

Rules & Regulations



ADRL 2018 RULE BOOK

The QRC Class Mandates

The QRC wishes to welcome all competitors, crewmembers and spectators.

The QRC with the help of the fine Racing Organizations wish to establish common rules and seeks parity amongst classes within the Gulf Region.

The goal of the QRC is to help, along with the other organizations to promote World Wide Awareness of the sport of Drag Racing.

Since Drag Racing originated in the United States of America the QRC will recognize the Already Well Established Safety Mandates as set forth by the Organizations from the country.

The QRC wishes to extend a welcome to all Competitors, crewmembers and spectators from around the world and wish that all who enter the QRC Racing Facility a safe and Entertaining Environment.

Contents

General Regulation	6
1.1. ENGINE	6
1.1.1. Exhaust System.....	6
1.1.2. Fuel.....	6
1.1.3. Fuel System	6
1.1.4. Liquid Overflow	6
1.1.5. Nitrous Oxide	7
1.1.6. Supercharger / Turbocharger	7
1.2. DRIVETRAIN.....	7
1.2.1. Transmission - Automatic	7
1.2.2. Transmission - Aftermarket Planetary.....	7
1.2.3. Clutch, Flywheel, Flywheel Shield	7
1.2.4. Driveline	8
1.3. BRAKES & SUSPENSION.....	8
1.3.1. Brakes	9
1.3.2. Suspension - Altered, Dragsters	9
1.3.3. Suspension - Stock-bodied cars	9
1.3.4. Wheelie Bars.....	9
1.4. FRAME/CHASSIS	9
1.4.1. Ground Clearance.....	9
1.4.2. Parachute	9
1.4.3. Roll Bar	10
1.4.4. Roll Cage.....	10
1.5. TIRES & WHEELS	13
1.5.1. Tires.....	13
1.5.2. Wheels	14
1.6. Interior	14
1.6.1. Seats	14
1.6.2. Seatbelts.....	14
1.6.3. Sheet Metal	14
1.6.4. Window Net.....	15
1.7. BODY	15
1.7.1. Body - Stock-body Vehicles.....	15

1.7.2. Body, Altered-body Vehicles	15
1.7.3. Firewall.....	15
1.7.4. Floor	15
1.7.5. Hood.....	15
1.7.6. Windshield, Windows - Stock-bodied Vehicles.....	16
1.8. Electrical.....	16
1.8.1. Batteries.....	16
1.8.2. Master Cutoff	16
1.8.3. Tail Lights	16
1.8.4. Mounting Hardware.....	17
1.9. Driver	17
1.9.1. Driver Restraint System	17
1.9.2. Helmets & Goggles	17
1.9.3. Neck Collar.....	18
1.9.4. Protective Clothing.....	18
2. Race Procedures	18
2.1. Warm-Ups.....	18
2.2. Apparel.....	18
2.3. Appearance	18
2.4. Helmets	19
2.5. Occupants.....	19
2.6. Burnouts.....	19
2.7. Starting Line Conduct	19
2.7.1. Courtesy Staging.....	19
2.8. Bye Runs	20
2.9. Starting Line Infractions.....	20
2.10. Boundary Line Regualtions.....	20
2.11. Break Rule:.....	22
2.12. Lane Choice	22
2.13. Disqualifications.....	23
2.14. POINT SYSTEM.....	24
2.14.1 Participation	24
2.14.3 Elimination.....	24
2.14.4 E.T. & Top Speed Records.....	24

2.14.5 Rain Out/Race Cancellation Points Policy	25
2.14.6 Season Championship Tie Break Procedures.....	25
2.15. Ladder System:.....	25
3. Administration Procedures	28
3.1. Authority for Conduct of Racing	28
3.2. Conduct of Participants/Crewmembers	29
3.3. Compliance with QRC Regulation	29
3.4. Compliance of Rules.....	30
3.5. Racing license.....	30
3.6. Accepted license.....	31
3.7. Appeal	31
3.8. Drug and Alcohol Policy:	31
4.0 International Competition classes:.....	32
4.1 Pro Modified (PM).....	32
4.2 4.50 Competition Index (FF)	41
4.3 10.5 W Outlaw Back Half (OL).	42
4.4 4.80 Dragster (DG).....	44
4.5 Super Street Outlaw (8 cylinder and 6 cylinder) (SS6 & SS*)	44
4.6 Safety mandates for all automotive classes	46
5.0 International Motorcycle competition classes.....	48
5.1 Pro-Bike (PB)	48
5.2 Super Street Bike (SSB).....	49
5.3 Street Bike (SB)	50
5.4 Safety mandates for all motorcycle classes	51

General Regulation

1.1. ENGINE

Any small or big block approved model car engine only. Small & Big block engine capacities may range from in cubic inches. Any internal modifications are permitted.

Boost bottles permitted. Any mufflers, including tuned pipes and variable chamber pipes are permitted, and exhaust outlets must exit the vehicle pointing to the horizontal or above. It is highly recommended that all race cars be equipped with an Engine Diaper.

1.1.1. Exhaust System

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

1.1.2. Fuel

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

1.1.3. Fuel System

All fuel tank filler necks located inside trunk must have filler neck vented to outside of body **with baffle.**

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

1.1.4. Liquid Overflow

Radiator Catch-can is mandatory for coolant overflow; one pint (.471) minimum capacity. **Catch cans must not vent to open atmosphere. Hoses must have baffle (sock/filter)**

1.1.5. Nitrous Oxide

Commercially available nitrous oxide permitted, including on supercharged and turbocharged engines. Nitrous bottles in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottles must be stamped with a DOT approval, and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or ADRL permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle prohibited. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. Nitrous system must be activated by a wide-open throttle switch.

1.1.6. Supercharger / Turbocharger

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

1.2. DRIVETRAIN

1.2.1. Transmission - Automatic

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory.

Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 6.40 in the PRO class or tube chassis vehicle. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle.

1.2.2. Transmission - Aftermarket Planetary

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 5.40 seconds or quicker and equipped with aftermarket planetary transmission.

1.2.3. Clutch, Flywheel, Flywheel Shield

Flywheel and clutch meeting SFI Spec 1.1, 1.2 (2-disc maximum) is mandatory on any car running 6.40 or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2 6.3, or 9.1 minimum is mandatory on all other cars running 6.40 seconds or quicker. Cars with rotary engines running 6.40 or quicker must be equipped with a flywheel shield made of 1/4-inch (6.35 mm) minimum thickness steel plate surrounding the bell housing 360 degrees.

1.2.4. Driveline

OEM production line all-wheel-drive vehicles permitted. Drive shaft loop required on all cars running 6.40 or quicker. However, all pre-1990 cars must have a drive shaft loop (except vehicles running 6.40 or slower cars equipped with street tires.) axle rear end with conventional rear end housing (Example: 1963 through 1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or E.T. Must have 360 degree, minimum 1-inch wide by 1/4inch thick (25 x 6.4 mm) axle retention loop Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 6.40 seconds or quicker.

Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 is mandatory on cars running 6.40 seconds or quicker.

General Regulations Transmission shield meeting SFI Spec 4.1 is mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 6.40 seconds or quicker and equipped with Four-wheel hydraulic brakes mandatory on any bodied car running 6.40 or quicker. Minimum two rear-wheel (one calipers per wheel) hydraulic brakes is mandatory on Dragsters, Funny Cars, and any car running slower than 6.40 seconds. Dragsters running slower than 6.40 seconds with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. One hydraulic shock absorber per sprung wheel is Minimum. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheel-base. See Full automotive-type suspension mandatory.

One operating hydraulic shock absorber per wheel is Minimum. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See Permitted. See General Regulations 3.6. Mandatory on rear engine Dragsters. See General Regulations 4.3. Minimum 3-inches (7.6 cm) from front of car to 12-inches (30.5 cm) behind centerline of front axle, 2inches (5.1 cm) for remainder of Mandatory on any car with top speed in excess of 120 mph.

1.3. BRAKES & SUSPENSION

1.3.1. Brakes

Four-wheel hydraulic brakes mandatory on any bodied car running 5.10 or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes are mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 6.40 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake rotor with dual calipers.

1.3.2. Suspension - Altered, Dragsters

Full automotive-type front suspension is mandatory. Rigid mounted rear axles permitted.

Minimum one hydraulic shock absorber per sprung is wheel. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheelbases.

1.3.3. Suspension - Stock-bodied cars

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

1.3.4. Wheelie Bars

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

1.4. FRAME/CHASSIS

1.4.1. Ground Clearance

Minimum 3 inches required from whatever portion of the vehicles body or chassis that breaks the staging beam to 12 inches behind centerline of front axle. Minimum 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under

Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch-clearance rule.

1.4.2. Parachute

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

1.4.3. Roll Bar

Roll bar is mandatory in all cars running 6.40 or quicker and in convertibles running 7.40 or quicker, and in dune-buggy type vehicles running 7.40 seconds and slower; all depending on class.

1.4.4. Roll Cage

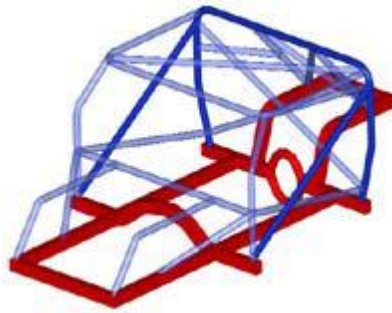
A roll cage is much more than just a roll cage. It is a necessary component for a high performance car, for more than its rollover protection. Just about all safety bodies in almost every class of racing require some form of roll cage.

It provides a great deal of protection in a rollover situation; its purpose is not strictly as such. The cage provides a great deal of side, frontal, and rear collision protection.

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

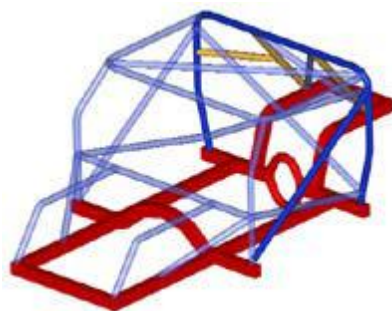


A 4-point cage is what is typically referred to as the "roll bar". It's a single tube starting from the vehicles floor, wraps up the car's B-pillar, across the roof, and back down the opposing B-pillar. Generally two tubes (one on each side) will come down from high on the B-pillar tube down to the floor;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



A 4 POINT ROLL CAGE

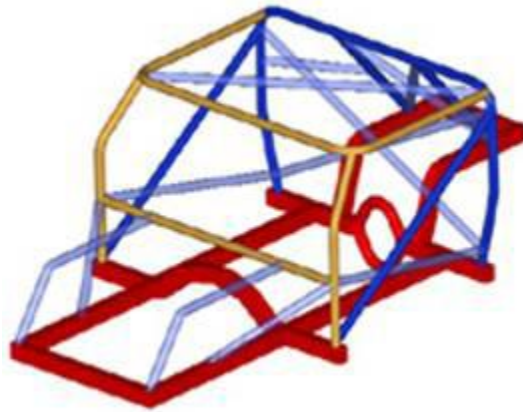
A 6-point cage is usually a 4-point cage with the addition of two down-tubes. The additional tubes will usually come from the roll bar (in close proximity to the roof), towards the trunk. (See figure below)



A 6 POINT ROLL BAR

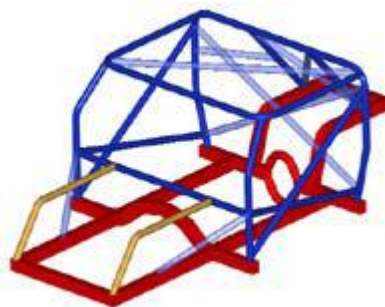
6-point cages start taking advantage of high-force rollover collision protection. 8-point cages have the addition of tubes that come forward from the roof section of the roll bar; towards the

windshield. These tubes surround the perimeter of the inside of the roof, with down-tubes now running down the A-pillars. (See figure below)



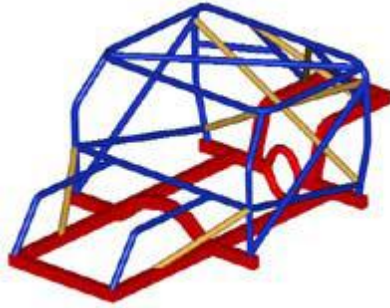
A 6 POINT ROLL CAGE

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



A 8 POINT ROLL CAGE

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



14 POINT ROLL CAGE

Just as important to the safety of the driver and vehicle, the cage provides something else of importance. The cage adds rigidity to the structure. Having the chassis as stiff as possible aids in many aspects of traction, weight transfer, and suspension geometry. Having the chassis rigid is necessary to road, drag, and off-road racing situations. Less flex equates to more predictable vehicle dynamics. Having the vehicles dynamics stabilized allows the suspension geometries and resistances to be tuned for the maximum performance of the system.

To illustrate the effects of stability, take into consideration of a simple truss, versus a single piece of tube. A single piece of tubing defects under load far greater than the same piece of tube, with the addition of the elements of a truss. The safety cage creates a 3-dimensional truss that adds substantial amounts of strength to the structure.

1.5. TIRES & WHEELS

1.5.1. Tires

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread Depth. Temporary spares, space-saver spares, farm implement, or trailer tires are prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 6.40 or quicker.

1.5.2. Wheels

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

1.6. Interior

1.6.1. SEATS

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

1.6.2. SEATBELTS

Seat belt is mandatory in all cars. Three-inch (7.6 cm) driver restraint system meeting SFI Spec 16.1, mandatory in any car running 6.40 or quicker and in convertibles running 7.40 or quicker, and Dune buggy type vehicles running 7.40. SFI 16.1 restraint system, when required, includes crotch strap, and must be updated at two-year intervals from date of manufacture.

1.6.3. SHEET METAL

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

1.6.4. Window Net

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

1.7. BODY

1.7.1. Body - Stock-body Vehicles

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

1.7.2. Body, Altered-body Vehicles

Vehicle body may be chopped, channeled, sectioned, streamlined, etc. in PRO class only. Sedan delivery, 1-ton max trucks or sedan pickups (Ranchero, El Camino) permitted.

Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

1.7.3. FIREWALL

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

1.7.4. FLOOR

Floor of a car is mandatory and could be made of be aluminum, steel, or fiberglass.

Magnesium NOT allowed.

1.7.5. HOOD

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

1.7.6. Windshield, Windows - Stock-bodied Vehicles

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

1.8. Electrical

1.8.1. Batteries

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

1.8.2. Master Cutoff

Master cutoff Mandatory when battery is relocated or on any vehicle running 9.99 (6.4 - 1/8 mile) seconds or quicker. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily Accessible from outside the car body. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions, including magneto ignition. The off Position must be clearly indicated with the word "OFF." If switch is "Push/pull" type, "push" must be the action for shutting off the Electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or Keyed switches prohibited.

1.8.3. Tail Lights

Working tail lights are required on all vehicles competing. Tail lights must be on anytime the track lights are operating. Tail lights must be on prior to entering the staging beams and must remain on until the vehicle exits the shutdown area. Tail lights must be visible from race control for the full length of the racing surface.

1.8.4. Mounting Hardware

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

1.9. Driver

1.9.1. DRIVER RESTRAINT SYSTEM

Required, see Seatbelt requirements above.

1.9.2. Helmets & Goggles

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

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

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

Drivers in all 6.40 second or quicker cars, and all dune buggy type vehicles running 7.40 seconds or slower must wear a helmet meeting SNELL 90, 95, K98, 2000, or SFI 31.1A, 31.2A, Specs. Drivers in supercharged front-engine open bodied cars must wear a helmet meeting SNELL SA95, or SFI 31.1 or 31.2 specs.

Drivers in Pro Modified, Outlaw 10.5 must use a helmet meeting SNELL SA2010 or SFI 31.2 Specs, except as noted under Class Requirements. SNELL K98 is acceptable in place of any SNELL M rated helmet. Drivers of any open bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

1.9.3. Neck Collar

Neck collar is mandatory in all cars running 6.40 seconds or quicker, or cars exceeding 145 mph. HANS Device required on all PX, PN, PM drivers.

1.9.4. Protective Clothing

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

2. Race Procedures

2.1. Warm-Ups

It is mandatory that a driver be seated in the car in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. The practice of Trans brake Testing, converter stalls, line-loc testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jack stands. Non-compliance is grounds for disqualification.

2.2. Apparel

Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the Racetrack. Shoes are mandatory. All attire must be professional and not offensive. Race Director has discretion to ask that a crew member be removed from the competition areas as deemed necessary.

2.3. Appearance

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

2.4. Helmets

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

2.5. Occupants

No more than one person is permitted in any car during any run.

2.6. Burnouts

All pre-race burnouts are restricted to designated areas, using water only. During burnouts, participant crews are NOT allowed to hold the car. If a competitor's car should stall during burnout procedure, they will be permitted one attempt to re-start. A reasonable amount of time will be permitted to proceed to the starting line. If the Official Starter motions a competitor to stage their vehicle and they are unable to immediately do so, the Official Starter has the authority to shut the car off and stage the opposing competitor for a single. Crossing the centerline during a burnout is NOT a disqualification. All cars have 3 minutes to stage start from this point (the start of the burnout)

2.7. STARTING LINE CONDUCT

2.7.1. Courtesy Staging

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

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

"Deep Staging" is allowed after both cars have pre-staged. If a car deep stages accidentally there will be no pull back. All other classes will receive a red light and be disqualified.

All cars must stage under their own power. Bye-runs are required to break the starting line beam under power in order to advance.

Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate race winner, a contestant's car must self-start, self-burnout, and self-stage. Participant's crew may guide the driver only. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power (engine must be running).

2.8. BYE RUNS

Bye runs are determined by your qualifying position according to the NHRA Pro Ladder format.

2.9. STARTING LINE INFRACTIONS

Redlight: If a competitor leaves before the green light, this is called a redlight. This is a loss unless the other competitor commits a more serious foul (crossing center line).

Leave Before Tree Activated (LBTA): If a driver leaves the staging beams before the tree is activated, this will be a foul and loss. The competitor will not receive a time slip or recorded time for the run even during qualifying. If two competitors leave before the tree is activated, both are disqualified and neither advance to the next round.

Time Out: After both cars are pre-staged and the first car is staged, the other lane has 7 seconds to stage. This is computer timed. If the car does not stage in the allowed 7 seconds, they will receive a redlight and loss.

2.10. BOUNDARY LINE REGULATIONS

In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted line surface. For centerline determination, the painted line directly adjacent to the contestants racing lane will be

EXAMPLE:



Tire mark "A"



Tire mark "B"

Tire mark "**A**" completely crosses painted boundary line - grounds for disqualification.

Tire mark "**B**" does not completely cross painted line - not a disqualification. In situations where multiple boundary lines are utilized, the line adjacent to the contestant's racing lane will be used for reference.

Should a driver receive a red light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start will be reinstated.

In cases where both opponents cross the centerline, both drivers' times will be voided (disqualified if during eliminations). The object of the final round race is to determine one winner and one runner-up, in the case of center line dual infringement in the final round, the competitor who crosses the centerline first shall be the runner-up.

Debris generated from a vehicle into an opponent's lane may be grounds for disqualifications. It must be determined that such debris created a clear and present hazard for the opposing contestant and was deciding factor in the contest. Event Director shall make any judgments and/or disqualifications.

Intentional crossing of boundary lines to leave track or avoiding debris on track is not grounds for disqualifications.

In situations where a driver is making a single run during eliminations, driver is not disqualified for boundary line crossing. The elapsed time is voided for all purposes if a contestant does cross a boundary line or a performance-related infraction occurs.

If a vehicle strikes timing fixtures - even though not completely crossing painted line – it is a disqualification. Rubber traffic cones are for guidance only and are not considered to be timing fixtures. A parachute striking timing blocks after the car has crossed the finish line does not result in disqualification.

2.11. BREAK RULE

If a vehicle breaks after receiving the green light, the pass need not be completed to receive round win status. However, a vehicle must record a reaction time under its own power in order for a run to be considered valid during eliminations.

In situations where a driver is making a single run in eliminations, he/she is considered the automatic winner once he/she stages under power, receives the start and breaks the stage beam. Lane boundary line crossing and red light disqualification rules do not apply on single runs.

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

All vehicles must make a valid timed run during qualifying. If a driver fails to cross the finish line to have a recorded time, they will not appear on the qualifying list or ladder.

2.12. LANE CHOICE

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying position receives the first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest E.T. from the previous round. In the case of identical E.T. previous round, lane choice is given to the driver with the highest speed previous round. In the case of identical E.T. and speed previous round, lane choice is given to the driver with the highest qualifying position.

2.13. DISQUALIFICATIONS

- Discovery of any device, action, or operation not included in this Rulebook or in conflict with rules contained within this Rulebook is grounds for immediate disqualification.

- One of the rarities at a drag racing event is the situation in which two cars are disqualified during the same elimination race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the timing system is activated.

Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines, the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

- Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges or possible arrest

In cases where both drivers are disqualified during the same race, the policy is that the first offender is disqualified and the other driver reinstated, providing the grounds for disqualification were equal. However, in most cases, there are varying degrees of rule infractions, with the policy being that the driver committing the major offence is disqualified; the driver with the lesser offence is reinstated. This system is commonly referred to as "first or worst". In the case where both drivers leave before the tree is activated, thus no reaction time recorded for either driver, neither driver will advance to the next round.

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

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

2.14. POINT SYSTEM

2.14.1 Participation

Each driver will be awarded 25 points for participation. A minimum of one qualifying run will be required to earn participation points. Driver must attend driver meetings in order to receive points.

2.14.2 Qualifying

<u>16-Car Ladder (12+ Cars)</u>	<u>8-Car Ladder (5-8 Cars)</u>	<u>4-Car Ladder (1-4 Cars)</u>
# 1 - 16 Points # 2 - 15 Points # 3 - 14 Points # 4 - 13 Points # 5 - 12 Points # 6 - 11 Points # 7 - 10 Points # 8 - 9 Points # 9 - 8 Points # 10 - 7 Points # 11 - 6 Points # 12 - 5 Points # 13 - 4 Points # 14 - 3 Points # 15 - 2 Points # 16 - 1 Point	# 1 - 8 Points # 2 - 7 Points # 3 - 6 Points # 4 - 5 Points # 5 - 4 Points # 6 - 3 Points # 7 - 2 Points # 8 - 1 Point	# 1 - 4 Points # 2 - 3 Points # 3 - 2 Points # 4 - 1 Point

2.14.3 Elimination

16-Car Ladder		8-Car Ladder		4-Car Ladder	
Winner	500 Points	Winner	400 Points	Winner	300 Points
Runner Up	400 Points	Runner Up	300 Points	Runner Up	200 Points
3 rd Rd. Loser	300 Points	2 nd Rd. Loser	200 Points	1 st Rd. Loser	100 Points
2 nd Rd. Loser	200 Points	1 st Rd. Loser	100 Points		
1 st Rd. Loser	100 Points				

2.14.4 E.T. & Top Speed Records

Any participant who beats the series E.T. record for his category will be awarded an extra 50 points. Plus any participant who records the series top speed in his category will be awarded 50 points. (Each record will require a 1% backup to receive the points awarded). All records must be approved by technical inspection prior to being recorded as official. Records are

awarded at the conclusion of each event with the best ET & Speed in each class if a new official record is set.

2.14.5 Rain Out/Race Cancellation Points Policy

In the event of a rain-out and/or race cancellation, any racer that has successfully participated in the qualifying process will be eligible to receive qualifying points, and will be eligible to count the race as "attended" for championship calculations. If the Rain Out or Race Cancellation occurs then participants will receive (25) participation points, plus qualifying points based on qualifying position at the time of cancellation.

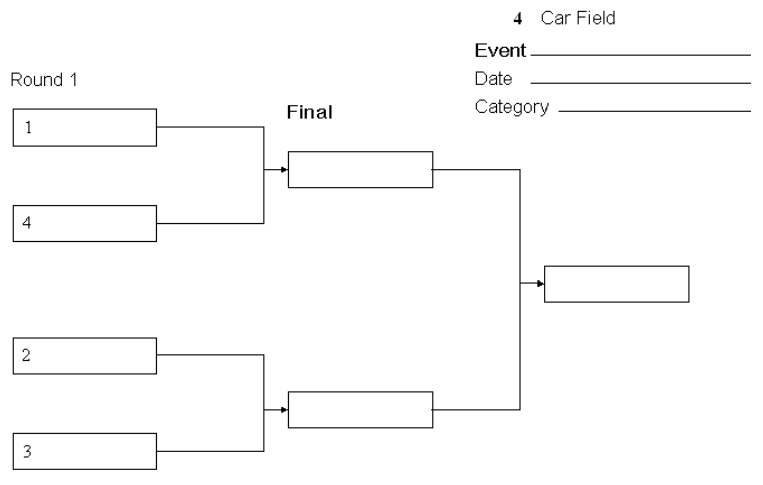
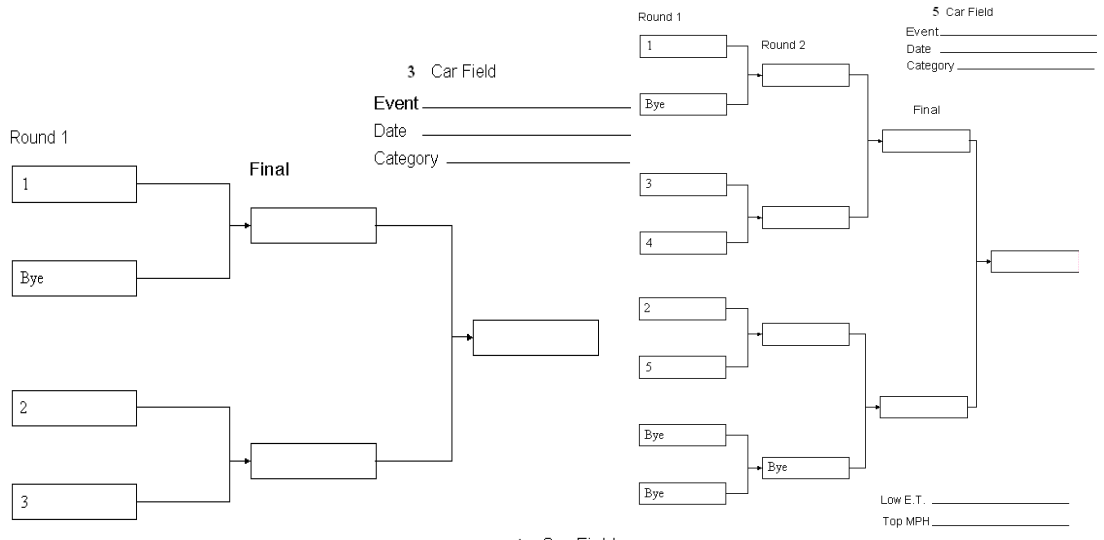
2.14.6 Season Championship Tie Break Procedures

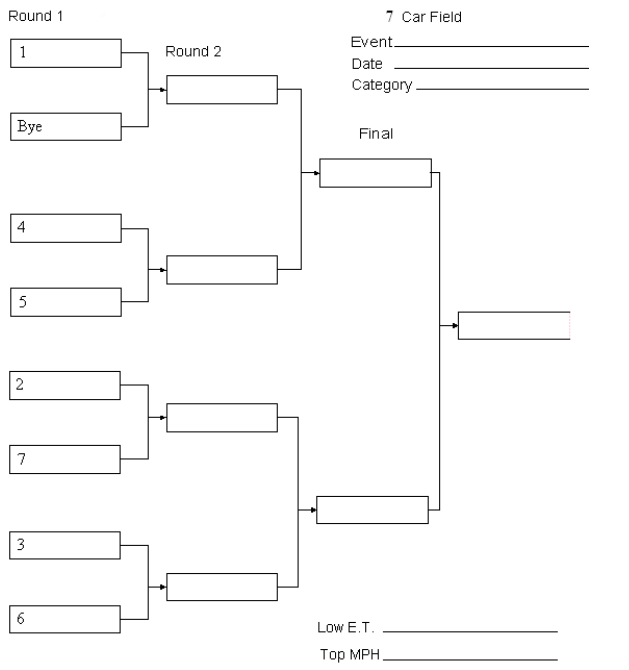
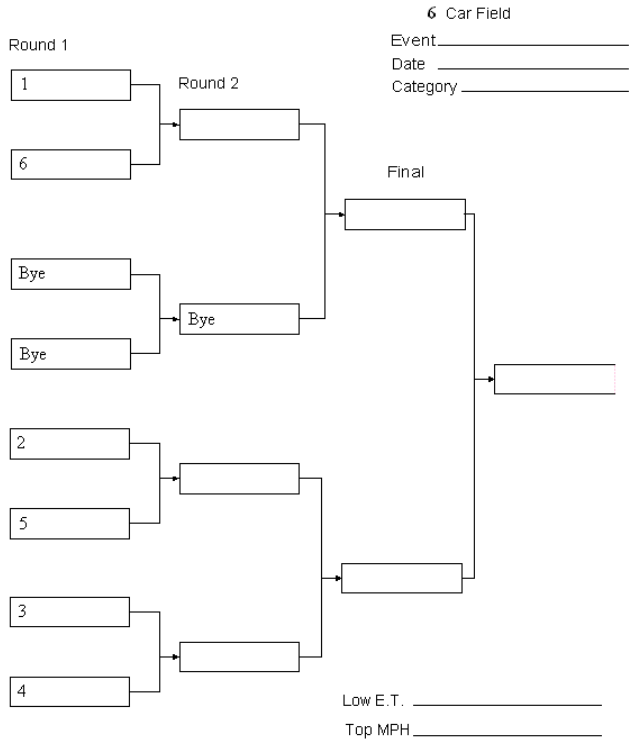
In the event that two competitors tie for points at the end of season, the tie-break will be awarded based on the following criteria:

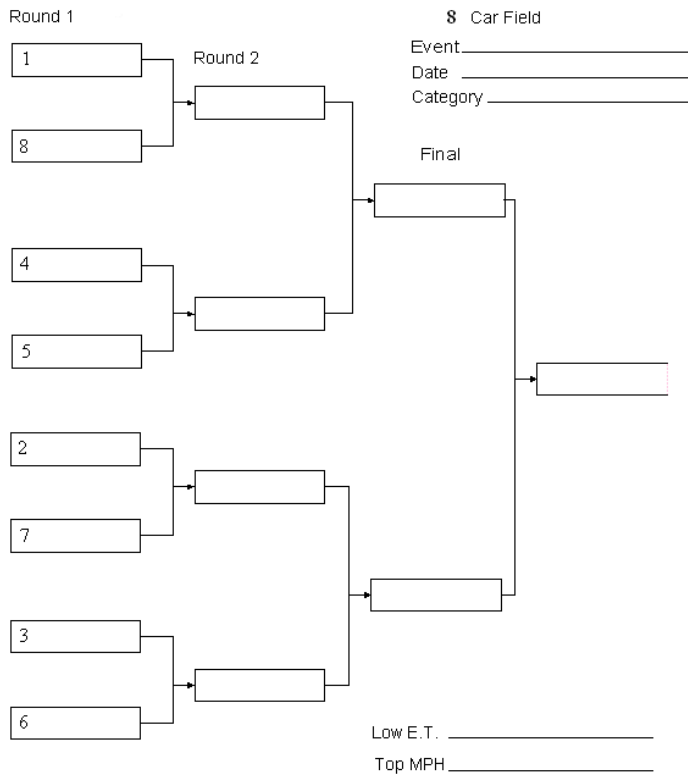
1. Most event wins
2. Most event runner-up's
3. Most events entered
4. Most event round wins

2.15. Ladder System:

Category pairings are based on established NHRA ladder charts. Qualifying elapsed times determine ladder position. (8-car fields; example, 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5). Once established, pairings are not changed. Alternates will be inserted where possible. It is the alternates responsibility to be ready to go into a pairing at the staging lanes.







3. Administration Procedures

3.1. Authority for Conduct of Racing

The development of the QRC rules based upon many considerations. These include the safety of the participants and spectators who attend the various events, as well as the development of the greatest opportunity for even competition. The principle source of authority for the conduct of events is the QRC Rulebook. The Rulebook shall govern all decisions at QRC drag racing events. The Rulebook may be amended from time to time through amendments, which appear in the QRC newsletter and/or website. Such amendments are not effective as authority unless and until they are published and are labeled specifically as amendments or revisions to the Rulebook. The rules of QRC may also be expressed in formal official opinions, rulings and interpretations. Such opinions shall not be effective and binding unless they are in writing. Any person requesting an opinion must submit a written request to QRC as is provided for in this section. This is the procedure for obtaining approval of specific types of equipment or body designs. Whenever QRC issues a written opinion in response to a written request, the opinion or notice of the opinion will be made public through publication in the QRC newsletter and/or website and will constitute official opinion concerning the issues they address. Opinions which are not written are

advisory only and shall have no binding effect on QRC. Any participant may request that QRC issues ruling render interpretations or adopt proposed changes concerning provisions in the Rulebook or various QRC procedures. The request should be sent to QRC Technical Department, which will consider each such request and will determine, in its sole and absolute judgment, whether such request should be formally considered. If the Technical Department decides to consider such an issue, a panel will be appointed to consider the issue as soon as is reasonably practicable. The panel will consider the issue and make a recommendation to the

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

3.2. Conduct of Participants/Crewmembers

It is the responsibility of each participant and their crewmembers to conduct themselves in a professional and non-disruptive manner throughout the course of the event. Any participant who, in sole and absolute judgment of the QRC, **1)** verbally or physically threatens another participant or other person **2)** uses vulgar or derogatory language,

3) Engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, **4)** otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall violated the rules & regulations of the QRC. The QRC reserves the final judgment as to what type of behavior, conduct or language shall be deemed hostile, unfair, unsafe, or with issues of un-sportsman like conduct and what constitutes threats or abuse. Any inappropriate conduct directed towards fellow participants, spectators, or event officials deemed unsportsmanlike by the QRC officials is grounds for removal from the event or any other disciplinary action as prescribed by the QRC. Any participant or crewmember that makes inappropriate physical contact with a QRC official is subject to forfeiture of event points, ejection from that event and any or all-appropriate criminal charges that may be filed.

3.3. Compliance with QRC Regulation

In order to insure compliance with the rules and regulations of QRC, QRC reserves the right to take action against any participant for .failure to comply with any- decision, rule or

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

3.4. Compliance of Rules

Each participant expressly agrees that by entering an event conducted by QRC, the participant agrees to be bound by all of the decisions, rules and regulations of QRC including all procedures provided for in this Rulebook, and by decisions, rules and regulations, which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Clerk of Course, his designee and other QRC officials at all QRC, events. The participant by entering an event conducted by QRC agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Clerk of Course, his designees, QRC, the race track operator, event sponsors and all other event officials for any loss, damage or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of QRC or any decisions of QRC of QRC officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for in this Rulebook. The participant agrees to indemnify and to hold QRC harmless for any costs incurred by QRC as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein.

3.5. Racing license

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

3.6. Accepted license

QRC acknowledges the following licenses issued by these organizations:-

- ADRL / NHRA / FIA

3.7. Appeal

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

3.8. Drug and Alcohol Policy:

Illegal drugs are not allowed on QRC at any time.

Alcoholic beverages are not allowed inside the facility. Any racer, (Spectator Removed) crewmember found to be under the influence of drugs or alcohol will be evicted, lose all points accumulated up to and including the day of the infraction, prohibited from QRC Championship for one year and subject to prosecution and possible arrest.

4.0 International Competition classes:

1. The QRC will have 5 classes for cars and the 3 classes for motorcycles. All classes will start, using a 4 tenths pro- tree and placed on a Pro Ladder. Qualified fields of up to 16. 1-5 cars = 4 car ladder, 6-11 cars = 8 car ladder, 12+ cars = 16 car ladder
2. All classes will compete 1/8 mile (200m) with exception of Pro Modified which will compete in 1/4 mile (400m)
3. Depending on requests received, the QRC may add classes at a later date. Any such requests must be presented in writing and presented to QRC officials.
4. If the QRC grants such a request, the racers will be notified well in advance. This will be done through the QRC website.

4.1 Pro Modified: (PM)

Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline burning, or nitrous assisted, gasoline burning full-bodied cars.

TURBOCHARGERS: All turbochargers must meet SFI Spec 61.1.

Minimum weight: Minimum weight at the conclusion of run, including driver:

Nitrous-assistant entries (910 cid) - 2,425 pounds

Nitrous –assistant entries with lock up converter (910 cid) - 2,450 pounds

Supercharged entries (526 cid) - 2,600 pounds

Turbo charged entries (526 cid) – 2,650 pounds

Turbo charged entries (to 540 cid) – 2,750 pounds

CYLINDER HEADS: Hemi, canted-valve, or wedge heads permitted. Billet heads permitted. All heads must be NHRA-accepted. Maximum one spark plug per cylinder. Maximum supercharged valve sizes: intake 2.400 inches; exhaust 1.900 inches.

ENGINE: Supercharged (526 cubic inches Maximum), Turbocharged (540 cubic inches Maximum/88mm each for twin turbo), Nitrous Oxide (No Maximum Cubic Inch)

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine. All engines must be NHRA/ADRL accepted. Crankshaft centerline must intersect cylinder

bore centerlines and be symmetrical. Nitrous-assisted entries are unlimited cubic inches with a maximum bore center of 5.300.

Turbocharged entries are limited to 540 cubic inches with a maximum bore center of 5.000. Supercharged entries are limited to 526 cubic inches. Maximum bore center on supercharged billet hemi cylinder-head entries is 4.900 inches, 5.000 inches on all other supercharged entries. For supercharged entries, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding.

ENGINE MANAGEMENT SYSTEMS: Engine management systems (EMS), also known as Engine Control Units (ECU) permitted.

ENGINE SETBACK: Maximum engine setback limited to 10 percent of wheelbase as measured from centerline of front spindle to center of front sparkplug hole.

EXHAUST: Competition exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If "zoomies" are utilized must be turned upward minimum 3 degrees.

FUEL: Racing gasoline, gasoline, alcohol, gasohol, and ethanol permitted. Nitro methane and propylene oxide prohibited.

FUEL SYSTEM: Fuel cell must have pressure cap and be vented to outside of body. Fuel cell meeting SFI Spec 28.1 mounted in front of radiator permitted; must be mounted between frame rails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly tubing. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel pump system, prohibited.

INDUCTION: Any induction system permitted on nitrous-assisted, supercharged, and turbocharged entries. Electronic fuel injection must be closed, OEM-type system; i.e., may monitor only engine functions. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited.

INJECTOR SCOOP: Injector scoop may not extend more than 16 inches forward of the center of the forward engine cylinder, may not extend more than 10 inches behind the center of the rear engine cylinder.

INTAKE MANIFOLD: An NHRA-accepted burst panel mandatory on all entries.

NITROUS OXIDE: Prohibited on supercharged and turbocharged entries. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. HOBBS switch mandatory. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum DOT-1800 pound rating. Maximum of two bottles, fifteen pounds per bottle. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited

OIL LINES: All pressurized flexible oil lines must pass a minimum 750 psi 30 second test and be tagged to indicate successful testing.

OIL RETENTION DEVICE: Supercharged entries must be equipped with a properly fitting lower-engine-ballistic/restraint device meeting SFI Spec 7.1. If restraint device is not 2 inches minimum above the ground, a shield firmly attached to frameroils to support restraint device mandatory. Nitrous-assisted and turbocharged entries permitted to use an NHRA-accepted composite belly pan. The belly pan must be constructed of NHRA-accepted composite material with vertical folded-up walls, at least 4 inches tall. Pan must extend from frameroil to frameroil and extend from the front motor plate to the rear of the engine block. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. Front and rear walls must be "coved" toward oil pan a minimum of 1/2-inch to assist oil in staying within the confines of the oil retention device. Pan must be attached with a minimum of three attachment points per side. Nonflammable, oil absorbent liner is mandatory inside of belly pan.

RADIATOR: Permitted. Electrically driven fan and water pump permitted.

SUPERCHARGER: Screw-type supercharger prohibited. Hi-helix or standard helix Roots type supercharger only. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted and must be NHRA-accepted prior to competition. Maximum supercharger overdrive limit is 14.55 percent on all combinations. Intercoolers, variable multi-speed supercharger devices prohibited. The top opening may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front

(both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity.

THROTTLE: Throttle control must be manually operated by driver's foot. Electronics, pneumatics, or hydraulics is permitted for starting line/staging rpm limiters only.

TURBOCHARGER: Single turbocharger limited to 120mm maximum; twin turbocharger limited to 88mm maximum. Air-to-air or water-to-air intercoolers permitted on turbocharged entries. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted.

VENT TUBES: All tubing material must be flame resistant.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.3, 1.4, or 1.5. Three discs maximum with a maximum disc diameter of 11 inches or four discs maximum with a maximum disc diameter of 8 inches. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory. Maximum depth of flywheel shield: 9.400 inches. Clutch must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. **NO LOCKUP CLUTCH PERMITTED.**

DRIVELINE: Driveshaft meeting SFI Spec 43.1 mandatory. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Full 360-degree driveshaft tube mandatory over yoke, extending from transmission tail shaft a minimum length of 12 inches. Minimum thickness of tube housing is .050-inch chromoly or titanium. Two-piece accepted with minimum 6 3/8-inch Grade 8 bolts.

REAR END: All rear ends must be NHRA-accepted. A current list of NHRA accepted rear ends is available on NHRARacer.com. Aftermarket axles with minimum 5/8-inch-diameter studs and axle-retention device mandatory. Periodic Magnaflux check of axles recommended. Full-floating or live axle units mandatory on supercharged and turbocharged entries. Fabricated flanged rear ends with mis/self-aligning bearings permitted on nitrous-assisted entries. Maximum (numeric) rear-end gear ratio 4.57-to-1 for supercharged and turbocharged entries.

TRANSMISSION: Aftermarket planetary, clutchless, or NHRA-accepted aftermarket automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1

transmission shield. Supercharged entries limited to maximum of three forward speeds and reverse; all other entries limited to maximum of five forward speeds and reverse. When an NHRA-accepted aftermarket automatic transmission is utilized, an SFI Spec 30.1 flexplate shield and an SFI Spec 29.1 flexplate are mandatory. Aftermarket converter drive units permitted. When an aftermarket converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lockout. Transmission brake permitted on all converter-equipped entries. All entries using an NHRA-accepted aftermarket automatic transmission. Lockup converters and overdrive units are prohibited. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, electric, or pneumatic shifting devices permitted on all transmission types; must be controlled by preset engine rpm and/or time functions only.

BRAKES: Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic disc brakes mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory on front and rear. Steel brake lines mandatory. Brake lines must be out of flywheel and driveline area. Line-loc permitted on front wheels only. One line-loc solenoid and one button only. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. Dual master cylinder mandatory; must be mounted above the lower frame rails.

STEERING: Commercially available quick- disconnect steering wheel meeting SFI Spec 42.1 mandatory. Minimum steering-wheel diameter 11 inches.

SUSPENSION

Full automobile production systems mandatory. Minimum one hydraulic shock absorber per wheel. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited. Lockup shocks prohibited. Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. All shocks systems must be NHRA-accepted. Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily

traceable for technical inspector. Control boxes must be NHRA/ADRL accepted. Accepted boxes are the old Koni and the Koni/MSD. Bottom of shock/strut may have a maximum of three airlines connected to an air bottle.

WHEELIE BARS: Permitted. Maximum 104 inches as measured from centerline of rear-end housing to center of wheelie-bar wheel. Wheels must be nonmetallic.

BALLAST: Permitted. Any ballast mounted on, or in front of, forward crossmember is limited to 30 pounds maximum, including bracket. Maximum length of bracket 12 inches, measured from the front of the crossmember. Maximum distance from front motor plate to front of bracket is 36 inches. Bracket may be constructed of either minimum 1 1/4-inch x .058-inch wall round chromoly tubing with minimum four (4) 3/8-inch-diameter SAE Grade 8 bolts for attachment, or of minimum 1/4-inch 6061 T6 aluminum plate with minimum four (4) 1/2-inch SAE Grade 8 bolts for attachment. Other designs for mounting weight forward of front crossmember must be NHRA/ADRL accepted prior to use. All other weight bars, pucks, etc. must use minimum 1/2-inch-diameter SAE Grade 8 bolts for attachment.

GROUND CLEARANCE: Minimum 3 inches from front of vehicle to 12 inches behind centerline of front axle, 2 inches for remainder of vehicle, except oil pan and exhaust headers.

PARACHUTE: Dual parachutes mandatory. Separate shroud-line mounting points required with 1/2-inch sleeved Grade 8 bolts.

ROLL CAGE: Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 25.1E or 25.2. Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. Current three-year certification will be accepted until they expire. No vehicles will be inspected early to delay compliance. A panel of .032-inch aluminum, .024-inch steel, or NHRA/ADLR-accepted carbon fiber must be installed on the inside portion of the roll cage anywhere the driver's legs can come into contact with the cage. Panels must be installed in the front and lower portion of the driver's-side X brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with "impacttype" padding attached to the panels.

ROLL-CAGE PADDING: Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory.

Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

WHEELBASE: Minimum 100 inches, maximum 115 inches. Full-size trucks, maximum 140 inches; S-10, Dakota, Ranger, maximum 125 inches. Maximum wheelbase variation from left to right: 2 inches.

TIRES: May not extend outside body line. All tires must have manufacturer, model, and size information clearly designated. Maximum height of front tires is 25 inches.

WHEELS: SFI Spec 15.1 or 15.3 rear wheels measuring 16x16 inches with double bead locks or liners mandatory. Modification and/or lightening prohibited. Wheel discs or covers prohibited.

SHEET METAL: Driver compartment interior must be aluminum, steel, or NHRA/ADRL accepted carbon fiber. Magnesium prohibited. Sheet metal may not extend into rear window any higher than wheel tubs. Trunk must be completely separated from driver compartment with a firewall.

UPHOLSTERY: Driver's seat must be minimum 24 inches high. Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery. Removal of passenger seat permitted. Seat frame must be installed as a permanent part of the chassis. Headliner area must have a finished appearance.

WINDOW NET

Window net meeting SFI Spec 27.1 mandatory.

BELLY PAN: Permitted on all cars; mandatory on all entries using an NHRA accepted aftermarket automatic transmission. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Nonflammable, oil-absorbent liner is mandatory inside of belly pan.

BODY: Both doors must be functional from inside and outside. One-piece or Funny Car-type bodies prohibited. Front overhang not to exceed 45 inches forward of the front spindle. If front overhang of selected body is less than the maximum of 45 inches, an NHRA-accepted extension may be added to reach the maximum length. Lightweight aftermarket replica body components permitted as long as same appearance is retained for body being used. No holes permitted in rear of body. Two hinged openings with total maximum of 120 square inches permitted. Maximum 1-inch rocker panel extensions and fender flares (lips) permitted.

Lip may not extend beyond forward half of wheel opening. New car plans must be submitted to NHRA for design approval prior to body construction, along with three photos of completed body prior to painting. All models must be accepted prior to competition. If a particular body style is creating conditions that are detrimental to the variety of the eliminator, adjustments may be made at any time, at the discretion of NHRA/ADRL. All entries must incorporate a metal deflector (firewall extension) between the fenders and the leading edge of the doors such that fire, liquids, etc. cannot come around the edge of the firewall and into the driver's compartment.

FIREWALL: Minimum .024-inch steel or titanium mandatory. Aluminum, magnesium, or composite prohibited.

FLOOR: Driver's-side floor pan must be steel and must be welded in place. Remainder of stock floors may be replaced with .024-inch steel, .032-inch aluminum, or NHRA-accepted carbon fiber. Magnesium interior panels prohibited.

HOOD & HOOD SCOOP: Hood scoops permitted. May not extend above the roof line. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. A minimum of four fasteners must be used on the leading edge of all lift-off hoods.

WHEELWELLS: Rear wheelwells must be separate for each tire. Maximum height of rear wheel tubs from ground, 40 inches.

WINDSHIELD, WINDOWS: Full windows mandatory, 1/8-inch polycarbonate material permitted. Windows must be closed; need not be operative. Cutting and/or notching windshield permitted if covered by hood and/or scoop. Minimum 4-inch-diameter opening on side windows of all entries mandatory.

WING/SPOILERS: Any style rear wing and/or spoiler permitted. Adjustment during run prohibited.

BATTERY: Maximum two batteries; total weight wet, fully charged, including battery box: 100 pounds.

IGNITION: Maximum one magneto or distributor, maximum one spark plug per cylinder. Magneto systems are limited to a single 44-amp maximum output system. The use of MSD 8973 unit is permitted on supercharged and turbocharged entries. The use of MSD 7531 unit is permitted on nitrous-assisted entries. Electronic starting line rpm limiters (two-steps) are permitted on all entries.

MASTER CUTOFF: Mandatory.

STARTER: All entries must be self-starting with an onboard starter. The use of remote-mounted battery packs permitted for starting purposes only.

TAILLIGHT: One functional taillight mandatory.

COMPUTER/DATA RECORDERS: Data recorders permitted; must be standalone, NHRA/ADRL-accepted, and used for information gathering only. A current list of NHRA accepted data recorders is available on NHRARacer.com Digital dash display permitted.

FIRE EXTINGUISHER SYSTEM: Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. If fire bottles are mounted in front of the firewall, they must be connected to the nozzle system with flexible steel braided line. All cars are required to have a pneumatic cylinder, pressurized by the fire system that will activate the master kill switch and shut off the engine when fire system is activated.

PRESSURIZED BOTTLES: Maximum one pressurized container per vehicle (excluding nitrous and fresh-air system bottles).

TOW VEHICLES: Permitted.

WARM-UPS: In pit area only.

APPEARANCE: All cars in competition must be painted, lettered/numbered, and professionally decaled.

CREDENTIALS: Valid competition license mandatory. All competitors at ADRL national events must be a minimum of 18 years of age.

DRIVER: Must be in stock location.

DRIVER RESTRAINT SYSTEM: Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. Crotch strap mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET: For all cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM: At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

PROTECTIVE CLOTHING:

Driver's suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, and SFI Spec 3.3/20 boots mandatory for supercharger entries and methanol-burning turbocharged entries. Driver's suit meeting SFI Spec 3.2A/15, SFI Spec 3.3/15 gloves and SFI Spec 3.3/15 boots mandatory for nitrous-assisted entries and gasoline-burning turbocharged entries. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars, where a neck collar is not used.

MINIMUM WEIGHT AT CONCLUSION OF RUN WITH DRIVER: Supercharged (2,650 lbs.), Turbocharged (2,650 lbs.), Nitrous (2,475 lbs.)

GENERAL SAFETY: All drivers must have full racing suit with minimum SFI 3.2A/1 rating. All drivers must have a SNELL 2005 or SFI31.1/2005 or higher, SFI 3.3/1 gloves, and SFI 3.3/1 driving shoes.

7. QRC allows a maximum of 6 crew members on the starting line.

8. Radio communication is allowed between crew and driver.

4.2 4.50 Competition Index: (FF)

1. This class has a 4.50 second index. The racer that crosses the finish line first without a foul or violating the 4.50 index shall be declared the winner. In the event of a double violation, the racer with a posted time closest to the 4.50 index shall be declared the winner.

2. This competition class has open rules regarding engine, body type, tire size and transmission.

3. Transmission shield is required on all cars in this class. An engine diaper is required.
4. All chassis must meet QRC/ ADRL/ NHRA standards. (Dragsters and roadsters NOT allowed).
5. All cars in this class are allowed to burn out across the starting line.
6. The QRC allows a maximum of 4 crew members on the starting line.
7. Radio communication between crew and driver strictly prohibited.

4.3 10.5 W Outlaw Back Half. (OL)

1. 4 tenths Pro Tree Heads Up Racing

All entries are subject to Bore & Stroke inspection

2. Engine: (SINGLE POWER ADDER ONLY)

A. Naturally Aspirated

Small Block No minimum weight

Big Block No minimum weight

B. Nitrous weight

Small Block 2250 lbs

Big Block 4.840 & 4.900 Bore Center 2450 lbs

Big Block 5.00 Bore Center 2550 lbs

Big Block 5.20 & 5.30 Bore Center 2650 lbs

C. Turbo Charged and Super Charged

Single SB 2500 lbs Big Block 2700

Twin Turbo with 94mm SB 2700lbs BB 3000 lbs

Twin Turbo 91mm or smaller over 550 cid but under 650 with conventional heads cid BB 2900lbs (Non Big Chief heads)

Twin Turbo under 550 Cid with 94mm or smaller 2900lbs

Twin Turbo larger than 94mm SB 2800 lbs BB 3100 lbs

Paxton Style Superchargers SB 2500 lbs, BB 2700 lbs

Screw Superchargers SB 2700lbs BB 3000 lbs

Roots Supercharger SB 2500 lbs, BB 2700 lbs

Max bore spacing on all forced induction application is 5"

Max cubic inch on all forced induction entries is 638 cid

Over 5 inch bore spacing add 100lbs also limited to max of 94mm turbo

Max turbo size 108mm on twins add 100lbs.

Screw superchargers: Max cubic inch 540 cid

"D" rotor 2900 lbs. Max O.D. 125%
"C" rotor 3000 lbs. Max O.D. 125%
No Billet case allowed.

All entries subject to Turbo & Supercharger inspection

4 & 6 cylinder alcohol & intercooler permitted No minimum weight

3. Back Half Type Cars Only, ALL open exhausts allowed.

4. Front Frame to be original O.E.M. type. Must extend from firewall to 4 inch pass front spindles. (stock like front frame rails mandatory) Direct bolt in aftermarket parts permitted. Firewall must be in the stock location. Engine must remain in front of firewall. Firewall can be modified for engine placement. If you have a 1990 or older Factory A-Arms 50lbs weight break.

5. Must be Street appearing, must have stock appearing dash and working lights, one piece fiberglass. Front ends permitted. Hood can be a part of front end. If you use a one piece fiberglass front-end, it must have lights.

6. Alcohol on NON intercooled cars only. No Nitromethane allowed.

7. ADRL Pro Ladder.

8. Minimum ground clearance of 3" from the front of the nose to 12" behind centerline of the front axle. Wheelbase must be OEM for body style used. Maximum variation from OEM +/- 2 inch.

9. Towing will be allowed, you must stop at scales.

10. Head & Neck Restraint – MANDATORY

11. Lower engine containment device (Diaper) – MANDATORY

12. Maximum front overhang 45" From centerline of front spindle. Tire is limited 33x10.5W

13. No car will be allowed to go faster than the chassis is certified for by ADRL.

14. Must pass ADRL Tech.

4.4 4.80 Dragster (DG)

1. This class has a 4.80 second index. The racer that crosses the finish line first without a foul or violating the 4.80 index shall be declared the winner. In the event of a double violation, the racer with a posted time closest to the 4.80 index shall be declared the winner.
2. This class is for Dragsters and Roadsters ONLY
3. This competition class has open rules regarding engine, body type, tire size and transmission.
4. Transmission shield is required on all cars in this class. An engine diaper is required.
5. All chassis must meet QRC/ ADRL/ NHRA standards. (Dragsters and roadsters NOT allowed).
- 6.. All cars in this class are allowed to burn out across the starting line.
- 7.. The QRC allows a maximum of 4 crew members on the starting line.
- 8.. Radio communication between crew and driver strictly prohibited.

4.5 Super Street Outlaw (8 cylinder and 6 cylinder) (SS6 & SS8)

1. Engine diaper or pan required. No exceptions.
2. These competition classes (8 & 6 Cylinder) are strictly regulated in the area of chassis modification.
3. All cars in competition are restricted to a stock- type chassis, stock front clips, stock front frame rails and stock front suspension location.
4. The use of aftermarket A-ARMS, shocks, and struts are allowed. Must use the stock mounting points. Shock towers maybe altered but not removed.
5. Rear trunk floor maybe altered in position upper or lower, must be at minimum 80% of stock floor.

6. The interior of all the cars in competition must retain a stock appearing dash (need not be functional). All cars are allowed to remove passenger and rear seats. Stock appearance must be retained inside the car.
7. All cars in competition must be equipped with either a roll cage or roll bar that is welded to the common area of the car. Sub-frame connectors are highly recommended and must be welded in if protruding through the floor.
8. All cars in competition are allowed to C-the rear frame rails for inboard tire clearance. Springs and shocks maybe moved inboard for tire clearance. The use of aftermarket springs and shocks are allowed.
9. All cars in competition are allowed the use of aftermarket differential parts. The use of any type of rear-end housing is allowed as long as it retains the OEM appearance of a factory produced part.
10. All cars in competition are allowed the use of stock, slapper bars, caltrac or ladder bars. No Pro style 4 links.
11. All cars in competition are allowed to replace OEM window glass with Lexan for safety.
12. All cars in competition regardless of class (8 & 6 Cylinder) are allowed any engine and transmission combinations. Engine size and modifications are open.
13. All automatic equipped cars must have shield or ballistic blanket.
14. Trans-brake allowed.
15. The use of any clutch combination is allowed. Must be equipped with an SFI certified bell housing.
16. It is recommended that all cars in competition be equipped with an aftermarket fuel cell. Properly mounted and vented.
17. The use of wheelie bars is Not Allowed.
18. All cars in competition that exceed 140 mph are required to have fully functional parachute.
19. All cars in competition are limited strictly to a 29.5x10.5x15 tire. (NO "W" TYPE TYRES ALLOWED)
20. All cars in competition are limited to 4 crew members on the starting line.

21. Radio communication between crew and driver is allowed.

22. All ballast weight must be bolted on securely.

23. All open exhaust are allowed.

4.8 Safety mandates for all automotive classes:

1. Drivers in all classes must wear helmet meeting Snell 90, 95, K98, 2000 OR SFI 31.1 A, SFI 31.2 A. All drivers must wear safety gloves. No gloves means NO RUN.

2. Cars must have 2 working doors for entry and exit.

3. Roll bars are mandatory for all cars.

4. Cars running quicker than 6.40 seconds and retain a stock body are required to have a minimum 8-point roll cage.

5. Driveshaft loops are required on all cars running 6.40 seconds or quicker.

6. All cars running 6.40 seconds and quicker must have an SFI approved seatbelt system.

7. All automatic transmissions equipped cars must have a neutral safety switch wired into the shifter. Cars must not start in any position other than park or neutral.

8. All automatic equipped cars running 6.40 seconds or quicker must be equipped with a transmission shield or ballistic blanket. Highly recommended on all automatic transmission cars.

9. All cars must be equipped with an electrical system on/off switch. Cannot be mounted inside of car. ON-Off must be clearly marked around switch area.

10. The use of engine coolant is strictly forbidden in any vehicle other than an actual street type vehicle.

11. All cars in competition must be equipped with a radiator over flow catch can. The QRC reserves the right to reject any overflow device deemed inadequate.

12. All cars in competition are required a securely mounted and outside vented fuel tank. The fuel tank is to be isolated from the driver's compartment. OEM fuel tanks allowed on stock (street driver) cars only.

13. All cars in competition must have the battery system firmly secured with a minimum 2 3/8" studs. Marine style battery boxes allowed as long as 3/8" studs retain box. No straps allowed as hold downs.
14. Any car in competition using a nitrous oxide system must have the bottle secured firmly with brackets. Any bottle mounted inside the driver, compartment must use a relief valve vent. This vent shall exit the drivers' area.
15. Any car in competition using a nitrous oxide system, or alcohol injection system must have the whereabouts of these tanks known to the QRC technical inspectors.
16. The QRC technical staff reserve the right to request any competitor to change routing of any electrical, fuel line, or nitrous oxide system line deemed unsafe.
17. Any car in competition is required to be deemed road worthy by the QRC technical staff. This requires four working brakes, a properly maintained suspension system, proper fender to tire clearance, and an engine compartment that is covered (this doesn't apply to dragsters and roadsters).
18. Because of events held at late pm hours the QRC requires one functional tail light. Any competitor will be disqualified if the tail light is not on when the car leaves the starting line. It is up to the crew and driver to insure at least one tail light is working when the car leaves the starting line. Should the light turn off during the course of the run the QRC staff will ask the competitor to fix this problem. Competitors who repeatedly fail to have working tail lights may be disqualified based on Race Director decision which is final.
19. Any car in competition that exceeds 140 mph will be required to have a fully functional parachute system.
20. Any and all drivers are required proper attire while driving in competition. Sandals and shorts are prohibited while driving. As stated before – **no gloves means no run.**
21. The QRC assumes No Responsibility for any accident or damages to any vehicle or spectators vehicle before, during, or after an event.
22. The QRC assumes No Responsibility for any injuries to any competitor even if an extraction must take place to remove an injured competitor.
23. The QRC requires all competitors to have a valid, current issued drivers license. Foreign licenses that are valid are accepted.

24. The QRC reserves the right to ask any competitor, crew member, or spectator to leave the race facility. This action is subject to a written appeal after such action has been taken place. The QRC ask that a 48 hour cool down period take place before delivering an appeal.

25. All cars must be equipped with an engine diaper. (oil retention tray allowed with minimum 1" retaining lip)

5.0 International Motorcycle competition classes:

1. As stated before in section 4.0 the QRC will have three classes for motorcycles. All classes will start, using four tenths pro-tree.

2. Depending on request received, the QRC may add classes at a later date. Any such request must be presented in writing and presented to QRC officials.

3. If the QRC grants such a request, the racers will be notified well in advance. This will be done through the QRC website.

5.1 Pro-Bike (PB)

1. All motorcycles in this class are allowed aftermarket frames.

2. All motorcycles in this class are subject to open rules regarding engine modification, tire size, and wheel base.

3. Minimum bike weight including rider should be 625 lbs after run, Weights may be subject to adjustment by QRC, ADRL competition committee. All Bikes must stop at the scales.

4. Motorcycle in this class do not have to be self- starting.
5. Motorcycle in this class are permitted the use of retention straps, with a minimum of 2" ground clearance with the rider seated on the bike and 8 lbs. in rear tire.
6. The use of ridged mounted frame is allowed, wheelie bar required.
7. All body fairings and panels must be fully secured.
8. An electrical system is allowed, and the ignition kill switch must be clearly visible and working.
9. All motorcycles in this class are restricted to racing gasoline, the use of alcohol or nitro-methane is prohibited.
10. All Bikes in competition are limited to 4 crew members on the starting line.

5.2 Super Street Bike (SSB)

1. All motorcycles in this class must maintain a stock appearance, with the OEM fuel tank required or prior approved aftermarket. One piece body kit are prohibited.
2. The use of retention straps is prohibited, aftermarket suspension is allowed (shocks, springs, swingarms). Wheelie bars are not permitted.
3. All motorcycles in this class must be self-starting, push starts prohibited.
4. Any engine modification is allowed, any shifting device is allowed.
5. All motorcycles in this class are restricted to stock diameter wheels only. Cast wheels must have 180 mm or greater tire width. No car tires. 7" maximum tire width.
6. All motorcycles in this class are restricted to a minimum of 2" of ground clearance with the rider seated on the bike.
7. Maximum wheel base of 75" measured axle center to axle center.
8. Any electrical system is allowed. The charging system must be functional with working headlights and tail lights. The ignition kill switch must be clearly visible and working.
9. All motorcycles in this class are restricted to racing gasoline, the use of methanol, alcohol or nitro-methane is prohibited.

10. All Bikes in competition are limited to 4 crew members on the starting line.

5.3 Street Bike (SB)

1. All motorcycles in this class are of a stock street bike nature and heavily restricted on the modifications allowed.

2. All motorcycles in this class are restricted to a minimum of 2" of ground clearance with the rider seated on the bike.

3. All motorcycles in this class are restricted to stock frames with no modifications.

Wheelbase is determined by rider weight at the time of rider/bike registration based on table below. Rider is weighed in pants and normal shirt with pockets empty and no additional items to add weight. Weight is taken at the time of technical inspection.

Kilo	Wheelbase
0-63	60"
63.1-76	61"
76.1-83	62"
83.1-95	63"
95.1 +	64"

Wheelbase is measured from axle center to axle center.

4. All motorcycles in this class are allowed aftermarket carburetors. Power commanders for re-mapping are allowed.

5. All motorcycles in this class are allowed any internal engine modification. Charging system required, Turbo, superchargers and nitrous are prohibited.

6. All motorcycles in this class are permitted the use of aftermarket clutches.

7. The use of automatic transmissions and electrical shifters allowed.

8. All motorcycles in this class are allowed aftermarket fairing, must be same make and module of bike. No carbon fiber allowed unless it is an OEM part. After market windshields allowed. Side fairing removal is allowed.

9. All motorcycles in this class are restricted to D.O.T. motorcycle street tires. Slicks are not permitted.

10. All motorcycles are restricted to gasoline, racing gasoline is permitted.

11. All motorcycles in this class may remove the following items; reflectors, lights, side mirrors, instruments panels and cables, license plate bracket, radiator fan and wiring, passenger footrest, grab rails, rear fenders or section of rear fender, center or side fairings.

12. The following aftermarket parts are allowed: handle bars, hand and foot control, instruments, switchers, exhaust systems, drive sprockets, chains (maybe oversize), rear shock, air filter.

13. This class allows for an unlimited bike weight, although ballast is strictly prohibited.

14. All Bikes in competition are limited to 4 crew members on the starting line.

5.4 Safety mandates for all motorcycle classes

1. All riders are required full leathers, gloves, boots and a full face helmet meeting DOT, SNELL 2005 or later spec.

2. A spine protector is highly recommended in all bike classes.

3. Kevlar and preformed material are allowed in non-critical areas.

4. The use of synthetic riding suites is prohibited.

5. All motorcycles regardless of class must appear to be road worthy as deemed by QRC tech-inspectors.

6. All motorcycles must have a working front and rear brakes.

7. All motorcycles regardless of class must have a visible and working kill switch.

8. All motorcycles regardless of class must be equipped with either a chain or belt guard.

9. All motorcycle equipped with either an air shift or nitrous oxide cylinder must have said containers firmly attached to the frame.

10. Any motor cycle using a nitrous oxide system must make known the whereabouts of the nitrous oxide cylinder to the QRC technical staff. Pressure relief valve required.

11. Only street bikes are allowed engine coolant at **non-national** event races.

12. The QRC assumes No Responsibility of any accident or damages to any motorcycle or spectator vehicle, before, during, or after an event.

13. The QRC assumes No Responsibility for any injury, to a rider after an accident, even if the downed rider must be stabilized before medical transport.

14. The QRC requires all competitors to have valid, current issued driver license. Foreign license that are valid are accepted.

15. The QRC reserves the right to ask any rider, crew member, or spectator to leave the race facility. This action is subject to appeal after such action has taken place. This appeal must be presented to QRC officials in writing. This appeal unlike the appeal required in the car categories can be received immediately after removal from the QRC facility.

16. Pro bikes must be equipped with an engine diaper. (oil retention tray allowed)