



2024 Rulebook

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Assumption of Risk

Each participant expressly agrees that by entering an event conducted by the AMRA, the participant agrees to be bound by all of the decisions, rules and regulations of AMRA, including all procedures provided for in this rulebook, and any decisions, rules and regulations which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, his designee and other AMRA officials at all AMRA events. The participant, by entering an event conducted at an AMRA event, also agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Event Director, his designees, the AMRA, the race track operator, event sponsors and all other 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 AMRA or any decisions of AMRA or AMRA officials whether or not incident to an event, shall be resolved pursuant to the process provided for in this Rulebook. The participant agrees to indemnify and to hold AMRA harmless for any costs incurred as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein. Refer to current NHRA rule book or rule revisions for additional vehicle/ driver requirements, specifications, and general regulations, which are not found within these guidelines. This current rulebook becomes effective January 1st, 2023. These rules will remain in effect until superseded or revised by the Association.

Compliance of Rules

The AMRA Rulebook provides guidelines and minimum standards for the construction and operation of motorcycles used in AMRA Drag Racing. It is the responsibility of the participant to be familiar with the contents of this Rulebook and to

comply with its requirements. Do not leave it up to AMRA officials to catch all potential rule compliance problems. That responsibility rests first and foremost with YOU — the participant. Additional safety equipment or safety-enhancing equipment is always permitted and the levels of safety equipment stated in this Rulebook are minimum prescribed levels for a particular type of competition and do not prohibit the individual racer from using additional safety equipment. Participants are encouraged to investigate the utility of additional safety devices for your type of competition. All safety equipment must be operational if installed regardless of if the equipment is part of or in addition to the minimum required safety equipment per category. On the other hand, as to performance equipment, it is the general rule that unless optional performance equipment or performance-related modification is specifically permitted by this Rulebook, it is prohibited. All model, engine, or equipment changes or modifications not specifically addressed in this Rulebook must be submitted in writing to AMRA for consideration prior to competition. Approval will be granted or denied in AMRA's sole and absolute discretion. The applicant will be notified of approval or rejection from an AMRA official representative.

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, voids such certification and therefore will not be accepted by AMRA.

NOTICE: It is the responsibility of the participant, not AMRA or any track, to ensure that all safety equipment is approved and is correctly installed, worn, maintained, and used.

Unauthorized motorcycles, parts, and/or equipment will not be considered approved by reason of having passed through technical inspection at any time, or any number of times. Moreover, having passed through technical inspection at any time, or any number of times, is not a defense to a violation found on further inspection.

AMRA rules may be added, deleted and/or amended from time to time and at any time by AMRA. **It is the participant's responsibility to stay abreast of all AMRA rule changes that may affect the participant.** Additions, deletions or changes to the Rulebook will be published and made available at amralive.com. Amendments are effective and enforceable immediately upon publication on amralive.com. Racers are responsible to consult and stay up to date with any rules and related information published on amralive.com. Amendments will be labeled as amendments to the Rulebook.

AMRA Policies and Procedures

In addition to the Rulebook, AMRA has set various policies and procedures that also provide guidance for the conduct of racing and events and are enforceable by AMRA. These items include, without limitation, Competitor Data Sheets, AMRA-accepted products, technical bulletins, and other policies and procedures.

Participant Conduct

Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship and AMRA's role as a family-oriented sports organization with events suitable for attendance by all. Any participant who, in the sole and absolute judgment of AMRA (1) verbally or physically threatens another person; (2) uses vulgar or derogatory language; (3) engages in unsportsmanlike conduct; (4) engages in conduct detrimental to the sport of racing; (5) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; (6) is not honest and truthful in his or her dealings with AMRA, including without limitation making a false statement or creating, submitting or using a false writing or document; or (7) otherwise violates any AMRA rule, regulation or agreement, shall have violated this rule regarding participant conduct. Any participant who AMRA believes to have a conflict of interest that does or may improperly affect fair competition shall be disqualified from participating to the extent necessary to avoid such conflict of interest. The scope of such a disqualification shall be determined in the sole and absolute discretion of AMRA.

Technical Inspection

Every vehicle, its components, and any related items, including personal protective equipment, components that are not affixed to or have been removed from the vehicle, and computer or electronic devices and data, and anything else used by the participant and/or the

vehicle (all as further defined below), are subject to technical inspection. Technical inspection can occur at any time before, during or after an event, at the time and in the place and manner directed by the AMRA Tech Department or any designated event official, and regardless of the technical inspection category that applies to the participant. Therefore, the participant must be prepared to demonstrate compliance with all applicable AMRA rules at any time.

Terms

The term “event official” means any individual designated by AMRA, to officiate over matters at the applicable event. The term “tech card” means and includes any mode or method prescribed by AMRA to collect technical information about the participant’s motorcycle, component parts, and personal protective equipment, for use at the applicable event, whether the tech card is completed and submitted electronically/online, on paper, or otherwise. The tech card is a legally binding document. The term “personal protective equipment” or “PPE” includes, by way of illustration and not limitation, any clothing, article, item or gear worn on or affixed to the participant’s body during participation in any event and any other items meant to assist in the protection of the participant. The term “vehicle” as used below includes, by way of illustration and not limitation, the participant’s motorcycle, any component part thereof, any data or other electronic information relating to the vehicle, anything affixed to the vehicle, any equipment used on or to support the vehicle, and any fuel, liquids or gases used by the vehicle. The terms “they,” “their” and “them” are used as a generic third-person singular pronoun, as well as in the traditional plural meaning, as applicable in context.

Participant Responsibility, Accuracy and Accountability Agreement

I understand and agree to everything that follows:

I will fill out my own tech card and certify my own compliance with all AMRA rules. I will complete my own tech card for each event in which I will participate through the process established by AMRA. The process is subject to change so it will be my responsibility to ensure I am aware of any such changes. All vehicles and any and all parts or components of or on vehicles, and any and all PPE are subject to random spot checks and in-person technical inspection by AMRA and event officials in their sole and absolute, at any time, place and manner determined by any event official, prior to, during or after activities of any nature (including any form of racing, testing, time trials, exhibitions, licensing runs, etc.). It is my responsibility, not the responsibility of AMRA, any track official, or anyone else, to ensure that all safety equipment and PPE used is approved for my vehicle and is correctly installed, worn, maintained, and used. I will in fact properly use all safety and PPE noted on the tech card during my participation in the event. The ultimate condition, setup, performance and safety of the vehicle and PPE are my responsibility. I am in the best position to know this information. I am responsible for the safety, preparation, performance, maintenance and readiness of my vehicle, PPE, and for compliance with AMRA rules. I am not depending upon AMRA or any event official to conduct an in-person or other tech inspection in order to ensure or guarantee that my vehicle and PPE are safe and meet all applicable rules. My compliance is my responsibility at all times. This tech card is an electronic document that is equally valid as a paper tech card. Like all statements made to AMRA, I am responsible for the truth and accuracy of everything reported on the tech card. I am responsible for my own safety and compliance with AMRA rules, at all times. While I may work on and change my vehicle during the event, I understand that by signing this tech card I am verifying that at all times during my participation my vehicle and PPE meet all applicable AMRA rules. Unauthorized and/or non-compliant vehicles, parts, PPE, or other equipment will not be considered approved by reason of having been used, or having passed through technical inspection, at any time, or any number of times. Having been used and/or passed through technical inspection at any time, or any number of times, is not a defense to any violation found. Any item connected with any event vehicle and any PPE used by me at any on-track event must be listed correctly on this tech card and must comply with AMRA rules. If anything changes from what is stated on my tech card, I will immediately notify AMRA or appropriate event officials on site. Inaccuracies on my tech card or using different items than what is listed may result in penalties determined by AMRA in its sole and absolute discretion. I will comply with the AMRA Rulebook at all times during my participation in any event. I am bound by all the information reported on this tech card. Prior to the event, I must sign the Release & Waiver of Liability Agreement(s) mandated by AMRA. No participation in the event and no restricted area access is permitted without signing such Release & Waiver of Liability Agreement. I understand and agree that drag racing is a dangerous sport that can result in serious injury or death, that my participation is voluntary, and that I assume the risk of any and all forms of personal injury and property damage arising from the event. No promises or representations have been made to me different from or contrary to the terms of this agreement.

Signature Consent

MY SIGNATURE CERTIFIES AND AFFIRMS THAT EVERYTHING STATED IN THIS TECH CARD IS TRUE AND CORRECT INCLUDING ALL OF THE INFORMATION ENTERED AFTER THIS SIGNATURE PAGE, AND THAT IF I AM PART OF A TEAM, I AM THE PERSON AUTHORIZED BY THIS TEAM TO FILL OUT THIS TECH CARD AND BIND THE TEAM (INCLUDING THE RIDER AND OWNER) TO EVERYTHING AGREED TO AND STATED IN THIS TECH CARD.

Electronic Signature Consent

I understand and agree that: By checking here, I consent to the use of my electronic signature in lieu of an original signature on paper. I have the right to request that I sign a paper copy instead. By checking here, I am waiving that right. After consent, I may, upon written request to the AMRA Technical Department, obtain a paper copy of an electronic record. No fee will be charged for such copy and no special hardware or software is required to view it. My agreement to use an electronic signature with AMRA for any documents will continue until such time as I notify the AMRA Technical Department in writing that I no longer wish to use an electronic signature. There is no penalty for withdrawing my consent. I will always make sure that the AMRA Technical Department has my current email address in order to contact me regarding any changes, if necessary. However, I am obligated to monitor amralive.com for any changes.

Protest

Contestant protests may only be filed by a rider or registered vehicle owner competing in the same event and in the same class as the vehicle being protested. AMRA reserves the right to reject any protest filed that it determines, in its sole and absolute discretion, is frivolous or intended to harass another competitor or to otherwise gain some unfair competitive advantage.

Staging

Once a vehicle 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 vehicle must self-start and self-stage. 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. Motorcycles are allowed to restart as necessary; however, this must be done in a time frame that permits the contestant to complete the run with the designated opponent. If the opponent has been sent on a single elimination run, the bike losing fire may not restart and the run is forfeited. In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the racer accepts the dial-in displayed once he/she has pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging. The application or use of any device, mechanical or electronic, that permits the rider to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position. The practice referred to as "deep staging" is prohibited in Sportsman and ET categories (permitted in all other categories, unless stated otherwise). Both pre-stage and stage lights must be activated to constitute a legal start in those categories. The "Blue Light" system monitors the tree when activated, and will "red light" a competitor for a "deep staging" foul. Both contestants must activate their pre-stage lights before either may advance into the stage beams. If both riders of a race leave the line before the start system is activated, the rider leaving first is disqualified — if unable to determine who left first, both riders are disqualified. Any e.t.s posted would be void for lane choice or other considerations. A reasonable amount of time will be permitted for riders to stage. The time limit will be determined at the sole and absolute discretion of the official starter. Failure to stage upon the starter's instructions is possible grounds for disqualification. After proper staging and receiving the starter's signal to go, restaging for a second time is prohibited. Any rider leaving the starting line before the start system is activated, including a rider on a single run, will have his or her time disqualified for the run.

Qualifying

With exception of Eliminator Class, all participants must have a qualifying attempt to be placed into eliminator competition. On a qualifying run, if a contestant properly starts, stages, and receives the starter's signal but breaks to the point the run is not completed, a time of 28 seconds is issued and it is considered a valid qualifying run. Should more than one contestant break prior to completing a run and an insufficient number of open spots are available on the ladder, the order of insertion onto the ladder would begin with the contestant who made the qualifying attempt first. In the event of identical qualifying elapsed times, the rider with the faster top speed, recorded on the qualifying runs in question, will be awarded the better qualifying position.

Lane Placement

Each lane of the racetrack has an inside groove and an outside groove. The inside groove refers to the portion of the lane closest to the starting line tree while the outside groove is closest to the barrier wall. It becomes important in the preservation of the quality of the starting line surface to regulate which groove is used. Motorcycles with slicks or DOT approved drag tires are the only ones permitted to use the inside groove. All other tires are required to run in the outside groove regardless of motorcycle setup. As part of technical inspection, your bike will be given an indicator for groove placement. The AMRA and racetrack staff will monitor the groove placement and will not activate the starting line tree if your bike is in the wrong groove.

Ladders

Category pairings are based upon established AMRA "ladder" charts. Qualifying elapsed times determine ladder positions. Once established, pairings are not changed unless AMRA determines there is adequate justification for a change. In situations where fields

are not filled, such as 14 cars entering for a 16-bike field, a 14-bike ladder will be used, not a 16-bike ladder.

Single Runs

In situations where a rider is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

Disqualifications

Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with AMRA is conditioned upon being in good standing with AMRA, as determined in AMRA's sole and absolute discretion. Any person found guilty of drug-related offenses or other serious offenses is subject to such disciplinary action as AMRA shall determine appropriate in its sole and absolute discretion, including, but not limited to, immediate expulsion from AMRA and a termination of good standing. Such person may be immediately excluded from all AMRA programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by AMRA. In a situation in which two motorcycles are disqualified during the same elimination race, in most cases, both offending contestants are disqualified. Those situations include both riders crossing the boundary lines. The object of the final round is to determine a winner and a runner-up, with the Event Director having full responsibility in cases involving dual disqualifications. As an example, in the final round, the contestant crossing the boundary line first will be disqualified. Should a rider receive a red-light foul start and the opposing rider cross the lane boundary line, the latter infraction would prevail and the rider committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both riders will be disqualified. Intentional crossing of boundary lines to leave track, avoiding an opponent or object on the track, or avoid depositing debris on track is not grounds for disqualification.

Ignition Shutoff

Motorcycles must be equipped with a positive ignition cutoff switch attached to the rider with a lanyard. OEM cutoff permitted in place of lanyard. Switch must be on low-voltage side of the ignition circuit. Many stock machines are equipped with a handlebar-mounted thumb switch that can have a lanyard easily attached for the above purpose.

Event

Each participant expressly agrees that by entering an event conducted by the AMRA, the participant agrees to be bound by all of the decisions, rules and regulations of AMRA, including all procedures provided for in this rulebook, and any decisions, rules and regulations which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, his designee and other AMRA officials at all AMRA events. The participant, by entering an event conducted at an AMRA event, also agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Event Director, his designees, the AMRA, the race track operator, event sponsors and all other 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 AMRA or any decisions of AMRA or AMRA officials whether or not incident to an event, shall be resolved pursuant to the process provided for in this Rulebook. The participant agrees to indemnify and to hold AMRA harmless for any costs incurred as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein. Refer to current NHRA rule book or rule revisions for additional vehicle/ driver requirements, specifications, and general regulations, which are not found within these guidelines. This current rulebook becomes effective January 1st, 2023. These rules will remain in effect until superseded or revised by the Association.

General Rules and Safety

General Rules

- GR-1** The authority of the event director/tech official to make any rules/regulation decision whatsoever shall be absolute. Specifically if it is not stated that something is a safe and legal design, change, or modification, then it should be known that it is illegal.
- GR-2** Prime responsibility for the safe condition and operation of a motorcycle in competition rests with the builder/rider.
- GR-3** It is the responsibility of all racers, to obtain and familiarize themselves with the rules and procedures of the AMRA. These are available at all events from the tech officials as well as online.
- GR-4** The operation of a machine, at an AMRA event, will serve to acknowledge the fact that the rider is in understanding of all rules and regulations.
- GR-5** Classification by officials in no way constitutes a guarantee that the entry is legal for the class. It is the sole responsibility of the participant to comply with class requirements.
- GR-6** Under no circumstance will a motorcycle make a run down the track without the approval of the official starter.
- GR-7** Any rider and/or machine that, during the course of the event, becomes evident to the track/tech officials as being unsafe, will not be permitted to run until the conditions leading to this observation are remedied.
- GR-8** The pit crewmember's membership cards will carry the name of the pilot/team for which they pit.
- GR-9** Definition and limits, are assigned to the wording that all AMRA competition machinery "must be based on Traditional Harley-Davidson design principles.
- GR-10** Non-traditional, American made, V-Twins, Will be allowed in specific classes as outlined in the class rules.
- GR-11** There will be absolutely no Pro-Class, "Class-Jumping" in the AMRA. Once a machine is teched into and competes in a class, it may not be run in a different class unless expressly permitted by AMRA Officials, or as expressly allowed such as N/FB running with T/F.
- GR-12** All Professional racing crews will be required to wear team uniforms. Uniforms must be in good taste and not violate any obscenity laws. Uniforms may range from as simple as matching AMRA T-Shirts and work pants to custom made crew clothing.
- GR-13** Painting a "headlight" on the front of a fairing is allowed in the Pro and semi Pro classes instead of mounting a headlight. Fairings must be securely mounted.

Licensing Requirements

Forms to request a license are available from AMRA. You are responsible for obtaining the appropriate license for the class you're racing. Classes or runs quicker than 9.99sec require a Professional Gas License. Classes running Nitro require a Professional Fuel License (5.90sec – T/F & NFB) (6.90sec – P/F).

Top Fuel/Nitro Funny Bike/Pro Fuel/Outlaw Street

1. Motorcycle must pass technical inspection.
2. Rider and team must demonstrate start-up and shutdown skills and on-track capabilities as follows:
 - o Step one: Must complete a controlled burn out and 60-foot launch of the motorcycle.
 - o Step two: Must complete a controlled burn out, launch, and half-track pass with shut-off at half-track.
 - o Step three: Must complete a controlled burn out, launch, and full track pass to the satisfaction of the AMRA Technical Officials

3. Technical Director and two licensed riders from same or higher class must approve riding ability and endorse the license application.

Pro Modified/Pro Bagger

1. Motorcycle must pass technical inspection.
2. Rider must demonstrate skills and capabilities as follows.
 - o Step one: Must complete a controlled burn out and launch of the motorcycle.
 - o Step two: Must complete a controlled burn out, launch, and half-track pass with shut-off at half-track.
 - o Step three: Must complete a controlled burn out, launch, and full track pass to the satisfaction of the AMRA Technical Officials.
3. Technical Director is only approval needed.

Sportsman Classes

1. Motorcycle must pass technical inspection.
2. Rider must demonstrate skills and capabilities to safely operate the motorcycle entered in competition
3. Technical Director is only approval needed.

Safety

- S-1** All motorcycles must have a manually operated fuel shut off valve where possible. The fuel shut off valve must be visible to the rider (and/or safety and emergency crews) and operable from the riding position.
- S-2** Rear fenders, in all entries, must cover the full width of the rear tire. The rear of the fender must extend past the rear axle and the front of the fender must be below the seat position. A combination seat and fender is acceptable.
- S-3** All machines, except Professional Classes allowed the contrary, must have a front fender.
- S-4** Hand operation of foot shifter is prohibited.
- S-5** Both hands must remain on the handlebars and both feet must remain on the operational foot pegs, at all times during the normal operation of the machine on the racetrack. Exception will be made in any physically impaired situations.
- S-6** A guard to protect the rider's legs from belts and/or chains, is required. These guards must be steel or 1/8th inch aluminum. They must cover the width and at least the top run of the belt / chain, from centerline to centerline of the pulleys /sprockets. Both primary and secondary drive guards are required. Frame members do not qualify as guards. Body panels may or may not, depending on construction. The decision of the tech inspector will be final as to the practicability and compliance of the guards.
- S-7** All machines in Professional competition must have adequate capacity overflow catch cans to contain excess liquids. This is also required of any class machine, utilizing a breather(s) and/or venting tube(s). Permanent and secure mounting is required of cans, breathers and venting tubes. Mounting of cans, by the use of tie wraps is prohibited.
- S-8** The association recommends removing of mirrors and the taping of the headlight, turn signals and tail light as a safety measure on all street class machines.
- S-9** There will be no holding or touching of any machine, by the crew, during burnouts.
- S-10** There will be no use of intoxicants by any of the participants in AMRA events.
- S-11** Burnout's in the pit area or movement in excess of ten (10) MPH, will be grounds for expulsion from the event.
- S-12** Any professional machine fired in the pit area must be elevated on a secure stand. Semi-professional or street class machines must have the front wheel placed against an immovable object.
- S-13** All motorcycles must have a positive closing throttle.

S-14 Roller started machines are not permitted.

S-15 All professional crewmembers must wear eye and ear protection, while attending a running machine. Eye protection only required in all other classes.

S-16 Under engine drip pans are mandatory in all Pro Classes.

S-17 All bikes in fuel classes require inspected and dated “S.F.I. APPROVED” engine restraint systems.

S-18 Nitrous Oxide as a lean out or power booster is prohibited for use with nitromethane.

S-19 Mandatory parachute(s) are required on any bike running quicker than 7.00 seconds or 200MPH and Faster.

S-20 The installation of a Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2023 and may become mandatory in coming years. This shuts off fuel, and ignition automatically if the machine is operated beyond the shutdown on the track to avoid run-aways.

Helmet Label
Snell 2015
Snell 2020
SFI 31.1 and 41.1/2015
SFI 31.1 and 41.1/2020

Protective Equipment

Full all-leathers or SFI Spec 40.1/2 suit mandatory on motorcycles running 120 mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 or 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on ALL motorcycles. Gloves must be Kevlar-lined or equipped with slide buttons.

PC-1 All Professional class riders must wear a full facial coverage helmet meeting posted standards. A shield is mandatory (goggles and flip-up half helmets prohibited). Gloves, full leathers (One-piece design or joined together with a zipper at the waist) and above ankle boots or shoes. No parts of the rider’s body may be exposed.

PC-2 All Street Class riders must wear a full helmet meeting posted standards. Eye protection is mandatory. Gloves, leather jacket and above ankle boots, eye protection, and protective clothing that meets the discretion of the track officials is also required. Full face helmet’s meeting PC-1 specifications must be worn by all riders 9.99 or quicker.

Inspection and Certification of Machine

I&C-1 Your machine will go through a technical inspection at the beginning of the racing season. After a certified AMRA inspector qualifies the machine as safe, you will be issued your current year inspection sticker.

I&C-2 The next event you attend, in the same year, will have a place (on the tech sheet) where you certify that the machine has not been changed since it was inspected. Should this turn out to be not true, you will be disqualified.

I&C-3 When you sign the certification of no change, you will not have to have the machine totally inspected unless it was involved in some sort of mishap, or changes have been made.

I&C-4 Inspectors will only spot check previous inspected machines at tech-in and again at random in the pit area. Should your machine be found changed from the time it was last inspected, you may be disqualified until reinstated by the AMRA.

I&C-6 Machines may also be checked in the staging area. Be prepared for things like light and fuel checks. Tech inspectors will tour the classes as they are assembled.

I&C-7 Under no circumstances, will any AMRA Technical Inspector be responsible for the tech-in of any machine that is of personal or family ownership.

Tires

T-1 Tires used in professional classes must be specified for racing use by the manufacturer.

Wheels

W-1 Rear wheel minimum: 15” diameter (unless otherwise restricted in specific classes.)

Brakes

B-1 All machines will have both a front and a rear hydraulic braking system. The only exception will be the early stock mechanical brakes on the stock entries.

B-2 Braided steel brake lines are highly recommended on any machine that has been modified from its original stock condition.

B-3 Application and release of brakes will be a function of the rider.

B-4 For disc brakes, a minimum size of single rotors 10 inch diameter, or Dual rotor 8 inch-diameter and a minimum .187 inch thickness for both O.E.M. and accepted aftermarket systems.

Frames

FR-1 Stock or aftermarket frames (unless restricted in specific classes) are permitted. Any modifications to stock frames are permitted (unless restricted in specific classes) as long as the frame is not weakened. All butt welds must have visible reinforcement.

FR-2 Steering head angle may not be less than stock rake or more than 40 degrees maximum rake in the Semi-Pro classes, and 45 degrees in the Professional Classes.

FR-3 Swing arms and struts (unless restricted in specific classes) may be welded to frame.

FR-4 It is recommended that all replacement frame parts be manufactured from 4130 chrome moly. All welding must be done by accepted heliarc process.

FR-5 Fork stops are mandatory in all classes. Stops must have a sheer strength equal to, or exceeding, a 3/8-inch Grade 8 bolt.

Suspension

SU-1 Front suspension. Minimum size of approximately 32MM for accepted aftermarket items (unless restricted in specific classes.) Minimum travel of 1 1/2 inch.

SU-2 Steering dampener recommended in professional and semi-professional classes.

SU-3 Rear suspension is not recommended on professional class machines utilizing wheelie bars.

Ground Clearance

GC-1 Minimum of 2 inches, with the rider sitting on the machine. This is measured with no more than 10 psi in the rear tire if using a slick wider than 5" and no more than 12 psi for DOT approved racing tires.

Headlights and Tailights

HT-1 Turn signals, clearance lights or spotlights may not be used as substitutes for O.E.M. size head lights or tail lights in classes where required.

Electrical Components

EC-1 The failure of an electrical system to function because of a failed part such as a burned out bulb, defective generator or regulator will not be considered an intent to cheat if all of the required components are in place. The defective part can be replaced or repaired in the event of a protest or citing due to random inspections.

Limits on Trimmed Bodywork

In classes where "Stock Appearing" is designated

LMT-1 There will be no trimming of front fenders (as supplied by manufacturer) except to accommodate anti flex and stabilizing devices.

LMT-2 Rear fenders must have a reasonable, as determined by the Technical Inspectors, amount of side skirt.

LMT-3 Gas tank or tank shell may be trimmed a maximum of 2". Exception would be minimal cut-outs for engine or chassis clearance.

Controls

C-1 Handlebar controls, in all classes, must be located in the stock position. No welded aluminum handlebars. No clip-ons. Chrome plated handlebars are not recommended in Pro Classes, so as to better identify imminent failure [Cracks].

C-2 Handlebars cannot be located more than 25" above the part of the seat from which the rider operates the machine.

C-3 Seats, in all modified classes, must be a minimum of 21 inches above the ground. Custom seats, in all classes, are recommended to have a step to prevent the rider from sliding backwards.

C-4 A "tether" emergency kill switch is mandatory on all competing machines.

Fuels

F-1 An AMRA Tech Official may, at any time, check density, additives, and conductivity of fuels.

F-2 "Heads-Up" class participants will be required to declare the fuel being utilized. Declared fuel must have a published Evaporation Chart and Specific Gravity Rating. All fuels must be generally available. A sample may be required for reference.

F-3 A commercial pump blend containing a small amount of alcohol is allowed if locally available.

F-4 Chilling of fuel in "Heads-Up" gas classes is prohibited. Fuel temps will be monitored in the staging lanes. This makes fuel check more consistent.

Marking of Machines

M-1 All machines must be marked with AMRA identification plates with numbers and class on both right and left side to be eligible for pay out. These markings must be a minimum of 3" inch height for numbers and 2" for letters. If displayed on a number plate the plates must be an official AMRA marked plate or equivalent with no other association name on it. Contrasting numbers and plates (or paint) is mandatory. Official AMRA number plates are available at the AMRA trailer.

M-2 Numbers are issued to riders only and are available from the AMRA. Racers must have a separate number for each category unless explicitly endorsed by TECH. Bike numbers may not include letters. If your bike number currently includes letters, a new one must be selected. AMRA registration will assist in selecting a number.

M-3 In recognition of their past years performance, all Top 5 finishers, in all classes, are allowed to use the corresponding 1 thru 5 number, for the following season.

Tow Vehicles

TV-1 Any tow vehicles used by participants and crewmembers must be identified as to which participant it is working in conjunction with. Tow vehicles will be operated in a professional and safe manner.

TV-2 Tow vehicles may only be used in conjunction with professional class and semi-professional class machines. All other classes are streetable classes and machines should have the ability to be ridden for extended periods of time, including back the return road, under our classifications.

Credentials

CR-1 A valid and current AMRA license is mandatory in all classes.

CR-2 All Pilots and Pit Crew personnel participating at AMRA events in active areas must be current members of the American Motorcycle Racing Association. AMRA Membership may be attained online or at the registration area at all AMRA events.

CR-3 In order to enter an active racing area, the racer or crewmember in the area will display both the current Facility Admission armband and their AMRA membership card.

AMRA Classes of Competition

Professional Fuel Classes

The Motorcycles in these classes use Nitromethane for fuel. The engines in these classes are based on traditional Harley-Davidson Design principles (General Rules-10). All fuel pilots in all fuel classes will use dated and inspected, S.F.I. approved Engine Restraint Systems and Chest Protectors. Nitrous oxide as a lean out or power booster is prohibited for use with nitromethane. Parachutes will be mandatory on any bike running quicker than 7.00 seconds or 200MPH and faster. The installation of a Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2022 and may become mandatory in the future. This shuts off fuel, and ignition automatically if the machine is operated beyond the finish line to avoid Run-Aways. All other aspects of AMRA rules and procedures apply.

TOP FUEL – (T/F)

Engine/Transmission

- Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° V-Twin). Carbureted, fuel injected double engines with 200 cu.in. maximum displacement and Supercharged single engines with 175 cui max displacement
- 4 Valve heads are allowed
- Nitrous oxide as a lean out or power booster is prohibited for use with nitromethane
- Any type of fuel system is allowed
- Single or Multi-speed transmission is allowed
- Belly pan with absorbent mat is required

Fuel

- Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous permitted.

Chassis

- S.F.I. approved Engine Restraint Systems
- Parachutes required when quicker than 7.00 seconds or 200MPH and faster
- Wheelie bars are required
- Chain and belt guards are required. Minimum thickness - .060 Steel or 1/8" aluminum

Controls

- Front and Rear Brakes required. Min. rotor thickness .187" and min. diameter 10" single/8" dual
- Positive closing snap-back throttle required

Electrical

- Any ignition system is allowed.
- Data gathering specific computers are allowed
- Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2023

Rider

- AMRA 5.90 License Required
- S.F.I. approved chest protector
- Safety gear as outlined in **PC-1**

NITRO FUNNY BIKE – (NFB)

Engine/Transmission

- V-Twin – 153 ci absolute with high gear only transmission
- V-Twin – 135 ci absolute with multi-speed transmission
- Fuel Injection is allowed
- Nitrous oxide as a lean out or power booster is prohibited for use with nitromethane

Fuel

- Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous permitted.

Chassis

- S.F.I. approved Engine Restraint Systems
- Parachutes required when quicker than 7.00 seconds or 200MPH and faster
- Wheelie bars are required
- Chain and belt guards are required. Minimum thickness - .060 Steel or 1/8” aluminum

Controls

- Front and Rear Brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Positive closing snap-back throttle required

Electrical

- Any ignition system is allowed.
- Data gathering specific computers are allowed
- Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2023

Rider

- AMRA 5.90 License Required
- S.F.I. approved chest protector
- Safety gear as outlined in **PC-1**

Additionally allowed machines in the Nitro Funny Bike Class are:

- Nitromethane burning Single or Double engine machines using carb(s) for fuel intake
- Full competition unlimited displacement, single engine machines using alcohol or gasoline in conjunction with the use of nitrous oxide
- Machines using a turbo(s) or super charger(s) utilizing alcohol for fuel. These additionally allowed types of machines may use any transmission including a multi speed, and are of unlimited displacement.

PRO FUEL – (P/F)

Engine/Transmission

- Single V-Twin –122 ci absolute with single speed transmission
- Min weight 5.7 lbs/ci
- Gravity fed carburetor is required
- Fuel pump/pressurized fuel feed is prohibited
- Enricheners are allowed but must be gravity fed
- Nozzles for enricheners must be placed in the carburetor body. They may not be placed in the intake manifold or heads.
- Solenoid or mechanical on/off valves are allowed.
- Lean out systems are allowed and can be used in conjunction with solenoid or mechanical valves.

Fuel

- Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous permitted.

Chassis

- S.F.I. approved Engine Restraint Systems
- Parachutes required when quicker than 7.00 seconds or 200MPH and faster
- Wheelie bars are required
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum

Controls

- Front and Rear Brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Positive closing snap-back throttle required

Electrical

- Any ignition system is allowed.
- Data gathering specific computers are allowed
- Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2023

Rider

- AMRA 6.90 License Required
- S.F.I. approved chest protector
- Safety gear as outlined in **PC-1**

Professional Gas Classes

The Motorcycles in These Classes utilize Gasoline for Fuel. Propylene Oxide, Nitrous-oxide and Alcohol are prohibited, except where specified. Dielectric Constant checks and chemical analysis examinations are probable by AMRA staff and will not be challenged. Any commercially available gasoline that falls on or below the standards explained in General Rules & Regulations - Fuels, F-2 will be allowed. A crankcase ventilation system (scavenge system) is legal and encouraged, in the interest of safety. All other aspects of AMRA rules and procedures apply.

PRO MODIFIED – (P/M)

Single Cam Engines 5.4 Pounds per Cubic inch

Twin Cam Engines 5.6 Pounds per Cubic Inch

Four Cam Engines 5.7 Pounds per Cubic Inch

Engine/Transmission

- Single 45 degree pushrod or 60 degree OHC V-Twin 122 ci absolute
- Single Carburetor and Traditional V-Twin Manifold or, if factory equipped, factory/equivalent EFI
- 0 Degree Lateral and min. 18 degree longitudinal valve stem angle
- Harley-Davidson or aftermarket transmission cases maintaining a minimum of 4 and no more than 6 speeds **No Auto-Shift**

Fuel

- Gasoline only (see Fuels, F-2). Propylene Oxide, Nitrous oxide and Alcohol are prohibited.

Chassis

- Maximum 70” wheelbase measured from axle to axle including chain adjustment
- Minimum 2” ground clearance with rider on bike
- Rear tire limited max 7-1/2” width. Slicks, as designated by the manufacturer, or treaded tires with a street legal amount of tread are allowed.
- Wheelie bars are required if utilizing a rear slick tire
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum
- Front and rear brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Front and rear fenders and gas tank or tank shell is required

Controls

- The foot pegs will be a minimum of 15” forward of the rear axle, or 9” behind the mainshaft of the transmission. No rear pegs or brackets are allowed behind the operational pegs
- Front and Rear Brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual

Electrical

- Electric remote “off board” starter and battery pack systems are allowed.
- Lights and charging systems do not have to be operational.
- Any ignition system is allowed
- Data gathering computers are allowed

Rider

- AMRA Professional Gas License Required
- Safety gear as outlined in **PC-1**

MODIFIED – (MOD)

Engine/Transmission

- 45 degree pushrod V-Twin
 - 90 ci absolute XL
 - 103 ci absolute BT
- Single Carburetor/EFI and Traditional V-Twin Manifold
- Harley-Davidson or aftermarket engine cases and heads allowed
- Harley-Davidson or aftermarket transmission case maintaining a minimum of 4 and no more than 6 speeds. **No Auto-Shift**

Fuel

- Gasoline only (see Fuels, F-2). Propylene Oxide, Nitrous oxide and Alcohol are prohibited.

Chassis

- Maximum 70” wheelbase measured from axle to axle including adjustment
- Minimum 2” ground clearance with rider on bike
- Rear tire limited to 17” or 18” diameter only. Max 7-1/2” width. Slicks, as designated by the manufacturer, or treaded tires with a street legal amount of tread are legal.
- Wheelie bars are required if utilizing a rear slick tire
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum
- Front and rear fenders and gas tank or tank shell is required

Controls

- The foot pegs will be a minimum of 15” forward of the rear axle, or 9” behind the mainshaft of the transmission. No rear pegs or brackets are allowed behind the operational pegs.
- Front and rear brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Hand operated clutch

Electrical

- Electric remote “off board” starter and battery pack systems are allowed.
- Lights and charging systems do not have to be operational.
- Any ignition system is allowed
- Data gathering computers are allowed

Rider

- AMRA Professional Gas License Required
- Safety gear as outlined in **PC-2**

OUTLAW STREET - (O/S)

Engine/Transmission

- 45 degree pushrod or 60 degree VROD V-Twin – No cubic inch limit
- Any one power adder
- 45 degree pushrod or factory valve train design
- Any lock-up clutch allowed. No Slipper Clutches
- Crankcase and tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system

Fuel

- Any fuel except Nitromethane

Chassis

- Maximum 74” wheelbase measured from axle to axle including adjustment
- Data Gathering Computers and any sensors are allowed
- Minimum 2” ground clearance with rider on bike
- No wheelie bars
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum
- Front and rear fenders and gas tank or tank shell are required
- V rated and DOT approved tires
- Belly pan with absorbent mat is mandatory

Controls

- Front and rear brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Hand operated clutch
- Air or electric shifters are allowed
- Auto-Shift is allowed

Electrical

- Must be self-starting
- Charging system not required
- Any engine management/data gathering computers allowed

Rider

- AMRA Professional Gas License Required
- Safety gear as outlined in **PC-1**

PRO BAGGER – (P/B)

Engine/Transmission

- 45 degree pushrod V-Twin
 - 155 ci with Nitrous Oxide
 - 124 ci with Turbo or Supercharger
- No XL cases
- .030 Overbore for rebuild is allowed
- Harley-Davidson or aftermarket transmission cases maintaining a minimum of 4 and no more than 6 speeds. **Auto-Shift is allowed**
- FLH Frame – modifications to backbone and down-tubes allowed
- Single carburetor or single blade throttle body with common manifold
- Any clutch lock-up allowed. No Slider Clutches

Fuel

- Any fuel is allowed except Propylene Oxide and Nitromethane

Chassis

- Maximum 70” wheelbase measured from axle to axle including adjustment
- Bodywork must resemble a “Bagger” and incorporate hard saddlebags. Bags do not have to be stock.
- Minimum 2” ground clearance with rider on bike
- Rear tire limited to max 190mm(Shinko Hook-Up & M/T Shootout) or 200mm wide DOT approved. No slicks. Both tires must be V Rated
- No wheelie bars, mirrors or non-permanent windshield
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum
- Front and rear fenders and gas tank or tank shell are required – Carbon Fiber ok
- Headlight nacelle/fairing resembling stock appearance required but working headlight not required

Controls

- Front and rear brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Hand operated clutch
- Air or electric shifters are allowed
- Auto-Shift is allowed

Electrical

- Must be self-starting
- Charging system not required
- Tail light or rear facing red light required
- Data gathering computers are allowed
- Any ignition/engine management computer allowed

Rider

- AMRA Professional Gas License Required
- Safety gear as outlined in **PC-1**

Altered Street Classes

These classes are designed for the machine that can be ridden on the street and also raced at the track. Altered class motorcycles must be able to be started with an on-board, self-contained starting system (kick or electric). Starting exceptions will be made when engines are hot from successively run rounds. If protested, it must be able to be started using the self-contained system. Gasoline only. Nitromethane, Propylene Oxide, Nitrous oxide and Alcohol are prohibited, unless specifically allowed. Dielectric Constant checks and chemical analysis examinations are probable by AMRA staff and will not be challenged. Any commercially available gasoline that falls on or below the standards explained in General Rules & Regulations - Fuels, F-2 will be allowed. Aftermarket parts may be used if deemed “safe” by the technical inspectors. All other aspects of AMRA rules and procedures apply.

STREET BAGGER – (S/B)

Engine/Transmission

- 45 degree V-Twin 133 ci. Aftermarket cases are allowed. No XL engine cases
- Single carburetor or single blade throttle body with common manifold
- No lock-up clutches allowed
- Must use conventional port layout heads (STD, Zipper’s, S&S B1/B2 or equivalent). S&S Pro Stock or equivalent are NOT allowed.
- Harley-Davidson or aftermarket transmission cases maintaining a minimum of 4 and no more than 6 speeds **No Auto-Shift**

Fuel

- Gasoline, Race Fuel, E85 only. Nitromethane, propylene oxide, and alcohol are prohibited

Chassis

- Stock unmodified frame (Non FX)
- Maximum 64” wheelbase
- Aftermarket swingarm allowed
- Triple Trees must maintain stock front end rake and fork offset.
- Factory or equivalent hard bags are required
- Minimum 2” ground clearance with rider on bike
- No slicks. Both tires must be DOT approved
- No wheelie bars
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8” aluminum
- Front and rear stock size fenders and gas tank are required. No tank shells or carbon fiber bodywork/wheels

Controls

- Stock/equivalent floorboards required
- Front and rear brakes required. Min. rotor thickness .187” and min. diameter 10” single/8” dual
- Hand operated clutch
- Shift Kill allowed
- No air or electric shifters – Air shift cylinder or electric actuator must be removed

Electrical

- Must be self-starting
- Charging system must be operational
- Headlight and tail light are required
- Any ignition/engine management computer allowed

Rider

- AMRA Street License Required
- Safety gear as outlined in **PC-2**

HOT STREET - (H/S)

Engine/Transmission

- 45 degree pushrod or factory valve train design V-Twin.
- Single/Twin cam 124 ci, XL 103 ci, M8 133 ci
- .030 Overbore for rebuild is allowed
- Single carburetor or single blade throttle body with common manifold
- No lock-up clutch of any kind
- Must use conventional port layout heads (STD, Zipper's, S&S B1/B2 or equivalent). S&S Pro Stock or equivalent are NOT allowed.
- Harley-Davidson or aftermarket transmission cases maintaining a minimum of 4 and no more than 6 speeds **No Auto-Shift**
- Crankcase and tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system. Active crankcase evacuation systems are not allowed.

Fuel

- Gasoline/Race Fuel only. Nitromethane, propylene oxide, and alcohol are prohibited

Chassis

- Maximum 68" wheelbase measured from axle to axle including adjustment
- Minimum 2" ground clearance with rider on bike
- No wheelie bars
- Chain and belt guards are required. Min thickness - .060 Steel or 1/8" aluminum
- Front and rear fenders and gas tank or tank shell are required
- V rated and DOT approved tires

Controls

- Foot pegs and foot controls must be located within the perimeter of the frame cradle
- Front and rear brakes required. Min. rotor thickness .187" and min. diameter 10" single/8" dual
- Hand operated clutch
- Air or electric shifters are allowed
- Auto-Shift is allowed

Electrical

- Must be self-starting
- Charging system not required
- Ignition/Fuel shift-kill allowed
- Headlight and tail light are required
- Data gathering computers are allowed

Rider

- AMRA Professional Gas License Required
- Safety gear as outlined in **PC-1**

Index Classes

There will be no limitations or restrictions in these classes unless it is considered “unsafe” by the certified AMRA technical inspectors. The decision of the technical inspector as to what is unacceptable for these classes will be final. No delay or crossover boxes.

TOP ELIMINATOR – (T/E) - 9.30 1/4 Mile Index

SUPER GAS – (S/G) - 9.90 E.T. 1/4 Mile Index

SUPER PRO – (S/P) - 10.30 1/4 Mile Index

PRO ELIMINATOR – (P/E) - 10.90 E.T. 1/4 Mile Index

STREET ELIMINATOR – (S/E) - 11.50 E.T. 1/4 Mile Index

These classes will be put on a maximum 32 bike ladder. Closest bike to the Index first and breakouts last. Reaction time will be used as a tiebreaker. These classes are run Heads-Up, .400 Pro-Tree.

Rider

- AMRA Professional Gas License Required (T/E, S/G)
- AMRA Professional Street License Required (S/P, P/E, S/E)
- Safety gear as outlined in **PC-1/PC-2**

ELIMINATOR – (E)

Dial-ins will be requested each run prior staging. Any machine making a pass, during eliminations, that turns an E.T. lower than the “dial-in” will be disqualified. If both machines turn an E.T. lower than their respective “dial-in”, the win goes to the rider who breaks out the least. Red light fouls take disqualification precedent over breakouts. Depending on the equipment, the pairing of “E” Class machines may be at random or by tower produced ladders based on Reaction Times (R/T’s), recorded by the use of the .500 Full Tree. Red lights, (reaction times of .499 or less) will go to the bottom of ladders. Any machine that refuses a randomly paired match will be disqualified. When necessary, qualifying order will be determined by the quickest green light reaction time. When an odd number of bikes exist, the bye run will be given to the quickest green light reaction time from qualifying or the previous eliminations round. Only one BYE per event, per entrant. Rounds of competition will be run until there are only two machines left in competition. They will then be paired to determine the class winner and runner-up. All other aspects of AMRA Rules and Procedures will also apply.

Rider

- AMRA Professional Street License Required
- Safety gear as outlined in **PC-2**

During the Course of the Event

COE-1 If a rider misses a round of Elimination's, that rider will be disqualified.

COE-2 A rider is allowed only one entry per class.

COE-3 A rider may enter more than one class, but must make all the rounds on time.

COE-4 There will be no substitute riders after the machine has been qualified. The rider that qualifies the machine must ride that machine during the eliminations.

Event Control Tactics

CT-1 The authority of the Event Director to make any decision whatsoever that is not encompassed in the general rules and regulations, shall be absolute.

CT-2 There will be a rider's meeting before the start of the Qualifying and Eliminations at each event. The time will be announced. The place will be at the track, generally at the AMRA trailer.

CT-3 If an event is postponed due to acts of God prior to the start of elimination's, it will be mandatory that the qualified contestants and their machines be in attendance at the re-scheduled event to be eligible for points.

CT-3 If a rained-out event is cancelled, points will be awarded based only on participation and qualifying to the point of event cancellation.

CT-4 If an event is postponed and re-scheduled after eliminations are in progress, contestants not returning on the new date will be awarded points up to the round completed before cancellation.

CT-5 There is no dress code at AMRA events, but your appearance is a reflection of the level of professional status you, your pit crew and your sponsors have attained.

CT-6 We do ask that your dress and conduct be within the limits as described by the laws of the governmental bodies in the area which is holding our event.

CT-7 We do not disseminate political views as an association. We do ask that none be bestowed upon us in return. We do ask that our right of privacy, as an American Corporation, not be violated. We will respect yours as an individual or corporation in return.

CT-8 Leave everything the way you found it. Do not infringe on the space or rights of others while you are at our events. The entire event is to be considered a neutral territory reserved for lawful assembly.

CT-9 Our events are first devoted to the perpetuation and advancement of V-Twin Drag Racing as a sport. It is secondly devoted to the perpetuation and advancement, of motorcycling itself, at all levels. This is regardless of makes, models or the types of rider participation.

CT-10 The association and facility will not be party to anything that is not within the limits, as described by the law enforcement, of the prevailing and authorized authorities.

CT-11 Common sense decisions of the track officials will prevail when no rule applies. Unsportsmanlike conduct, or violation of these rules, will be grounds for expulsion.

CT-12 All professional pilots new to this association will be required to make one half pass and one full pass under the supervision of at least two (2) assigned qualified pilots from the same class in which they are participating and the events Technical Official.

CT-13 The proper form (acquired from an AMRA official at Tech-In) will require the signatures of the supervising pilots and approval of the events Technical Official.

CT-14 The licensing form will be filed at the AMRA mobile office before the new pilot will be allowed to make any qualifying attempts for the day.

CT-15 New Professional Pilots will be required to Perform to a minimum performance Level for their Class, and be accepted by the Majority of their Fellow Participants. No Exceptions

Points Earning Procedure

Entry Points

50 points will be awarded for each event entered. These will only be awarded if the bike is present at the event. Qualifying has no bearing on these points.

Qualifying Points

Because of its structure, Eliminator – “E” class does not receive qualifying points. All other classes are awarded qualifying points based on qualifying position. If qualifying is concluded for any reason and all bikes in the class being run at the time of the conclusion were not given the opportunity to make a pass, the entire class’s round will be discarded.

Example - Qualify 16 Bike Field:

#1---80 points	# 9---40points
#2---75 points	#10---35 points
#3---70 points	#11---30 points
#4---65 points	#12---25 points
#5---60 points	#13---20 points
#6---55 points	#14---15 points
#7---50 points	#15---10 points
#8---45 points	#16--- 5 points

Elimination Points

ROUND WINNERS-----50 POINTS (except final round, which is 100 points)

ROUND LOSER-----25 POINTS (except final round, which is 50 points)

ROUND NO SHOW -----10 POINTS (except final round, which is 35 points)

Use of Alternates and Points Accumulation

If a designated alternate machine is substituted and used in any field, the alternate machine will also be issued round points. Example: If a 17th place (or higher) alternate is used in a 16 bike field, even though the rider would not be issued qualifying points, the rider would be issued round elimination points. All classes will use the same point system. Points will be awarded, during the season, to the bike, rider, owner, combination. Using the “2 against 1 Rule”. Examples: If a Rider Leaves a Bike, Owner combination, Points stay with the Bike & Owner, If a Bike and Rider Leave an Owner, the Points stay with the Bike and Rider. If the Bike is replaced by the Rider and Owner the Points stay with the Rider and Owner. Since the earned number plate stays with said combination, it will be the burden of the owner and rider to work out any agreements pertaining to the earned number plate staying with a Bike being sold or replaced. The owner and rider will then notify the AMRA of that agreement, when the machine and rider places in the national top five in any class. Ownership of leased equipment will be determined by the contract between parties and details of that agreement will be submitted to the AMRA before the competing event. If, during the season, a bike is raced under more than one competition number at different events, points will be awarded to that competition number and cannot be combined.

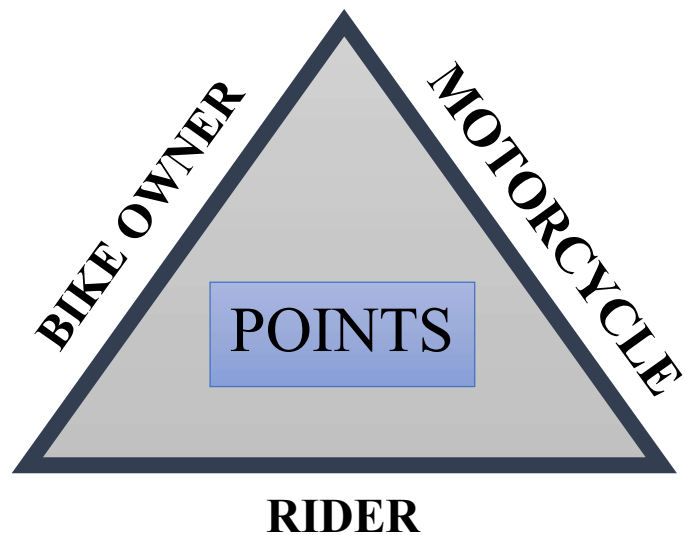
Points Rule Clarification

3 Factors

- MOTORCYCLE
- BIKE OWNER
- RIDER

Description:

In the event of a change of any of the three points factors, the figure to the right is used. The points follow the triangle that maintains 2 of the 3 edges. If a change results in 3 separations, the points are discarded.



Determination of National Champions

Points for all Classes will be based on the sum of all points accumulated during National Points Events. In the occurrence of a tie in the first five places, in the final point tally for National champion determination, the tie breaker will be based on:

Participation - The racer with the greater number of events attended. In the case of an equal number of events attended:

Performance - The racer with the lowest average green light Elapsed Time [or Reaction Time for "E" Racers] produced at all of the events attended.

Qualifying and Staging

Event Qualifying

EQ-1 During multiple day events, the entire field will be qualified during the first day.

EQ-2 During multiple day events, all inspection and Tech-in procedures will be processed and completed by the end of the first day of AMRA activity. In order for any machine to be qualified to participate in multiple day events, it must be entered and inspected on the first day. Exceptions may be made for the Eliminator Class.

Q&S – Qualifying and Staging

Q&S-1 Qualifying positions will be based on ascending E.T's. In the event of a tie for a qualifying position, the machine with the fastest M.P.H. will be given the favorable qualifying position.

Q&S-2 Unless otherwise directed by the lineman, machines must alternate lanes for every successive qualifying attempt.

Q&S-3 During qualifying rounds, only one pass will be allowed during each allotted time period. There may be two or three qualifying attempts for the day. The number depends on the length of the event and will be documented in the racer instructions given to each participant at tech-in.

Q&S-4 Should the pit crew need a test and tune pass before qualifying, it must be done during the test and tune period. In special cases, an out of turn pass can be done only with the approval of the lineman.

Q&S-5 Riders may change classes before qualifying has started. Once qualifying has begun, no class changes can be made.

Q&S – Eliminations

Q&S-6 First round alternates will be substituted in any qualified field when a qualified bike is unable to make the staging call. The alternate will be paid any prize money where applicable.

Q&S-7 Prize money will be earned only if a bike has left the line, with an official start, under its own power. Any motorcycle unable to leave the line under its own power will not earn money for that round even during a bye run.

Q&S-8 The substitution of first round alternates will be at the sole discretion of the starter. A holding area will be designated for first round alternates at each event.

Q&S-9 All qualified bikes must report to the staging area when the announced staging call is made or the alternates will be called up.

Q&S-10 Lane choice at the start of elimination's, will be determined by the lowest elapsed time of the qualifying session. The rider with the lowest E.T. gets lane choice. The E.T. of the prior round determines subsequent rounds and choice. The rider with the lowest E.T. gets lane choice. In the case of identical E.T.'s, the machine producing the prior round high M.P.H. will get lane choice.

Q&S-11 Should a racer receive a red light foul start and his component cross the lane boundary line, the lane crossing foul would prevail, and the rider committing the red light start (if the pass is completed) would be reinstated and win the round.

Q&S-12 A red light does not constitute a disqualification during a bye run or qualifying run. The qualifying run will be considered valid.

Q&S-13 In competition, if both machines break after the start of the elimination round, the first machine and rider crossing the finish line will be declared the winner. No outside help will be allowed during this process. (If you're going to push it to the finish line, you must do it by yourself.) Anyone, other than the rider, touching a machine after taking the lights, will result in the immediate disqualification of that machine for the round.

Q&S-14 When a machine launches under its own power and then stalls on an elimination bye run, the machine will be credited with a completed run. During an elimination pairing, a red light foul would determine a loss even if the other machine could not finish the pass.

Q&S – During Qualifying and Eliminations

Q&S-15 Contestants are required to notify the AMRA and also the tower, if they are built into a ladder and have broken beyond repair for the event.

Q&S-16 Once a gasoline fueled machine reaches the front of the staging lanes for a run, it must be prepared to fire and race.

Q&S-17 Other than gasoline fueled machines (nitro, alcohol, etc.) will be walked to the back of the water box, with their starting equipment, and then be fired.

Q&S-18 The practice referred to as "deep staging" is not permitted in any class. It will be at the sole discretion of the AMRA to determine the course of action resulting from a rider "Deep Staging".

Q&S-19 Staging and launch must be done under the machine's own engine power.

Q&S-20 After the initial burnout, it will be the responsibility of both the racers to pre-stage and then stage together.

Q&S-21 When staging, both contestants must have their pre-stage lights activated before either may advance into the stage beams. The course of action for repeat offenses will be at the sole discretion of the

Q&S-22 A reasonable amount of time will be allowed for riders to stage. The time limit will be determined by the sole and absolute discretion of the official starter. Failure to stage upon the starter's instructions is possible grounds for disqualification. A final stage bulb timeout of 10 seconds will be used.

Q&S-23 Any rider leaving the starting line before the start system is activated, or so instructed by the starter, will have their time voided. If both riders leave before the tree is activated, the rider leaving first is disqualified — if unable to determine who left first, both riders are disqualified.

Q&S-24 The rider, or a crewmember, must stay with their machine when it is in the staging lanes. No more than two (2) crewmembers are allowed with a machine during staging.

Q&S-25 When a machine has broken beyond repair during qualifying, a substitute machine may be used complete remaining qualifying runs. The procedure will be that the broken machine is withdrawn from the event, the substitute must be entered, teched, and then qualified. If the broken machine is already locked into a qualifying position, a substitute will not be allowed but the entrant will receive all points due that position.

Q&S-26 Only Professional Class machines are allowed across the starting line burnouts.

Q&S-27 After an across the line burnout it is not allowable to turn on the track and ride the machine back to the starting line.

Q&S-28 The AMRA line crew may give special line bumping consideration to fuel class machines making test and tune or licensing passes.

Q&S-29 It is considered a lane crossing when any portion of a tire touches the center painted line surface and/or any part of the tire crosses the outside lane boundary. In cases where both opponents cross the center line or outside line, both riders will be disqualified, Unless the first offender causes evasive action.

Q&S-30 Lane crossing does not apply on bye runs. A rider making a bye run is considered the automatic winner once he stages and receives the start.

Machine Pairing

MP-1 The pairing of motorcycles, utilizing a ladder for the elimination procedure, will be based on the lowest E.T. produced being the number one machine and the scale ascending in order.

Pairing Examples:

32 Bike Field:

1 & 32, 2 & 31, 3 & 30, 4 & 29, 5 & 28, 6 & 27, 7 & 26, 8 & 25, 9 & 24...etc

16 Bike Field:

1 & 16, 2 & 15, 3 & 14, 4 & 13, 5 & 12, 6 & 11, 7 & 10, 8 & 9

14 Bike Field:

1 & 14, 2 & 13, 3 & 12, 4 & 11, 5 & 10, 6 & 9, 7 & 8

12 Bike Field:

1 & 12, 2 & 11, 3 & 10, 4 & 9, 5 & 8, 6 & 7

10 Bike Field:

1 & 10, 2 & 9, 3 & 8, 4 & 7, 5 & 6

8 Bike Field:

1 & 8, 2 & 7, 3 & 6, 4 & 5

6 Bike Field:

1 & 6, 2 & 5, 3 & 4

4 Bike Field:

1 & 4, 2 & 3

MP-2 In the event of an odd numbered qualifying field, the lowest E.T. motorcycle will be put on the ladder as a Bye run. Subsequent Bye runs are given to the #2 qualifier side of the ladder, then back to the #1 side and so on.

Field Sizes

Top Fuel - Qualify 16	Pro Bagger - Qualify 16
Nitro Funny Bike - Qualify 8	Hot Street – Qualify 16
Pro Fuel - Qualify 16	Street Bagger - Qualify 16
Pro Mod - Qualify 16	All Index Classes- All Qualify
Modified - Qualify 16	Eliminator - All Qualify
Outlaw Street - Qualify 16	

Records

R-1 In order to insure the validity of new records, a back-up performance of within 1% of the new record is required at the same event. The lowest E.T. or highest MPH of the pair will be the prevailing record if it is within the 1% range. It is the responsibility of the rider/crew to provide AMRA officials with record documentation (time slips).

Example:

Multiply ET by 1.01 and the backup must be less than or equal to this number

Multiply MPH by 1.01 and the backup must be greater than or equal to this number

R-2 Record runs must be made during the normal course of the event. This means that when the event is over, we will not allow an extra run for the purpose of a back-up. Test and Tune passes are not considered.

R-3 ET and MPH readings will not be taken from test and tune passes for record calculations. Readings for records will be taken from qualifying and elimination passes only.

New Record Points

Only one of each type of record or bonus, per class, per event will be awarded, meaning, if a rider breaks the ET record in a class multiple times throughout the event, only the quickest, backed-up ET will qualify for a record and only 50 points will be awarded. A rider may, however, reset and claim all four of the records in a heads-up class. Index class racers that make multiple runs with a .000 accuracy will only be awarded 50 Bonus points.

1/8 Mile E.T. records receive no points but are recorded

1/8 Mile M.P.H. records receive no points but are recorded

1/4 Mile E.T. records receive 50 points

1/4 Mile M.P.H. records receive 50 points

Index runs with .000 accuracy receive 50 bonus points (ex. 10.90 Dial with a 10.900 Run)

Record Setting Machines

RSM-1 Any record setting machine will be re-inspected/re-teched at the same event if deemed necessary but an AMRA Tech Official. The extent of tech is at the AMRA Tech Officials discretion. If a record-setting pass is made, the machine may be inspected immediately following the pass. This inspection may include any rule for which the rider or machine is required to comply with.

RSM-2 ET or MPH records in heads-up classes will need to be reported before the conclusion of the current event.

RSM-3 Index class records must be reported prior to the following event. All records set at the National Finals must be reported within one week.

Protesting Procedure

P-1 The protest will be filed, in writing, by a competitor and an AMRA official be notified of the protest as soon as possible. The “Inspection Team” shall consist of the AMRA Tech Inspector and an individual representing the class involved in the protest. If either is unable to attend, the AMRA Event Director will appoint replacements.

P-2 Areas protested must be outlined in writing before the protest will be accepted. Every point listed on the written protest will be completely discussed between the protester(s) and the Inspection team. There must be a mutual understanding of all issues.

P-3 A protested drive train component must be disassembled for inspection by the machine owner and/or the crewmembers. The Inspection Team will not remove any part from the protested bike nor will they show these parts to the protesters. All information about the bike must remain confidential, regardless of the results of protest. The inspection team will NOT debate its findings or opinions during the investigation. Findings will only be discussed with AMRA Event Director after inspection is complete.

P-4 Each alleged individual and documented infraction, which requires a tear down, will be accompanied by a \$300.00 cash protest fee per item. (Example: Cubic inches - \$300.00 + Valve Angle - \$300.00 equals a \$600.00 protest fee.) If the protest has to do with something that is visual (fuel, chassis, etc.) A \$200.00 cash fee must accompany the written protest.

P-5 The protest can be posted with a tech official at any time during the event, but it will be posted no later than fifteen (15) minutes after the completion of the day’s race event.

P-6 If the protested party refuses to tear down at the event the protest is filed or is found to be in violation, they will be disqualified and ruled illegal. The protest fee will then be returned to the protesting party (minus \$100 AMRA fee).

P-7 If the protested machine is found to be in compliance, the owner of the machine will keep the protest fee (minus \$100 AMRA fee) for their inconvenience. The AMRA Event Director will hold protest money until determination of legality has been made and will distribute money accordingly.

P-8 Any rider that is found to be operating an illegal machine will forfeit all accrued points and records for the season. The rider will be suspended for up to two events.

P-9 The participants, organizations or manufacturers involved shall have no recourse.

P-10 At no time will there be a gathering of protesters at the teardown site. The AMRA officials will notify protesters in writing of the results. Every effort will be made to assure, to both sides of the protest, that the people involved in the inspection are technically qualified and fair in their rulings.

Production Parts

PP-1 In order to qualify for a production part, a minimum of 100 pieces must have been made available to the general racing groups. In questionable cases, certification of amount, availability and the supply sources may be requested from the manufacturer before the part is deemed usable by the technical inspection teams.

New Rules and Requested Changes

NR-1 Any new rule, request, or suggestion to change existing rules should be submitted, in writing, to the AMRA Head Office. Supporting documentation must accompany the request. The request will be submitted to the board for study and vote at their earliest convenience.

ANY RULE IS SUBJECT TO THE AMRA DIRECTORS’ INTERPRETATION AND CAN BE CHANGED AT ANY TIME.