to anyone desiring to purchase one. Manufacturer or distributor must be able to maintain availability at all times, and must be able to make delivery within 30 days of order. Manufacturer or distributor has the right to demand full pre-payment, including any shipping charges, before considering an order to be completed. Companies desiring to produce production tanks for this application may submit tank designs for approval. For further questions or inquiries, contact NHDRO technical department.

NON-FUNCTIONING TANK SHELLS: Fuel cells may be mounted anywhere on the motorcycle within the bodywork.

ALUMINUM FUEL TANKS: Nitrous injected bikes and bikes originally equipped with tank shells, and bikes using methanol are allowed to run an aluminum fuel tank. Tanks must have an accessible fuel filler cap in a similar location to the approved tanks with an opening and fill tube large enough to fill with a conventional gas pump nozzle. The outer tank shell must be from the approved aftermarket tank list in the tank shell version. The aluminum cell must be mounted under the tank shell and above the engine. Fuel cell may not be mounted in any location that is not representative of the OEM fuel tank location.

TURBOCHARGED & SUPERCHARGED: On turbocharged or supercharged entrants utilizing methanol as a primary fuel and an aluminum fuel cell, tanks must have an accessible fuel cap in a similar location to the approved tanks with an opening and fill tube large enough to fill with a conventional gas pump nozzle. The outer tank shell must be from the approved aftermarket tank list in the tank shell version. The aluminum cell must be mounted under the tank shell and above the engine. Fuel cell may not be mounted in any location that is not representative of the OEM fuel tank location.

NITROUS-INJECTED BIKES: Due to safety concerns caused by potential nitrous-related backfires, fuel cells for nitrous bikes may be constructed and located in any position on the motorcycle underneath the bodywork. Nitrous bikes must still have either a non-functioning fuel filler cap in a similar location to the approved tanks, or may have a painted or printed visual facsimile of a fuel cap in that location. Note that these rules apply only to entrants running under the Nitrous Injected category, and do not apply to turbocharged liter entrants utilizing nitrous.

DUAL FUEL TANKS: Any bikes using both methanol and gasoline as fuels must maintain fuels in separate containment systems in order to allow fuel inspections. On turbocharged entrants, the primary fuel system, i.e. the system which supplies fuel to the carburetors or primary injectors, must be supplied by a fuel cell mounted under the tank shell and above the engine. The fuel cell is required to have an accessible fuel filler cap. The secondary fuel supply, typically used as a nitrous or boost-controlled enrichment system, as well as water/alcohol or alcohol-only intercooling, may have the containment cell mounted anywhere within the bodywork, and is not required to have an accessible cap. The secondary fuel cell may have a maximum capacity of 1 quart.

CURRENT APPROVED AFTERMARKET TANKS:

Manufacturer	Model Bike	Part Number
Catalyst Racing Composites	Hayabusa	BUSOTK99, BUPSTK99, BUPS2TK99, BUPS3TK08, BUPS4TK08, VELOCITYTANK06, VELOCITYTANK08, BUPS4-SC, BULTK01
Montgomery Motorsports	Hayabusa	BUSA-GEN2-PROSTREETCOMPLETE
Del's Performance Cycles	Hayabusa	DPCBUSTSHELL
TM Motorsports	Hayabusa	TM13PSTK
Catalyst Racing Composites	GSXR 1000	GSXR1LTK05, GSXR1SOTK05, GSXR1LTK07, GSXR1GTT07, GSXR1SOTT05
Catalyst Racing Composites	GSXR 1100	GSXR11LTK89
Montgomery Motorsports	GSXR 1100	GSXR 1000 05-06 PROSTREETCOMPLETE
Catalyst Racing Composites	ZX-14	ZX14PSTK06, ZX14SOTK06
Catalyst Racing Composites	ZX-12	ZX12PSTK02
Catalyst Racing Composites	ZX-10	ZX10LTK04, ZX10GTK04
Air-Tech Streamlining	CBR 1100XX	CBRXX1052
Air-Tech Streamlining	CBR 1000 RR	2CBR17M
Catalyst Racing Composites	BMW S1000RR	#S1RRLTK10
Montgomery Motorsports	GS 1100	GS1100 PROSTREETCOMPLETE

TAIL SECTIONS: Seat location will be determined by a minimum distance of 29.5-inches measured from the centerline of the steering stem to the back of the seat, including padding, at the bottom most point measured at a 90 degree angle to the ground. Approval of all parts will be limited to 30-days prior to an event. Photos of parts installed on the exact bike must be submitted for approval.

STARTING SYSTEMS: All engines must be self-starting and utilize OEM-style starting systems. No push or roller starts. All systems must be on-board, no external devices may be used to assist the batteries or starter systems.

LAUNCH CONTROL: The use of 2-steps and other launch control devices are legal for all entrants, as long as such devices do not violate any other equipment rules.

ENGINE MANAGEMENT SYSTEMS: Engine management systems (EMS), also known as Engine Control Units (ECU) may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

TECH INSPECTION: NHDRO tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. NHDRO tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

~~ECUs may not detect and may not be activated by radio transmitters, infrared, laser or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (ie radio, infrared, sonic, etc) transmit or receive information during the run to or from any source.~~

~~**DATA ACQUISITION:** Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system are permitted. electrical or mechanical device that may be used to activate, adjust, or tune any engine function based upon ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any measurement or detection device, including non-contact sensors (sonic, infrared, radar, laser, etc) designed to detect or measure distance, position, or heading of the motorcycle relative to the track or any other point or location external to the motorcycle is prohibited. The use of GPS, locator or position transmitters is prohibited.~~ Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire or transmission shaft to measure speed, distance, or track position, is prohibited.

~~**RIDE HEIGHT SENSORS:** Ride height sensors are defined as any device capable of measuring the distance between any fixed point on the motorcycle and the track surface. Ride height sensors may be mounted on any component of the front suspension. are prohibited on any turbocharged or supercharged entrant. Any bike utilizing a ride height sensor during non-competition testing must completely remove the sensor from the motorcycle during any competition rounds.~~

~~**FRONT WHEEL SPEED SENSORS:** Turbocharged and supercharged entrants are not allowed the use of any front wheel speed measurement devices. Any bike quipped from the OEM, or any bike utilizing a front wheel speed sensor during non-competition testing, must completely remove the sensor from the motorcycle during any competition rounds. At the discretion of the tech director, trigger wheels do not need to be removed for competition.~~

~~**TURBOCHARGED & SUPERCHARGED ENTRANTS:** Any electrical or mechanical device that may be used to activate, adjust, or tune any engine functions including timing, fuel delivery, or boost level based upon ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors measuring front wheel/tire speed, position, temperature, or pressure are prohibited. Any sensor measuring any function of the front suspension including travel, distance, position, or external or internal fork conditions are prohibited. Any mechanical, electrical infrared, gyroscopic, ultrasonic, or other type sensor that measures any function of ride height, orientation, inclination, pinch angle relative to horizontal (wheelie angle) or any other plane, roll angle, or yaw angle, is prohibited.~~

ELECTRICAL: Functional charging system, head and taillight w/ brake light, and kill switch required. Headlight and taillight must be retained in stock locations. Turn indicators optional. Headlight and taillight are required to be on during all qualifying and eliminations runs. In the event of failure of either the charging system or the lighting system, the tech department will allow repairs to be made prior to the next round of competition. This courtesy repair opportunity is only allowed once per event, per system. Failure by the rider or crew member to activate either the charging or lighting system is considered to be a system failure. Any failure of either system for the second time in the same event will result in an automatic disqualification.

HEADLIGHTS: Factory headlight systems matching the bike model must be used. All of the original factory glass or plastic lenses must be used, may not be painted or wrapped (reasonable transparent tinting permitted) and must be mounted in the original location in the front fairing (or

headlight bucket on non-faired bikes). Non-fairing bikes must have the headlight bucket mounted in factory location. All components which are part of the original beam generating and reflecting system, and are visible from the outside of the bodywork, must be retained, and may not be modified in any manner visible from the outside. These components include reflectors, secondary lenses, diffusers, bulb sockets, and bulbs. All such components of both the low-beam and high-beam systems must be retained, even if that system is not in use. Required components may be mounted in any suitable manner. Any modification of the mounts, housing, or non-visible areas of the lenses, reflectors, and other required components is permitted. However, lighting system must be enclosed to prevent the escape of light from behind the fairing or bucket. At least one bulb from either the low-beam or high-beam system must be on during competition. Unused bulbs do not need to be electrically functional, and a high/low switching system is not required.

TAILLIGHTS: All entrants must have a functioning taillight system, with operational tail and brake lights. Factory taillights are highly recommended. Non-factory tail lights and brake lights must emit any color light, and must be sufficiently bright to be reasonably visible.

BALLAST: Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. Any component, regardless of weight, which serves a structural, mechanical and/or performance enhancing function, is not considered to be ballast. (i.e., as a general reference, if the component in question can be removed without affecting any functions of the motorcycle, or decreasing structural integrity of the motorcycle, it is considered ballast). NHDRO does, however, reserve the right to deem any non-ballast component to be illegal, if its excessive weight or design creates a safety hazard, or if its construction or implementation is of an unprofessional appearance. Ballast may not be mounted to any bodywork or other plastic or composite components, nor may it be mounted to any part of the riders' body or equipment. Liquid or loose ballast (i.e., water, sand, rock, shot bags, etc.) is prohibited.

BALLAST MOUNTING: Ballast may be mounted to any portion of the frame, swingarm, seat mounts, rear sub-frame, fairing brackets, or any suitable structural component with sufficient strength to safely support the weight of the ballast during the run. Ballast mounting must be sufficiently strong to support the weight of the ballast, as determined by the tech director. All ballast must be mounted within the outer dimensions of the frame, rear sub-frame, swingarm, or bodywork. Ballast may not be mounted to any spring-mounted exhaust system components. If any exhaust or turbo system components are utilized to mount ballast, these components must have additional braces or struts to reduce the load on the exhaust or turbo system components. These supports must connect the ballast and/or exhaust/turbo components to rigid point(s) on an engine or chassis component, and the supports, mounts, and rigid mounting points must be of sufficient strength to support the ballast/exhaust/turbo assembly weight in race conditions.

CAPTURED BALLAST: Captured ballast is any material or component captured or contained within or around another component without the use of mounting fasteners. This form of attachment is still considered to be "mounted". This would include pourable ballast, such as epoxy or melted lead, inside of a tube or cavity. It would also include, but not be limited to, other ballast material contained within welded, clamped, or mechanically fastened components such as inside welded frame or swingarm components, inside a fork assembly, or press-fit into a fork slider tube.

FRONT SUSPENSION BALLAST: No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly. Unless specified otherwise, no parts of the front suspension, brake system, or fender system may be remanufactured from exotic heavy materials, including tungsten steel, HD-17, or Mallory metal [see EXOTIC HEAVY MATERIALS]. Front suspension components other than the fork leg assemblies, front axle assemblies, and front wheel assembly (this includes triple clamps, clip-on's, fender mounts, brake calipers and hangers, etc.) may be remanufactured from any legal materials, but must be constructed to dimensions reasonable for the application, with hardware reasonably-sized for the application. Whenever possible, OEM components will be used as a reference when determining what are appropriate sizes and dimensions. Lightening holes, gun-drilling, and other weight-saving techniques utilized on the OEM components may be deleted. Pre-approval of custom or aftermarket components is highly recommended. The tech staff has final decision on all front suspension component matters, and will be closely monitoring the use of these components.

EXOTIC HEAVY MATERIALS: NHDRO defines an exotic heavy material as any material with a density higher than 8.1 grams per cubic centimeter. With the exception of components considered to be part of the fork, axle, or front wheel assemblies, no front end components may be manufactured from an exotic material.

WHEELS: Cast wheels must have a 180mm or greater width tire. Wheels 7.00 inches wide or wider must have bead-locks. Bead-lock highly recommended on all rear wheels. 16-inch minimum diameter front wheels are permitted.

MAXIMUM FRONT WHEEL WEIGHT: Front wheel and brake rotor components may be manufactured from any material. Total weight of front wheel rotating assembly, including tire, rotor, bearings, etc cannot exceed 29 lbs. Inner bearing spacers and any axle spacers not removable without the use of tools are included in the wheel weight. Any bearing or axle spacers removable by hand will be included in the front axle weight [see FRONT AXLES]. No aftermarket or remanufactured components of the bearing or axle spacer assembly outside of the wheel may be larger than 1.5" in diameter. Bearing spacers contained completely within the wheel and retained by the wheel bearings may be of any dimension. Unmodified OEM parts larger than 1.50" are acceptable.

FRONT AXLES: Front axle assemblies may be remanufactured or replaced with aftermarket components. Any aftermarket axle must have a dimple or hole in the center of the axle on each side to aid in wheelbase measurements (see WHEELBASE MEASUREMENTS). No part of the axle or nut may protrude more than .75" beyond the outside of the fork legs. No remanufactured or replacement part of the axle, axle nut, or external bearing spacers may exceed 1.50" in diameter. Unmodified OEM parts larger than 1.50" are acceptable. If lead or other materials are used to ballast the front axle assembly, all ballast material must be captured inside a hollow axle tube, and the ballast material must be positively retained by welded or threaded caps, or by some other positive mechanical retention system. The total weight of the front axle assembly, including spacers, nuts, washers, etc. may not exceed 4 lbs total weight. This weight shall include all OEM and non-OEM parts.

FRONT SUSPENSION: Rigid forks prohibited. Hydraulic-dampened tube type only, with a minimum tube diameter of 34mm. Front suspension must have sufficient hydraulic damping to allow safe operation. Modifications to existing OEM or aftermarket forks which completely remove or otherwise defeat the function of the damping systems is not acceptable. The design of custom forks must include sufficient damping for the safe operation of the motorcycle under race conditions. All entrants must have a minimum of 1" travel in the front forks, with sufficient clearance around the fender, fairing, headlight, exhaust, etc. to allow the forks, fender, and wheel/brake assembly to safely move across the full range of fork travel at any steering angle. Forks must have enough front spring force to keep forks extended at least .50" above compression bump stop with bike sitting level and rider seated in riding position. Travel is measured from the compression bump stop to the rebound bump stop. NOTE: Having 1" of exposed fork slider DOES NOT guarantee that 1" of travel exists. No more than 1.5" of upper tube (2" on inverted forks) may be exposed above top triple clamp or clip-on, whichever is higher.

MAXIMUM FORK WEIGHT: Fork components may be manufactured of any materials. Fork weight includes all internal and external components of the fork, including the fork oil. Weight does not include axles, axle spacers or hardware, brakes, brake brackets or hardware, fenders, fender mounts or hardware, or any other components mounted external of the fork. Applicable fork weight is determined by the year model of the frame, and not the year model of the forks.

Maximum Weight per Side:

1999 & Newer Models:	9.0 lbs
1998 & Older Models:	12.50 lbs

REAR SUSPENSION: On turbocharged and supercharged bikes, the use of any active suspension components is prohibited. Active suspension components include, but are not limited to, electronic, pneumatic, or air-operated shocks, forks, springs, dampers, or ride height adjustments.

BRAKES: Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type or braided steel hose or stainless steel line. Braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to insure no contact with moving parts. Carbon fiber brake pads or disks are prohibited. Braking forces must be generated and controlled solely by the rider. The use of any electrical or mechanical device to apply braking force at any point during the run is prohibited.

ABS BRAKES: ABS systems must be removed from motorcycles OEM-equipped with such systems.

WHEELBASE MEASUREMENTS: In order to aid in performing wheelbase measurements, all entrants must have axles with either dimples or holes located in the center of the axles. These holes or dimples must be at least ¼" in diameter and at least ¼" deep, and must be located on both sides of the front and rear axles. All components must be mounted in a fashion to allow an unobstructed access to the axles from both sides of the motorcycle. With the front wheel straight and standing from a perpendicular side view on both sides, there must be a direct line of sight to both axles large enough to allow a wheelbase measurement tool of up to 1.5" in diameter to access the axles. No components of the bodywork, fender, turbo, exhaust, or any other components may block this view. Fabrication and design should take into consideration these requirements.

GROUND CLEARANCE: : Belly pans and oil retention blankets may be removed to pass ground clearance test. All ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run with rider sitting on bike, straight up perpendicular to the ground. No rider or team member is allowed to alter the pressure, measure the pressure, or otherwise make any contact with either tire valve stem until the conclusion of the post-run technical inspection. If an entrant fails the ground clearance inspection and their rear tire pressure has dropped below 8lbs they will be allowed, upon the tech director’s approval, to raise the rear tire to 8lbs and reattempt the ground clearance test.

Nitrous Bikes: Must have a minimum of 2” ground clearance

Turbocharged Liter Bikes: Must have a minimum of 2” ground clearance

Turbocharged & Supercharged Big-Bore Bikes with Integral Engines Cases (i.e., ZX-14): Must have a minimum of 2” ground clearance

Turbocharged & Supercharged Big-Bore Bikes with separate block/engine cases (i.e., Hayabusa): Must have a minimum of 3” ground clearance

RIDER WEIGHT: All riders claiming a combination with rider weight requirements must weigh-in at tech inspection. Riders will only be allowed to wear one pair of underwear, one pair of shorts, one short-sleeved shirt, and one pair of socks while being weighed in (Shoes, jewelry, hats, watches, etc. must be removed, and all pockets must be empty). Riders will only be given one chance to weigh-in at tech inspection and will be required to run the wheelbase placed for that weight. Any rider caught attempting to hide ballast on their person will be disqualified from the event and will face a one-year suspension from NHDRO.

GENERAL SAFETY: All riders must have full leathers (zipped together leathers are recommended and may be mandatory in future). All riders must have a SNELL 05 or higher full-face helmet with shield, leathers gloves, and shoes above the ankle. All motorcycles and riders must pass NHRA safety inspection. Ballistic blankets are recommended but are not required. Tether kill switches required on all entrants. Kill switch, when activated, must disable ignition, fuel pump(s) and nitrous system solenoids.

RULE REVISIONS: NHDRO reserves the right to step in and adjust rules to maintain parity amongst different combination when deemed necessary. No rule will be changed solely based on one run or even one race. Instead a body of data will be collected and a thorough investigation will be conducted over a series of races among the different race organizations. NHDRO will make every attempt to keep each combination competitive. Any rule revisions deemed necessary by NHDRO would be officially posted on the NHDRO website a minimum of 14 days prior to the event in which they become effective (the rulebook on the NHDRO website on the day of the event is in full effect). Any rule revision deemed necessary for the reasons of safety may be made at any time, even after the start of an event, and may be made effective immediately.

TECHNICAL INSPECTIONS: NHDRO has the right to inspect any competition vehicle or competitor at any time during the event, and at any location on the track premises. For the purposes of collecting information in an effort to maintain class parity and verify the effectiveness of the current rules, these inspections may include the measurement, weight, and design of components not specifically restricted by the rule book. All efforts will be made to respect the concerns of competitors over issues of intellectual property and proprietary designs. If a competitor feels that a specific requested inspection will unduly reveal proprietary information, they may appeal to the race director. However, if the race director deems these inspections to be warranted and reasonably justified by the technical director, then the competitor must submit to the inspection or be immediately disqualified from the event.

MINIMUM WEIGHT: All weights include both the bike and rider, and will be taken at the conclusion of the run.

Turbocharged - Big Bore

0-154# Rider	155# Minimum Rider	175# Minimum Rider	185# Minimum Rider	195# Minimum Rider	205# Minimum Rider
Base Weight 650#	Base Weight 675#	Base Weight 700#	Base Weight 700#	Base Weight 700#	Base Weight 700#
68” wheelbase +0#	69” wheelbase +0#	70” wheelbase +0#	71” wheelbase +0#	72” wheelbase +0#	73” wheelbase +0#
---	---	---	70” wheelbase -10#	71” wheelbase -10#	72” wheelbase -10#
---	---	---	69” wheelbase -20#	70” wheelbase -20#	71” wheelbase -20#
---	---	---	68” wheelbase -30#	69” wheelbase -30#	70” wheelbase -30#
---	---	---	---	68” wheelbase -40#	69” wheelbase -40#
---	---	---	---	---	68” wheelbase -50#

1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#	1371-1450cc Engine +15#
M1 Fuel +40#	M1 Fuel +30#	M1 Fuel +20#	M1 Fuel +10#	M1 Fuel +0#	M1 Fuel +0#
Cryo-Cooler +20#	Cryo-Cooler +15#	Cryo-Cooler +10#	Cryo-Cooler +5#	Cryo-Cooler +0#	Cryo-Cooler +0#
Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#
1-2 Auto +50#	1-2 Auto +40#	1-2 Auto Trans +30#	1-2 Auto Trans +20#	1-2 Auto Trans +10#	1-2 Auto Trans +0#
1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted	1-2-3 Auto Not Permitted
Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted	Full Auto Not Permitted

Supercharged - Big Bore

68" Wheelbase	69" Wheelbase	70" Wheelbase	71" Wheelbase	72" Wheelbase	73" Wheelbase
Base Weight 600#	Base Weight 625#	Base Weight 650#	Base Weight 675#	Base Weight 700#	Base Weight 725#
Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider
1451-1660cc +25#	1451-1660cc +25#	1451-1660cc +25#	1451-1660cc +25#	1451-1660cc +25#	1451-1660cc +25#
M1 Fuel +20#	M1 Fuel +20#	M1 Fuel +20#	M1 Fuel +20#	M1 Fuel +20#	M1 Fuel +20#
Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#
1-2 Auto Trans +0#	1-2 Auto Trans +0#	1-2 Auto Trans +0#	1-2 Auto Trans +0#	1-2 Auto Trans +0#	1-2 Auto Trans +0#
1-2-3 Auto Trans +10#	1-2-3 Auto Trans +10#	1-2-3 Auto Trans +10#	1-2-3 Auto Trans +10#	1-2-3 Auto Trans +10#	1-2-3 Auto Trans +10#
Full Auto Trans +25#	Full Auto Trans +25#	Full Auto Trans +25#	Full Auto Trans +25#	Full Auto Trans +25#	Full Auto Trans +25#

Nitrous Injected - Big Bore

72" Wheelbase	73" Wheelbase	74" Wheelbase	75" Wheelbase	76" Wheelbase
Base Weight 525#	Base Weight 550#	Base Weight 575#	Base Weight 600#	Base Weight 625#
Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider
Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#	Integral Engine Cases -15#
Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#
No Auto Trans -25#	No Auto Trans -25#	No Auto Trans -25#	No Auto Trans -25#	No Auto Trans -25#

Turbocharged - Original Liter

71" Wheelbase	72" Wheelbase	73" Wheelbase	74" Wheelbase	75" Wheelbase	76" Wheelbase
Base Weight 530#	Base Weight 550#	Base Weight 570#	Base Weight 590#	Base Weight 610#	Base Weight 630#
Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider
Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#

Supercharged - Original Liter

71" Wheelbase	72" Wheelbase	73" Wheelbase	74" Wheelbase	75" Wheelbase	76" Wheelbase
Base Weight 480#	Base Weight 500#	Base Weight 520#	Base Weight 540#	Base Weight 560#	Base Weight 580#
Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider
Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#



Nitrous Injected - Original Liter

74" Wheelbase	75" Wheelbase	76" Wheelbase	77" Wheelbase
Base Weight 450#	Base Weight 475#	Base Weight 500#	Base Weight 525#
Any Size Rider	Any Size Rider	Any Size Rider	Any Size Rider
Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#	Full Auto Trans +0#

