

Rules & Regulations 2000 Season

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25th Anniversary Season

INTERPRETATION OF RULES

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

Rules and classes published in this book are effective January 1, 2000. They remain in effect until superseded or revised by the Rules Committee of the IDBA; announcement of such revisions will be published in "Motorcycle Performance" Magazine.

SUPPORT IDBA CONTINGENCY SPONSORS

It stands to reason that every participant in the sport of motorcycle drag racing would be interested in putting some extra money in his/her pocket. Every rider has an opportunity to do just that every time he or she buys any article of aftermarket speed equipment or when buying the motorcycle itself.

Your association is fortunate to have support from every sector of the motorcycle industry to the extent that one or more of our contingency sponsors sell almost ANY item you'd need for drag racing.

Before you buy any product, first make sure that the seller has posted money for YOU in our 2000 contingency program. If he hasn't, you can be sure that you'll be able to get an equal or better product from someone who IS in the program and you'll get it for equal or less money!

The IDBA official magazine, "Motorcycle Performance" Magazine, carries information on contingency sponsors as do race schedule sheets and other advertising.

Support your contingency sponsors. They support the sport you enjoy!

CONTINGENCY & BONUS CLAIMS

Riders are responsible for claiming contingency & bonus monies for which they are eligible. Contingency & bonus claim forms will be available at each race. Riders lose all claim to contingencies not claimed at the event. (1) Display contingency sponsor decal entire

race. (2) Secure Claim Form & fill in completely and sign. (3) Tech Official must verify use of product, display of decal & sign. (4) Submit to IDBA Tech Official at the end of the event. (5) Claim will be verified by IDBA & mailed to sponsors. (6) Payment claim sent to rider directly from sponsor. Bonus mon will be paid at the end of the season.

POINTS EARNING PROCEDURE

Contestants in each eliminator category are eligible to win Championship points in the following manner:

Qualifying in a Pro eliminator field:

#1	320 Points	# 9	240
#2	310 Points	#10	230
#3	300 Points	#11	220
#4	290 Points	#12	210
#5	280 Points	#13	200
#6	270 Points	#14	190
#7	260 Points	#15	180
#8	250 Points	#16	170

Qualifying in a Sportsman Eliminator field:

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

Eliminator winner	200 Points
FB, PM, PS & PSt winner	100 Points
Eliminator runner-up	50 Points
Rounds won	100 Points
Qualifier/Alternate	50 Points
Pro ET record set	100 Points
Pro MPH record set	100 Points

Sportsman ET record set	50 Points
Sportsman MPH record set	50 Points
Pro quick ET of eliminator	25 Points
Pro Stock High MPH of elim.	25 Points
ET Bracket #1 Qualifier	50 Points

Super Eliminator Bonus points	
#1 Qualifier on national record	75 Points
#2 Qualifier on national record	50 Points
#3 Qualifier on national record	25 Points

A Super Eliminator rider may earn a maximum of 400 record points per season; a Pro rider may earn a maximum of 400 record points per season. Quick ET & high MPH & Qualifier bonus points are unlimited.

In order to count round points or claim round monies, bike and rider must leave the starting line on green and under bike's own power (except in the case of optional bye runs in Heads-up Eliminators).

Should an eliminator field be short of qualified entries causing a less than normal number of rounds, points will be adjusted by IDBA to avoid penalizing riders for the short field.

Super Eliminator - No points will be awarded for setting records in classes that have open records (racing based on indexes).

IDBA NATIONAL POINTS SYSTEM

The IDBA points system will determine the eliminator champions.

Pros claim ALL events plus World Finals, Sportsman may claim their six (6) best races plus World Finals, ET may claim their four (4) best races plus World Finals of the IDBA Events (one or two-day) in 2000 points chase. The IDBA World Finals will be a mandatory race for anyone running for National Championship.

Super Eliminator: Bikes entering World Finals must have competed at a prior event in 2000 or teardown for tech official before entering for class verification or may elect to post a \$200 bond.

It will be the responsibility of all riders to calculate their points and verify them with IDBA in writing no later than the 20th of the following month of the event.

Example: If a race was held in September 2000, points discrepancy must be filed by October 20. Only in the case of a discrepancy. If written notification of discrepancy is not filed, IDBA calculations will stand.

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

Once a rider has been eliminated from any eliminator, he may not continue to earn points on another bike in the same class/eliminator.

In the event of a tie in points at year end, the winner will be determined in the following manner: 1) Rider winning the most races; 2) Rider entering the most races; 3) Highest qualifier of the World Finals.

Pro Eliminators: To earn national standing (#1-#10), a rider must have competed in at least two events prior to World Finals.

EAST & WEST CHAMPIONSHIP SYSTEM

East and West championships will be rewarded in addition to National Champions. The Points Earning System will be used.

The East Champions will be determined by points accumulated at the following IDBA Event locations: Rockingham Dragway, Norwalk Raceway Park, National Trail Raceway and Bunker Hill Drag Strip.

The West Champions will be determined by points accumulated at the following IDBA Event locations: Gateway International Raceway, Thunder Valley Raceway Park, Cordova Dragway Park, Red River Raceway and Memphis Motorsports Park.

PROFESSIONAL ELIMINATORS

IDBA National Events may feature five Professional Eliminators consisting of Top Fuel, Funny Bike, Pro Modified, Pro Stock and Pro Street. These eliminators are run heads-up (without handicap) on a Pro (amber-green at a .4 of a second interval) tree. A National Points system will determine champions. Top Fuel will be a contracted show. Funny Bike, Pro Modified, Pro Stock and Pro Street is a 16 or less bike field.

TOP FUEL

Top Fuel will be exhibition only.

The traditional Top Fuel, nitro-methane burning motorcycles are built for all out competition with very few limitations. Much of the research and development that gave motorcycle drag racing its fantastic growth in the early years came from the riders and mechanics involved in this eliminator. For that reason, rules and class requirements are put on it for safety reasons. Innovation is encouraged. A full set of specifications may be obtained by writing or calling the IDBA office.

FUNNY BIKE

The Funny Bike class consists of single engine nitrous oxide, alcohol and gasoline burning motorcycles. Funny Bikes have a maximum of one engine with unlimited modifications. They must run a fuel tank with the manufacturer's brand name visible from both sides of the bike. They must run a front and rear fender and should suggest stock appearance except for the engine parts. Bike & rider minimum weight is 625 pounds.

The Funny Bike Eliminator will be contested at Thunder Valley Raceway (OK), Gateway International Raceway (IL), Norwalk Raceway Park (OH), and Memphis Motorsports Park (TN).

CLASS REQUIREMENTS

- 1) Turbo blown or injected with alcohol or gas - may use nitro with turbo only. May use Nitrous Oxide with gasoline only. No weight or cc limits.
- 2) Normally aspirated may use gas, alcohol, or nitro. Nitrous Oxide OK with gas or alcohol only.

3) Pushrod motors allowed any induction and any fuel, but no nitrous oxide with nitro.

ENGINE: Aftermarket cases are allowed, must meet OEM stock appearance, angles and fittings. IDBA approved aftermarket heads with the same number of valves as OEM heads allowed.

BRAKES: Front - Minimum diameter for single disk rotors is 10.00 inches with a thickness of .180 inches. Dual disk brake rotors must have a minimum diameter of 8.00 inches with a thickness of .180 inches. Rear - Minimum diameter 10.00 inches with a thickness of .180 inches.

BODY: All Funny Bikes must run a tank shell similar to stock with manufacturer's logo in large letters; front fender and headlight required; rear fender must extend past axle. Front body parts should be solidly mounted to frame.

FRAME: Wheelbase minimum, 76 inches. Frame must meet Safety Requirements. First run on new frames must be solo with supervision by IDBA officials.

FRONT SUSPENSION: Hydraulic type only. A fork brace is required. Minimum tube diameter is 34mm. Suspension must be stiff enough so that the frame will not bottom out. Minimum 1" travel. Positive fork stop(s) with a maximum turning arc from center of 12 degrees required. Stop should have a shear strength equal to a 3/8" Allen bolt. Steering dampener mandatory; steering dampener may not be used as a fork stop.

FUEL SYSTEMS: Pump driven fuel systems must use rubber lines supplied by OEM with the system or steel braided hose. Three-way valve, positive fuel shutoff on the pressure side of pump with handle bar mounted control required. Dual cable positive return throttle required. Dead-man switch optional on nitro machines; required on gas/alky/nitrous oxide machines.

TIRES AND WHEELS: Front tire must be road race or V-rated. Front wheel must be minimum WM 1 x 16 (unless OEM factory size is smaller). All rear tubes must be natural rubber, racing type. For safety, tire width should not exceed rim width by more than two

inches bead seat to bead seat. Rear wheel bead lock required.

WEIGHT: All bikes, bike & rider minimum weight is 625 pounds.

PRO MODIFIED

This eliminator is comprised of single and double engined bikes, limited through regulation of the size of engine and the of fuel used.

All engines used must be of motorcycle origin, i.e. engines must have been originally manufactured for motorcycles.

All engines must use original motorcycle type transmissions, clutches and internal power transmission components.

Pro Modified will be contested at Gateway International Raceway (IL), National Trail Raceway (OH), Norwalk Raceway Park (OH), and Memphis Motorsports Park (TN)

CLASS REQUIREMENTS:

1) Single Engine: Mechanically driven superchargers legal with 100% alcohol; no screw type blowers. No minimum weight. No displacement limits. Blowers and drives must conform to Top Fuel requirements.

2) Single Engine: Normally aspirated without nitrous or turbo. May use gasoline or 100% alcohol. Carburetors or fuel injection legal. No displacement limits.

3) Single Engine: Turbocharged on gasoline only. Carburetors only, blow through carbs legal at the discretion of the technical department. Machines with two valve engines will run at 6.4 pounds per cubic inch. Machines with four valve engines will run at 6.8 pounds per cubic inch. *see weight breaks

4) Single Engine: Turbocharged on gasoline only with fuel injection. Machines with blow through carbs may be run. Machines with two valve engines will run at 6.9 pounds per cubic inch. Machines with four valve engines will run at 7.3 pounds per cubic inch. *see weight breaks

5) Single Engine: Nitrous oxide injection with gasoline only. Carburetors only, no fuel injection. Variable rate and/or multi-stage nitrous systems are legal. Machines with two valve engines will run at 6.5 pounds per cubic inch. Machines with four valve engines will run at 6.9 pounds per cubic inch. *see weight breaks

6) Single Engine: Nitromethane with fuel injection or carburetors. Normally aspirated with no nitrous oxide. Machines with two valve engines will run at 6.6 pounds per cubic inch. Machines with four valve engines will run at 7.3 pounds per cubic inch. *see weight breaks.

7) Dual Engine: Normally aspirated. Gasoline only, with carburetors. No fuel injection. Machines must conform to Funny Bike safety requirements. Machines powered by two stroke engines limited to 1800 c.c.'s. Machines powered by two valve engines are limited to 2700 c.c.'s. Machines powered by four valve engine limited to 2200 c.c.'s. No minimum weight.

8) Single Engine: Turbocharged on gasoline only. Draw through carburetor with a 2 1/4" maximum carburetor venturi. Blow through carbs legal at the discretion of the technical department. Machines with two valve engines will run at 6.4 pounds per cubic inch. Machines with four valve engines will run at 6.8 pounds per cubic inch. *see weight breaks

BRAKES: Front - Minimum diameter for single disk rotors is 10.00 inches with a thickness of .180 inches. Dual disk brake rotors must have a minimum diameter of 8.00 inches with a thickness of .180 inches. Rear - Minimum diameter 10.00 inches with a thickness of .180 inches.

FRAME: 4130 construction recommended, maximum wheelbase 80 inches. No rear suspension of any type.

FRONT SUSPENSION: Minimum tube diameter is 34mm. Minimum length 20.0 inches.

TIRE: Front minimum - 23.5 x 4.5 x 16; Rear maximum - 11.0 x 29.5 x 15.

WHEELS: Any wheels specifically manufactured for drag racing. Factory wheels are not permitted unless manufactured for competition use. Verification required.

WHEELBASE: Laydown bikes - Minimum 72". Sit-up bikes - Minimum 68".

WHEELIE BARS: Length not to exceed 80" and must have sufficient cross bracing.

WEIGHT BREAKS: Minimum weight must equal 580 pounds for 2 valve motors and a 600 pounds for 4 valve motors.

NOTES: Due to variation of the power plants in this class, the weight breaks may be altered by the technical department as required. A thirty day notice will be given in the event of a change.

PRO STOCK

This is a single class eliminator using gasoline or alcohol (methanol) for fuel; mountain motors are allowed. Pushrods are allowed nitro-methane. Pro Stock bikes must be stock appearing but exotic things may be done to the engines, giving much greater performance capabilities than "stone stock" bikes could ever expect.

Pro Stock will be contested at Red River Raceway (LA), National Trail Raceway (OH), Norwalk Raceway Park (OH), and Memphis Motorsports Park (TN).

AIR BOXES: Sealed boxes allowed to enclose carbs, providing the duct tube does not connect to each individual carb and ducting is out of plain sight. Maximum number of ducts to the box is two.

BODY: All main body parts must be stock appearing. Lightweight parts may be used. Street equipment that does not effect overall appearance such as speedometer, tachometer, mirrors, directional signals, etc. may be removed. Any deviation from these rules must be approved by tech director. Replacement parts do not have to be exact in every detail but must bear a strong resemblance to the stock item. Manufacturer's name must appear on tank, stock size or larger.

Updating of body parts for older frames and engines allowed. No "one-of" bodies; all body parts must have been offered to the general public at fair market prices.

CONTROLS: All controls such as foot pegs, shifter and brake lever must remain within 3" of stock location. Replacement bars are permitted. Handlebars must bolt in stock location with no part of the bars extending more than two inches below the bottom of the top fork crown. Handlebars should be 28" from center to the ground. Foot pegs should have some resemblance to stock - particularly in color. Foot pegs, shifter and brake controls must be a minimum of 15" from rear axle.

ENGINES: All major engine components must be made for the brand of bike name on the tank. Example: A Suzuki top may not be used on a Kawasaki bottom end. Any totally new concept of modification (Example: re-manufacturing a head with more valves per cylinder) would not be allowed unless approved in written form from tech. Must use OEM crank; any modification to internal motor parts, including crank, allowed. Must use mass produced crankcase and heads from manufacturer whose name appears on side of tank. Any modification allowed to original casting provided said modification does not affect the overall outside appearance of the casting. Aftermarket cases permitted in pushrod motors provided they retain an overall stock outside appearance. Stock covers must be retained unless serving a function of the motorcycle, i.e., clutch, electric starter, bearing supports, etc., must retain silhouette stock appearance. No countershaft sprocket cover necessary when an outboard support plate is used. Modifications to motor which do not affect performance but possibly increase durability of machine (crank welding, heavy duty cam chain, reinforced clutches) are allowed. No air ducts to carburetors are allowed; no automatic/electronic shift devices allowed. Before making changes, check with tech committee. Two strokes are allowed Nitrous Oxide with a maximum of 810cc on gasoline only. Slider clutch permitted. 1540 cc maximum with stock stroker crank. Aftermarket parts allowed with prior IDBA approval. **FRAMES:** Aftermarket frames allowed. Removal of non-essential items on frame permitted. Neck geometry, trail, and wheelbase may be changed if done

in a safe and professional manner. Any frame changes that are the result of cutting and welding must be approved by tech committee. Minimum wheelbase 67", maximum 70"; rear axle to crankshaft - maximum 44". Wheelbase measured from the most extendible point on the swing arm. Overall maximum length 130", measured from front axle to wheelie bar axle. All aftermarket frames must have a side stock appearance from a distance of 15 feet. Before buying or building an aftermarket frame, participants would be well advised to submit drawings for tech director's approval. Swing arms are exempt from the appearance code provided they are not carried to extremes. Swing arms and struts may be welded to frame. Maximum number of struts is three per side. Additional bracing may be used but must pass appearance code. Channels welding in the frame on the drive side for the chain to pass through the frame, in the case of a large rear tire, will be accepted but must remain small and neat. Bikes may be allowed by tech on an individual basis.

FRONT SUSPENSION: Replacement front ends allowed if they are of hydraulic tube type and meet all the following minimums; inner tube diameter, 32mm minimum with 34mm recommended; usable travel, 2 inches minimum; allows adequate ground clearance with forks bottomed. Other type front suspension may be used only if inspected and approved in writing one week before scheduled event. All front suspension must resemble stock. Steering dampener required.

FUEL: Pump or racing gasoline generally available allowed in OHC machines; alcohol (methanol) or 100% nitromethane allowed for pushrod machines. All fuels will be checked against an IDBA sample for legality. Must pass electronic test. Must be 690-770% specific gravity. IDBA may elect to supply fuel to be used by all Pro Stock machines at any or all races and add a surcharge to cover expense of same to P/S entry fee. Should IDBA elect this option, racers should be aware that they will receive 1-1/2 quarts of gas per round and govern their ballast accordingly.

FUEL INJECTION: OEM electronic fuel injection modifications unlimited provided the injector bodies are OEM equipment. Any type fuel injection permitted on pushrod machines.

IGNITION: Any ignition allowed, including magnetos.

REAR SUSPENSION: Wheelie bars and struts are permitted and recommended. Extended swing arms are permitted.

SEATS: Custom seats are permitted provided they do not destroy the overall appearance of the bike. All seats should be upholstered with standard material. Minimum seat height with rider in position, twenty inches measured from lowest point of seat to ground.

TIRES: Front tire minimum width - 3". Rear tire must be 9-1/2 by 18 or 10 by 15. No experimental tire that is not generally available will be allowed. Tires must be made available to the general public thirty days prior to race. A minimum of fifty have to be made available.

WEIGHT: 600 pounds minimum bike & rider.

WHEELS: Replacement wheels permitted front and rear. Front 16-inch minimum, 19 inch maximum. Rear, 15-inch minimum wheel.

WHEELIE BARS: Maximum length sixty inches from center of front axle to center axle of wheelie bar wheel measured in a straight line from axle to axle.

PRO STREET

A class for performance street bikes that are street legal with VIN tag, licensed, self-starting with motorcycle engines only. This eliminator will run heads-up (without handicap) on a Pro (amber- green at a .4 of a second interval) tree. A National Points system will determine champions. This will run as a 16 bike, qualified field or less.

Pro Street will be contested at Rockingham Dragway (NC), Gateway International Raceway (IL), National Trail Raceway (OH), Norwalk Raceway Park (OH), and Memphis Motorsports Park (TN). Payout will be based on participant count.

Pro Street Class Requirements

Unlimited engine modifications on gasoline. Turbos and nitrous oxide permitted. Nitrous bottle must be contained within the frame rails and securely fastened.

Maximum wheelbase is 68 inches. DOT motorcycle street tires only, no slicks allowed. Automatic transmissions and slider clutches not allowed. Air or electric shifters allowed. Functional charging system, head and tail light and ignition disconnect (kill switch) required. All main body parts must have stock appearance and shape. Functional gas tanks required.

INDEX ELIMINATORS

There are three single class Index Eliminations run at IDBA National Events consisting of Top Sportsman, Super Comp, and Super Gas. All are qualified fields against different Elapsed Time standards, with a break out rule in effect. Eliminations run from a Pro (amber-green; 4 tenths interval) Tree without handicap.

TOP SPORTSMAN

Top Sportsman is a qualified field, based on a standard of 7.90 in the quarter mile. The riders will be placed on a ladder according to qualified position, then continue eliminations to determine a winner. Standard safety requirements and a wheelbase minimum of 67 inches are the only class rules. During qualifying, runs quicker than the 7.90 index will be placed at the bottom of the qualifying order; during eliminations, runs quicker than the standard disqualify the rider under bracket breakout procedures. Points will be awarded for Championship; no records will be posted. See Protective Clothing under General Regulations.

SUPER COMP

Super Comp is a qualified field, based on a standard of 8.90 in the quarter mile. The riders will be placed on a ladder according to qualified position, then continue eliminations to determine a winner. Standard safety requirements are the only class rules. During qualifying, runs quicker than the 8.90 index will be placed at the bottom of the qualifying order; during eliminations, runs quicker than the standard disqualify the rider under bracket break out procedures. Points will be awarded for Championship; no records will be posted. See Protective Clothing under General Regulations.

SUPER GAS

Super Gas is a qualified field on a standard of 9.90 in the quarter mile. Riders are placed on a ladder according to qualified position, then continue

eliminations to determine a winner. Standard safety requirements are the only class rules. During qualifying, runs quicker than the 9.90 index will be placed at the bottom of the qualifying order; during eliminations, runs quicker than the standard disqualify the rider under bracket breakout procedures. Points will be awarded for Championship; no records will be posted. See Protective Clothing under General Regulations.

SUPER ELIMINATOR

A training ground for future professional racers, Super Eliminator is perhaps the most intricate of all motorcycle drag racing eliminators. It is certainly one of the most competitive. The Super Eliminator (Sportsman Division) consists of more than 180 classes, grouped in Fuel, Gas, Altered, Ultra Stock, Modified, Experimental Stock, Super Stock and Stock classes with and without Nitrous Oxide and Turbo boost.

Super Eliminator is run on a 32 bike (or all-run) tournament style ladder with riders qualified on the basis of runs nearest to, or furthest under their class records or Tech Committee set standards going into the event. They run from a three amber tree, handicapped at .5 of a second interval. Payout will be determined by participant count.

Qualifying is based on national record or established index. The top of qualified field will begin with riders in classes posting national records, furthest under record to furthest over record. The remainder of the field qualifying against an open record/established index will be listed furthest under to furthest over the index.

At Sportsman's Riders' Meeting, riders who have qualified in Super Eliminator will dial the existing National Record or index, he dials his quickest time if it is quicker than the record or index or may elect an even quicker time.

A five one-hundredths second breakout will be in effect. If the rider runs .05 quicker than his record/dial-in during eliminations, he is disqualified (unless he has a solo pass) or breaks-out less than his opponent. Dial-ins will NOT change once eliminations have begun. At most tracks, (depending on computer capability) tower operator will input dial-in as .05 lower

than record/index. This, in effect, returns race to a zero breakout.

Super Eliminator bikes entering World Finals must have competed at a prior event in 2000, teardown for tech official before entering for class verification, or post a \$200 bond.

Note: Super Eliminator class records will be retired at the end of the season (standing records that have not been broken during that season) will be considered open at the beginning of the following season.

FUELER AND GASSER (SMALL CC)

CLASS REQUIREMENTS:

Same as Altered except:

FRAME/TANK: Must meet safety requirements.

FUEL CLASSES: B/F thru F/F; BB/F thru FF/F; plus Harley classes.

Single engines, with engine modifications unlimited. May run any combination of alcohol or nitro or gasoline with nitrous; nitrous cannot be used with nitro, but is legal with gasoline or alcohol. Pump fed fuel injection allowed with alcohol or nitro only. Two stroke classes have double letter designations. Any type tank or frame that meets safety requirements.

Fuel classes must fail fuel check in order to be legal.

GAS CLASSES: C/G thru I/G; CC/G thru II/G; plus Harley classes.

Sit-up frames with maximum rear tire size of 10 x 28 x 15; gasoline only. Double letter designations are 2-stroke.

DRAGSTER CLASSES: ZZ/D thru I/D; BB/D thru II/D; plus Harley classes.

Lay-down frames with maximum rear tire size of 9 x 28.5 x 15; gasoline only. Double letter designations are 2-stroke.

EXPERIMENTAL GAS: ZZ/XG thru I/XG; AA/XG thru II/XG; plus Harley classes.

Any frame permitted that meets safety requirements. Maximum rear tire size of 10 x 28 x 15. Mechanical blowers or turbo boost allowed. Double letter designations are 2-stroke.

Nitrous Oxide boosted bikes may run fuel class with added letter designation N or the regular gasoline Nitrous Oxide class.

SHIFTING: No line delay or automatic self shifting device of any kind.

ALTERED

This class is similar to Street Modified except chassis components may be altered to gain advantage through weight or traction change from modified requirements. There are no weight minimums.

CLASS REQUIREMENTS:

BRAKES: ZZ/A thru E/A must have minimum brake size of disc type 6 inches, drum type 5-1/2 inches.

CONTROLS: Foot pegs, shifter and brake lever may be modified, but must be done so bike can be operated in safe manner. Clip on handle bars are permitted but must not extend beyond bottom of fork stem. Air shifter allowed.

ENGINE: Single engine only with unlimited modification.

FAIRING: Permitted.

FRAME: Sit-up frames required. With written permission from Tech, aftermarket frames may be used or stock frames altered or pushrod classes may run lay-down frames. Stock frames require no prior approval from Tech.

FRONT SUSPENSION: Racing unit permitted if hydraulic. Must resemble stock type.

FUEL: Limited to pump or racing gasoline except pushrods allowed alcohol.

GAS TANK: Any type tank as long as it is safe.

REAR FENDER: Must cover the width of tire and extend past rear axle.

SHIFTING: No line delay or automatic self shifting device of any kind.

SUPERCHARGERS AND TURBO CHARGERS: These bikes are run in a class specifically for them. Injection systems using oxygen or nitrogen bearing substances is prohibited.

TIRES: Maximum rear tire is 10 x 15 inches.

WHEEL BASE: No limit.

PERFORMANCE FACTORS: Driveshaft motors receive a 5% advantage with driveshaft installed. DOHC 2 valve Multis receive no advantage or disadvantage.

DOHC/SOHC twin, 2 Valve, 1 to 2 cylinder, 21% advantage.

SOHC multis, 2 Valve motors over 860, 3 or more cylinders, 21% advantage.

DOHC multis, 4 Valve engines, 3 or more cylinders, 6% disadvantage.

Pushrod, 4 valve engines, 21% advantage.

Pushrod, 2 Valve engines 30% advantage.

SOHC, 2 Valve multis less than 860, same as DOHC 2 Valve.

CLASSES: All numbers are engine cc's: (Pushrod classes may run Nitrous Oxide with gasoline in lieu of turbo boost; regular class designation plus letter B).

XL/A - H.D. Spstr - Unlimited

XX/A - H.D. '74 Unlimited

EV/A - H.D. Evolution head - Unlimited

AX/A - H.D. 74 stock bore and stroke (307/16" x 3-31/32") stock cylinders with maximum overbore of .080", Stock diameter valves (1-15/16" intake, 1-3/4" exhaust).

BX/A - H.D. 80" stock bore and stroke (3-1/2" x 4-1/4") stock cylinders, maximum overbore of .030", stock diameter valves (1- 15/16" intake, 1-3/4" exhaust.)

EX/A - H.D. Evolution 80" stock bore and stroke (3-1/2" x 4-1/4") stock cylinders, maximum overbore of .030", stock diameter valves (1.850 intake, 1.615 exhaust.)

AL/A - H.D. Sportster, stock bore and stroke (3-3/16" x 3-3/16") stock cylinders, maximum overbore .060", stock diameter valves (1-15/16" intake, 1-3/4" XR type exhaust allowed.)

XR/A - H.D. dual carb Sportster, stock bore and stroke (3-3/16" x 3-3/16") stock cylinders, maximum overbore .030", stock diameter valves 1-15/16" intake, 1-3/4" exhaust.

EL/A - H.D. Evolution Sportster, stock bore and stroke (3.50 x 3.812) stock cylinders, maximum overbore .030", stock valve diameter (1.850 x 16.15 exhaust.)

ZZ/A			ZZ/D	ZZ/XG	1501-up
Z/A			Z/D	Z/XG	1396-1500
AA/A			AA/D	AA/XG	1271-1395
A/A			A/D	A/XG	1150-1270
B/A	B/F		B/D	B/XG	990-1149
C/A	C/F	C/G	C/D	C/X	840-989
D/A	D/F	D/G	D/D	D/XG	761-839
E/A	E/F	E/G	E/D	E/XG	621-760
F/A	F/F	F/G	F/D	F/XG	440-620
G/A	G/F	G/G	G/D	G/XG	359-439
H/A	H/F	H/G	H/D	H/XG	280-358
I/A	I/F	I/G	I/D	I/XG	279-down

ULTRA STOCK

A class similar to Pro Stock with fewer modifications.

CLASS REQUIREMENTS:

Same as Pro Stock unless listed otherwise. Lock-up and slippers allowed.

CLUTCH: Any type clutch operation allowed. The clutch must fit in original cases.

ENGINE: Must use engine style that matches frame; up dating of engine parts allowed. Transfer of stock parts from a different motor is legal provided parts come from same brand of bike and that the exchanged parts do not have any obvious factory performance advantages. For example, no head may be changed from one model engine to another if the replacement has different valve sizes. One engine with any modification with the exception that all motors must run carburetors (OEM injection allowed with no modifications.) Port clean up or sand or bead blasting not allowed. Matching of ports at mating surfaces only. Limit of port matching to 1/2 inch. Aftermarket valves may be used provided they remain stock size. Performance valve seating allowed but at no time should there be any mark on the aluminum under valve seat. Transfer of other stock parts from different motor is legal provided parts come from same brand of bike. Brand of bike refers to trademark - not model. Undercutting of valves allowed. Any other modifications of heads not listed will be illegal. Matching of ports refers only to carburetor mounts and exhaust pipe mounting. DOHC motors must run stock heads with no grind marks in head. Two strokes must run stock cylinders but may port and polish intake and exhaust. All transfer ports must remain stock and in stock location. No grind marks allowed on transfers. No cutting on piston allowed except on bottom of intake skirt. Kawasaki two strokes must have a maximum distance of a .906 from top of pin to top piston or ring - whichever contacts opening of ports. Two strokes must use stock base gaskets. Cutting of cases or cylinders to lower transfers is prohibited. Matching of intake ports to manifolds allowed up to 1/2 inch. Heads may be surfaced .020. All other motors currently running may port and polish heads; must retain stock size valve. Any type cams and kits allowed.

All motors must be normally aspirated on gasoline. Any modification not currently being used by Ultra Stock and not listed will be classified illegal unless approved by tech.

FRAMES: All machines must run stock frame. Alterations to frame same as Pro Stock.

TIRES: Rear tire must be of a road race type. Drag slicks allowed, minimum 18".

TRANSMISSIONS: Over-riding (automatic) transmissions are allowed. Undercutting (back-cut) transmissions are legal. Air shifters are legal.

SHIFTING: No line delays or automatic self-shifting devices of any kind.

WHEELS: Rear wheel minimum 18 inches.

WEIGHT BREAKS: All bikes are classified by a cubic inch to weight ratio. The weights include bike, rider and fuel and are as follows:

Two-stroke engines - 9.2 lbs. per cubic inch.

SOHC - 7.65 lbs. per cubic inch.

DOHC (2 Valves per cylinder) - 8 lbs. per cubic inch.

DOHC (4 Valves per cylinder) - 8.24 lbs. per cubic inch.

Pushrod motors - 5.2 lbs. per cubic inch in to 90; 4.8 lbs. per cubic inch over 90.

Motors over four cylinders - 8.24 lbs. per cubic inch.

Drive shaft motors will receive a 5% advantage. (Must have drive shaft installed).

MODIFIED

This class will be for factory produced motorcycles that are available to the general public and have been modified for drag racing. Lightweight fiberglass parts may be used but gas tank must hold one gallon of fuel. A pounds per cubic inch formula is used.

CLASS REQUIREMENTS:

BRAKES: ZZ/M through D/M must have a minimum brake size of disc type 6 inches, drum type 5-1/2 inches.

CONTROLS: Foot pegs, shifter and brake lever may be modified, but not moved more than six inches from stock position. Clip-on handlebars permitted but must not extend below bottom of fork stem. Air shifter allowed.

ENGINE: One engine with any modification except pump-fed fuel injection. (OEM injection allowed with any throttle valve.)

FAIRING: Cafe type fairing permitted.

FENDERS: Front fender required. The rear fender must cover width of the tire and extend past rear axle.

FRAMES: Must use stock frames. Unessential tabs, etc., may be removed. Top outer tubes may be removed for engine teardown only, not for weight. Lightweight swingarms are legal and may be welded to frame. No hardtails, may be added. Neck geometry may be changed or done in a safe and workmanlike manner. Upper rear frame tubes may be altered or removed for rear tire clearance. Seat rails may be cut and lowered in order to run new one piece bodies, but may not be lower than 22" from ground. Maximum wheelbase 68 inches (H-D 68) measured from the center of the front axle to the center of the rear axle. Minimum ground clearance, 2 inches.

FRONT SUSPENSION: Tubes must be 35mm minimum diameter unless original front end for that frame is equipped with smaller. If so equipped, stock tube diameter required. Minimum length, 26 inches.

GAS TANK: Minimum one gallon. Must be easily removed from gas lines and frames. Tank will be removed during tech; therefore, all lines on mounting bolts should be disconnected before bike enters tech line.

IGNITION SYSTEMS: Any ignition system permitted.

LIGHTING: All bikes must have front and rear lights. Minimum size: Four inches in diameter - front; two inches in diameter - rear. Operational - not necessary.

SEAT: Same as Pro Stock.

SUPERCHARGED AND TURBO CHARGED: These motors run in a class by themselves. The injection of any substance that contains oxygen or nitrogen is prohibited. Water injection only permitted. Water tanks must be accessible for fuel check.

SHIFTING: No line delay or automatic self-shifting devices of any kind.

TIRES: Same as Pro Stock.

WHEELIE BARS: Permitted in all classes; maximum 60" from center to center of rear axle in its furthest point in swing to center of wheelie bar axle.

WHEEL: Same as Pro Stock.

PERFORMANCE FACTORS: Driveshaft motors receive a 5 advantage with driveshaft installed. DOHC 2 Valve multis receive no advantage or disadvantage.

Two strokes: Same as DOHC 2V; will run in separate classes designed by a double letter prefix, i.e., BB/M, CC/M, DD/M, etc.

Pushrod: 4 Valve engines, any number cylinders, same as DOHC 2V.

Pushrod: 2 Valve engines, any number cylinders, 30 advantage.

SOHC/DOHC Twins: 2 Valve engines, 21% advantage.

SOHC/DOHC Twins: 4 Valve engines, same as 2V.

SOHC Multis: up to 4 cylinder, 2 Valves, get a 21 advantage.

SOHC Multis: up to 4 cylinders, 4 Valves, 4 disadvantage.

DOHC Multis: up to 4 cylinders, 2 Valves, see classes below.

DOHC Multis: up to 4 cylinders, 4 Valves, 6 disadvantage.

DOHC Multis: over 4 cylinders, 2 Valves, see classes below.

DOHC Multis: over 4 cylinders, 4 Valves, same as DOHC 2 Valve.

Any machine weighing in at a specific weight must run in that class. In order to remove or add weight to change class, bike and rider without ballast must be more than 20 pounds over or under the specific class requirement for the given size engine. Maximum ballast permitted is 60 pounds. Ballast must be contained and mounted securely to frame.

AX/M - H.D. 74 stock bore and stroke (3-7/16" x 3-31/32" stock cylinders with maximum overbore of .080", Stock diameter valves (1-15/16" x 1-3/4" exhaust).

BX/M - H.D. 80" stock bore and stroke (3-1/2" x 4-1/4") stock cylinder, maximum overbore of .030", stock diameter valves (1- 15/16" intake, 1-3/4" exhaust.)

EX/M - H.D. Evolution 80" stock bore and stroke (3-1/2" x 4-1/4") stock cylinders, maximum overbore of .030", stock diameter valves (1.850 intake, 1.615 exhaust.)

AL/M - H.D. Sportster, stock bore and stroke (3-3/16" x 3-3/16") stock cylinder, maximum overbore .060", stock diameter valves (1-15/16" intake, 1-3/4" XR type exhaust allowed).

XR/M - H.D. dual carb Sportster, stock bore and stroke (3-3/16" x 3-3/16") stock cylinders, maximum overbore .030", stock diameter valves 1-15/16" intake, 1-3/4" exhaust.

EL/M - H.D. Evolution Sportster, stock bore and stroke (3.50 x 3.812) stock cylinders, maximum overbore .030", stock valve diameter (1.850 x 1.615 exhaust).

XX/M - 600 lbs. H.D. '74

XL/M - 545 lbs. H.D. Sportster

Z/M	8.0	F/M	16.0
AA/M	8.1	G/M	20.0
A/M	8.4	H/M	21.5
B/M	8.7	I/M	22.5
C/M	10.0	J/M	23.5
D/M	12.0	K/M	25.2
E/M	13.5	L/M	27.0
F/M	16.0	N/M	28.0
		O/M	29.5

Nitrous oxide boosted bikes may run modified with added letter designation "N".

STOCK, SUPER STOCK & EXPERIMENTAL STOCK

CLASSIFICATION GUIDE

The classification guide for Experimental Stock, Super Stock and Stock classes are located in the back of this Rule Book.

The most common bikes are listed by brand, type and engine size. Be advised that weights are factory claims and classifications may be changed by the Tech Committee without notice.

To determine what class your bike will run, Simply (1) find the bike in the left; (2) read the class in the second column; (3) the third column gives the factory weight. (4) the fourth column gives the bike and rider weight in Super Stock; (5) fifth column gives the bike and rider weight in Stock; (6) and the sixth column give bike and rider weight in Experimental Stock.

For example, a Kawasaki KZ 1300 has a factory claimed shipping weight of 654 pounds; in Super Stock it must weigh 814 pounds bike and rider, in Experimental Stock the bike and rider must weigh 741.

EXPERIMENTAL STOCK

Factory mass produced motorcycles that are available to the general public. Must have stock wheel base and stock appearance with the exception of paint change. A horsepower to weight ratio formula is used.

CLASSIFICATION REQUIREMENTS:

BRAKES: Stock or better.

CLUTCHES: No lockup or slipper clutches allowed.

CONTROLS: Stock with exception of handlebars. Clip on prohibited.

ENGINE: Maximum cylinder overbore is .080. One-half inch maximum matching of ports at mating surfaces only. Engine may run aftermarket carburetion. All internal and external engines parts must bear factory part number except carburetion, clutch parts, pistons and cams. Hi lift cam kits may be used. Velocity stack permitted. Porting or polishing of ports, combustion chambers, or any other modification to the cylinder or cylinder head, lateration of port location or timing (two stroke) including bead blasting is prohibited. Stock valves must be used on all four strokers. Any type valve seating allowed, including cutting back of valves. Cylinder heads may be surfaced .020. Crankshafts may be welded. All engine modifications not listed are illegal unless approved in writing by tech. 750cc Kawasaki may make the following changes (2 stroke only): You may port and polish intake and exhaust port and cut intake skirt as follows: Minimum distance from top of exhaust port to top of cylinder to bottom of intake port 3.875 inches. Minimum distances from top of pin hole to bottom of piston intake skirt 1.555 inches. All transfer ports must remain stock with no grind marks.

ELECTRICAL SYSTEM: Charging rotor may be removed.

EXHAUST: Optional

FRAME: Stock required. Struts in place of rear shock are allowed. Top outer tubes on Honda frames may be removed. Nonessential mounting tabs may be removed. Gusseting and bracing of frame and swing arm permitted for safety and handling provided it does not alter stock specifications of frame, A thru D classes only. One strut allowed per side; swingarm must pivot when struts removed.

GEARING: Optional. Chain size optional, air shifter allowed.

IGNITION: Any ignition system permitted.

LIGHTS: Front and rear light may be disconnected but must be stock for specific bike.

STARTING: Must have self-contained starter. Alternator may be removed; starter may be removed if bike is equipped from factory with kick starter. Electric starter must be operational if bike has no OEM manual start. Super Stock may use Dial-A-Jet or other aftermarket jetting device.

TANKS: Gas tank will be removed at tech; therefore, all lines and mounting bolts should be disconnected before bike is put in tech line.

TIRES: Rear, minimum 18" diameter. Drag slicks allowed, maximum 8.5".

WHEELS: Front wheel same as Pro Stock. Wheels must be readily available to the racing public. No special or one-of wheels. Rear - any stock appearing wheel that fits in stock swing arm.

WEIGHT: Bike and rider weight = factory shipping weight plus 160 pounds less 9% of the total weight.

CLASSIFICATIONS: All bikes are classified using horsepower to weight figures determined by the Technical Committee using factory claims. Due to the fact that some machines will easily out perform the published figures, said machines may be moved up a class to maintain a competitive basis. Please verify class through the Tech Committee. Machines will not be moved up or down a class because of weight.

A/XS	0.0 - 5.00	H/XS	8.01-8.50
B/XS	5.01-5.50	I/XS	8.51-9.00
C/XS	5.51-6.00	J/XS	9.01-9.50
D/XS	6.01-6.50	K/XS	9.51-10.00
E/XS	6.51-7.00	L/XS	10.01-10.50
F/XS	7.01-7.50	M/XS	10.51-11.00
G/XS	7.51-8.00		

SUPER STOCK

This class is for motorcycles that are factory mass produced and are available to the general public. The bike must have stock wheelbase and stock appearance. Repainting and the removal of mirrors and directional signals is permitted. A horsepower to weight ratio formula is used.

CLASSIFICATION REQUIREMENTS:

BODY: Fiberglass parts allowed providing they are exact copies of stock parts.

BRAKES: Stock or better for your bike; drilling of discs allowed.

CLUTCH: No lockup or slipper clutches allowed.

CONTROLS: Stock. Replacement handlebars allowed only if they have a strong resemblance to stock bars. No drag bars.

ELECTRICAL: Charging rotor or general maybe removed as long as bike remains self starting.

ENGINE: Stock with the exception of clutch parts. All motor parts must have a factory part number except clutch parts and valve springs. Maximum overbore is a 0.80 with factory replacement pistons only. Pistons must be for your specific bike. No racing pistons allowed. Stock cams may be degreed in. Aftermarket valve springs allowed but must run stock retains. Removal of or smoothing of casting marks by any method is not allowed. No bead blasting of ports. Any type valve seating allowed to steel seat only. No marks allowed below valve seat. Only one angle of the stock valve angles may be changed. Back cutting of valves allowed. Opening up the area surrounding the valve in the combustion chamber is not allowed. Internal

carburetor changes allowed provided they do not change the volume flow rate. Velocity stacks permitted. Maximum cranking compression ratio is not to exceed manufacturer's specification as stated in OEM service manual. Rider must provide Tech with documentation. Any modification that does not affect performance (welding cranks, heavy duty cam chains, heavy duty oil pump etc.) is acceptable. Any modification not listed including lightening or polishing of any parts is prohibited. No lock up clutches.

EXHAUST SYSTEM: Headers allowed.

FRAME: Stock

GEARING: Optional. No over-riding (auto) transmission. Clutch and crank gears may be straight cut for safety. Chain size optional. Air shifters allowed.

IGNITION: Any ignition system contained by stock cases. No mags.

LIGHTS: Front and rear lights must be in operating order at all times. If bike comes from factory with head light that stays on, a switch may be installed.

SHIFTING: No line delays or automatic self shifting devices of any kind.

STARTING: Must have self-contained starter. Electrical starter may not be removed provided it has a kick starter.

TIRES: Drag slicks allowed, rear tire size maximum 8.5". Front, no slick, at least H rating or better.

WEIGHT: Factory shipping weight plus 160 pounds minus 4 percent of total weight.

WHEELS: Front - stock. Rear - any stock appearing wheel that fits in stock swing arm.

CLASSIFICATION: All bikes are classified according to horsepower to weight figures determined by the Technical Committee based on factory claims. In a case where a specific machine will not run up to specs or runs quicker than specs it will be moved up or down in

class to accommodate and remain on a competitive basis. Please verify class through the Tech Committee. Machines may not move up or down in class because of rider weight.

A/SS	0.0 - 5.00	H/SS	8.01-8.50
B/SS	5.01-5.50	I/SS	8.51-9.00
C/SS	5.51-6.00	J/SS	9.01-9.50
D/SS	6.01-6.50	K/SS	9.51-10.00
E/SS	6.51-7.00	L/SS	10.01-10.50
F/SS	7.01-7.50	M/SS	10.51-11.00
G/SS	7.51-8.00		

STOCK

This class is for motorcycles that are factory mass produced and are available to the general public. The bike must have stock wheelbase and stock appearance. Repainting and the removal of mirrors and directional signals is permitted. A horsepower to weight ratio formula is used.

CLASSIFICATION REQUIREMENTS:

BRAKES: Stock

CLUTCHES: No lockup or slipper clutches allowed.

CONTROLS: Stock.

ENGINE: Stock, with the exception of clutch parts. No lock up clutches. All motor parts must have factory part number except clutch parts and valve springs. No overbore. No racing pistons allowed. Stock cams may be degreed in. Removal of or smoothing of casting marks by any method is not allowed. No bead or sandblasting allowed. No marks allowed below valve seat. Back cutting of valves not allowed. Opening up the area surrounding the valve in the combustion chamber not allowed. Re-cutting the valve and seat allowed if necessary, but contact angle must remain stock. No modification to carbs except jet charges; carbs must be stock for year model of bike. Stock air box required, filter element may be removed. Maximum cranking compression ratio is not to exceed manufacturer's specifications as stated in OEM service manual. Rider must provide Tech with documentation. Any modification that does not affect performance (i.e.,

welding crank, HD cam chain, HD oil pump, etc.) is acceptable. Any modification not listed including lightening or polishing of any parts prohibited.

EXHAUST SYSTEM: Stock. Baffles must remain in.

FRAME: Stock. Wheelie bars and struts permitted.

GEARING: Optional. No over-riding (auto) transmission. Clutch and crank gears may be straight cut for safety. Stock shifter only.

IGNITION: Stock. Charging system must remain working at all times.

LIGHTS: Front and rear lights must be in operating order at all times. If bike comes from factory with head light that stays on, a switch may be installed.

SHIFTING: Air shifters allowed. No line delays or automatic self shifting devices of any kind.

STARTING: Stock charging system and starter must be operational. No aftermarket jetting devices allowed in Stock classes.

TIRES: Front - stock; Rear - any size with stock diameter wheel; must have DOT number. Must have three inside tread grooves at all times.

WHEELS: Stock.

WEIGHT: Total weight must equal factory shipping weight of bike plus 160 pounds for rider.

CLASSIFICATION:

A/S	0.0 - 5.00	H/S	8.01-8.50
B/S	5.01-5.50	I/S	8.51-9.00
C/S	5.51-6.00	J/S	9.01-9.50
D/S	6.01-6.50	K/S	9.51-10.00
E/S	6.51-7.00	L/S	10.01-10.50
F/S	7.01-7.50	M/S	10.51-11.00
G/S	7.51-8.00		

Classification Guide

Make	Class	Factory Shpg. Wt.	Stock Wt.	SS Wt.	Exp.
KAWASAKI					
KZ1300	C	654	814	781	741
GPZ1100	AA	520	680	653	619
KZ1100SPCT	B	524	684	657	623
KZ1000J	B	526	686	659	625
KZ1000MKIIC		546	706	678	642
KZ1000CSRDB		542	702	674	638
ZIR1000	C	542	702	674	638
900 ELIM	C	522	682	655	621
900 NINJA	B	502	662	636	602
Z1900	D	504	664	637	604
KZ900	D	527	687	660	625
GPZ750	E	523	683	656	622
KZ750 4CYL	F	495	655	629	596
KZ750 TWIN	I	481	641	615	583
KZ700	F	475	635	610	578
KZ650	G	465	625	599	569
GPZ550	G	430	590	566	537
KZ440	J	374	534	513	486
KZ400	J	366	526	505	479
EX250E1	G	304	464	445	422
EN450A2	G	397	557	535	507
EX250A1	F	428	588	564	535
ZL600A1	C	430	590	566	537
ZX600A2	C	430	590	566	537
ZL900A2	A	525	685	658	623
ZX900AA3	AA	503	663	637	603
ZG1000A1	A	584	744	714	677
ZX1000A1	AA	525	685	658	623
ZG1200A1	F	699	859	825	782
ZN1300A4	F	840	1000	960	910
ZX600B	C	430	590	566	537
ZL1000A1	A	536	696	668	633
EX250E2	C	304	464	445	422
EX500A1	D	373	533	512	485
ZX750F1	A	419	579	556	527
ZX1000A2	AA	525	685	658	623
ZG1200B1	A	428	588	564	535
ZG1000A1	B	584	744	714	677
ZN1300A5	F	840	1000	960	910
VN750A3	F	483	643	617	585
ZL600A2	C	428	588	564	535
EN450A3	G	397	557	535	507

Make	Class	Factory Shpg. Wt.	Stock Wt.	SS Wt.	Exp.
KZ305B2	M	324	484	465	440
ZN1300A6	F	853	1013	972	922
ZG1200B2	G	729	889	853	809
ZG1000A3	B	586	746	716	679
ZX1000B1	Z	511.5	672	645	612
ZX750F2	AA	430	590	566	537
ZX600C1	C	397	557	535	507
EX500A2	D	373	533	512	485
EX250E2	H	305	465	446	423
VN1500A2B2G		547	707	679	643
VN750A4	F	484	644	618	586
EN450A4	E	398	558	536	508
KZ305B3	N	337	497	477	452
EL250B2	H	295	455	437	414
EL250B3	H	295	455	437	414
EX250B3	H	305	465	446	423
EN450A5	G	398	558	536	508
EX500A3	D	374	534	513	486
ZX600C2	A	398	558	536	508
VN750A5	F	484	644	618	586
ZX750F3	AA	431	591	567	538
ZX1000B3		491	651	625	592
ZG1200B3	G	729	889	853	809
VN1500A3	G	557	717	688	652
ZX1100 C1/2		503	663	636	603
ZX7R 750K1		452	612	588	557
ZX7 750J1		452	612	588	557
ZX600	D	397	557	535	507
SUZUKI					
GV1200(4V)	B	540	700	672	637
GS1150(4V)	AA	522	682	655	621
GS1100(4V)	A	536	696	668	633
GS1100G (4V)			722	693	657
GS1000(2V)	C	514	674	647	613
GS1000(4V)	B	507	667	640	607
GS750(4V)	E	514	674	647	613
GS750(2V)	F	492	652	626	593
700MAD(4V)	F	505	665	638	605
GS650	G	450	610	586	555
GS550(2V)	H	464	624	598	568
GS550(4V)	G	428	588	564	535
GSF400 (4V)		364	522	501	475
Two Stroke					
GT750	GG	472	632	607	575

Make	Class	Factory Shpg. Wt.	Stock Wt.	SS Wt.	Exp.	Make	Class	Factory Shpg. Wt.	Stock Wt.	SS Wt.	Exp.
GT550	II	412	572	549	521	VT700C	I	487.3	647	621	589
GT380	JJ	366	526	505	479	CBR600F	A	396.8	557	535	507
T500RTWIN	JJ	408	568	545	517	GL1500	H	793.8	954	916	868
T350RTWIN	KK	323	483	464	440	VT1100C	G	533.6	694	666	632
HONDA						CBR1000F	Z	493.9	654	628	595
VF1000R	A	538	698	670	635	VT800C	I	502.7	663	636	603
VF1100(4VR)	A	536	696	668	633	VF750C	C	506	666	639	607
VF1000F(4V)	A	576	736	707	670	CBR600F	A	396.9	557	535	507
VF1100S(4V)	A	540	700	672	637	VT600C	L	432	592	568	539
GL1200	D	600	760	730	692	VTR250	K	332.9	493	473	449
GL1100	D	640	800	768	728	GL1500	H	793.8	954	916	868
CB1000(4V)	D	584	744	714	677	VT1100C	G	533.6	694	666	632
CB900F(4V)	D	532	692	664	630	VT650	E	399.1	559	537	509
CBX 6CYL	B	546	706	678	642	CBR600F	A	408.1	568	545	517
VF750F(4V)	E	487	647	621	589	VTR250	J	330.8	491	471	447
CB750F(4V)	E	512	672	645	612	HONDA Four Stroke					
CB900CUST	D	571	731/	702	665	VMAX	AA	560	720	691	655
CB700SC(4V)	E	469	629	604	572	FJ1000(4V)	AA	501	661	635	602
CB750FSOH	G	513	673	646	612	FZ1200	AA	501	661	635	602
ERLYGL1000G		583	743	713	676	XS1100(2V)	B	566	726	697	661
CB75069-77S	G	499	659	633	600	900 SECA	D	480	640	614	582
CB650 2V	H	434	594	570	541	850 TRIPLE	F	604	764	733	695
CB500/550K/	I	423	583	560	531	750 TRIPLE	F	514	674	647	613
CB450TTWN	I	382	542	520	493	FZ750(6V)	C	461	621	596	565
GL1200A	H	727.7	888	852	808	750 SECA	F	520	680	653	619
GL1200SE1	I	771.8	932	895	848	750750 TWINH		405	565	542	514
GL1200 I	H	699	859	825	782	700 MAXIM	F	475	635	610	578
VT1100C	E	540.2	700	672	637	FAZER 700	E	441	601	577	547
VF1100C	H	540.2	700	672	637	650 SECA	G	447	607	583	552
VF1000R	AA	538	698	670	635	XS650 TWIN I		409	569	546	518
VFR750F	AA	438.8	598	574	544	600 MAXIM	F	463	623	598	567
VFR700F	A	436	596	572	542	FJ600	G	470	630	605	573
VF700C	E	502.7	663	636	603	TX500 TWIN I		475	635	610	578
VT700C	I	496.1	656	630	597	Two Stroke					
VT500C	H	407.9	568	545	517	RD350-400	HH	315	475	456	432
CB700SC	C	474.1	634	609	577	YR1350TWINKK		348	508	488	462
VF500F	D	412.3	572	549	521	DT2 250	LL	245	405	389	369
CB450SC	K	392.5	553	531	503						
GL1200A	G	743.1	903	867	822						
GL1200I	H	699	859	825	782						
VT1100C	G	533.5	694	666	632						
CBR1000F	Z	489.5	650	624	592						
VFR700F	A	436.6	597	573	543						
VF700C	D	502.7	663	636	603						

E.T. BRACKETS FOR CHAMPIONSHIP

Two Championship ET Bracket eliminators run at each IDBA National Event for points; Pro ET and Street ET. Each eliminator is run tournament style from a dial-in chosen by each competitor with a zero breakout. If the rider runs as much as one-onethousandth of a second quicker than his/her dial-in, that run breaks him/her out of the bracket. Change of dial-in between rounds allowed. Laddering will be on a random draw (process to be determined based on local track policy). Number one qualifier is determined by best reaction time in Saturday qualifying sessions (five tenths tree). He receives bye run in first round if odd number of motorcycles.

Class restrictions are safety requirements.

STREET E.T.

Street ET Bracket, bikes run street tire, no wheelie bar, and no added electronics.

PRO E.T.

Pro ET Bracket rules allow any modification to the motorcycle. Bike must meet safety requirements. Delay boxes are allowed. Must display dial-ins on motorcycle.

Registration for ET Brackets are open until mid-morning on Grand Eliminations day. Pro ET & Street ET Bracket offer a chance to earn an IDBA National Top Ten Plate.

GENERAL REGULATIONS

APPEARANCE: Vehicles participating in drag racing events must be presentable in appearance at all times. Bikes that are considered improperly prepared may be rejected by the technical committee at any sanctioned event. The appearance of personnel attending contestant vehicles is equally important, and should be subject to the same considerations.

Professional crew members must be dressed in uniforms color coordinated with the race machine and/or rider if they accompany the bike to the starting line area at any time. No T-shirts.

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

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

BATTERIES: Must be securely mounted in safe location.

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

BRAKES: All machines must have front and rear brakes in good working order.

CHAIN GUARD: Required on all bikes.

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

CLUTCH: Any bike with engine-driven lock-up clutch may not be run in pits unless the rear wheel is elevated off ground on a strong, safe support stand.

CONTINGENCY: In order to earn contingency money, rider must use product in/on motorcycle, display company's decal on both sides of bike, and complete a claim form at the conclusion of the event.

CONTROLS: Hand operated shift below handlebars not permitted.

DECALS: Bike must display IDBA logo during entire race and on both sides of motorcycle - IDBA number plates have logo or check with Event Headquarters for decals.

DELAY BOXES: Only allowed in Pro ET Bracket (not allowed in Street ET).

ENGINE: Must be a type designed and manufactured for production motorcycle use. If in question, contact IDBA tech.

FUEL INJECTION: Illegal unless allowed in class requirements.

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

GROUND CLEARANCE: All machines must have a minimum 2 inches of ground clearance and must be able to pass over a V shaped template at Tech Inspection. (The template is to assure that no part of the machine, particularly the Headers, will make contact with the racing surface when the machine is tilted more than 12 degrees from vertical.)

GASOLINE: Must be produced by recognized manufacturer. Fuel must pass IDBA's test for additives. Additives bearing nitrogen and/or oxygen are prohibited. IDBA has the option to furnish all gas used in any eliminator and to increase entry fees in that class to cover the cost of furnishing same.

HEADS: IDBA approved aftermarket heads with the same number of valves as OEM heads allowed and must be same name brand.

HELMETS AND EYE PROTECTION: Half helmets NOT permitted. Full face helmets with SNELL 85 or better rating. All riders must have eye protection.

INSPECTION: Each vehicle must satisfactorily pass inspection of the Technical Committee before being

allowed to run.

KILL SWITCH: All machines must have a working positive ignition cut-off switch similar to snowmobiles with male/female ignition disconnect attached to rider by leather, nylon or equivalent cord (No fishing line, wire, etc.).

LICENSE REQUIREMENTS: All riders competing must have a current IDBA membership. Riders competing in ET Eliminators must have an ET or Sportsman license, permanent (if in the points chase) or temporary (if NOT in points chase). Riders may elect to change from temporary to permanent member. In order to count points accrued under temporary status, rider must become a permanent member within five days after the event.

Memberships are available at the event.

Riders who have not previously competed in Top Fuel/Funny Bike or ridden a N2O equipped machine at IDBA events must have a special license. Forms to request same are available by mail or at the Event.

MEASUREMENTS: In measuring overall length of a machine, the following procedure is used: Measure from the center of the front axle in a straight line to the center of the rear axle at the most extendible point on the swing arm, then from the rear axle (at its most extendible point) to the center of the wheelie bar axle; then add the two together to determine overall length.

NITROUS OXIDE: Any Nitrous Oxide system used on any machine must meet or exceed the standards of the NOS system. Any rider using Nitrous Oxide must wear full leathers or a full 1000 denier nylon/leather riding suit. Any first time rider using Nitrous Oxide must be certified. (See LICENSE REQUIREMENTS above; at event, go to Event Headquarters.)

NUMBER PLATES: All entries must have number plates on both right and left sides and must be easily read by Tower Personnel. Number must be black on a white background. Permanent numbers are issued by the IDBA office to all members. Riders in competition are required to run their IDBA member

number or an earned points standing number. Number Plates are required on tow vehicle.

PIT CREW: Top Fuel, Funny Bike, Pro Modified, Pro Stock classes are allowed rider and three crewmen per race bike in starting line area. Top Sportsman, Super Comp, Super Gas, and Super Eliminator are allowed rider and two crewmen per race bike. ET Bracket is allowed rider and one crewmen. The crew must be identifiable and must stay beside the race bike when in staging lane and starting line area. The crew must also immediately exit the area after the racebike has completed it's run.

PROTECTIVE CLOTHING: Full leathers, full helmets (SNELL 85 or better), eye protection, leather gloves and shoes or boots above the ankles in T/F, F/B, P/M, P/S, T/S, S/C, S/G and S/E and ET for bikes running 120 mph or faster. Leather jackets, full helmets (SNELL 85 or better), eye protection, leather gloves and boots or shoes above the ankles are required in S/E, and E/T. (Heavyweight nylon of the type used in professionally manufactured riding apparel may be substituted for leather). Leather top tennis shoes are not permitted.

RIDERS MEETING: Attendance by all qualified riders & alternates is mandatory.

RULES CHANGES: If it becomes obvious to the Tech Committee that weight breaks, engine size limitations, or fuel limitations as published in this Rulebook are not functioning in the interest of close competition, the committee will change same prior to season start or after any National Event after polling in the affected class. Should such a change occur, details will be made available to all affected members within thirty days. In building bikes, competitors should allow for possible changes.

SALES: Vending or the intention of vending parts, fuel, accessories and services, etc. allowed only for IDBA Contingency Sponsors and other licensed vendors. Sale of souvenirs permitted only through IDBA. Call for information. Used parts may be sold at the event with purchase of permit (available at event).

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

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

STARTING: All bikes must be self-starting, i.e., self-contained starter or detachable electric starter or bump start. Pushrod motors may be roller started. Starter will not wait for repeated attempts at starting.

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

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

STREAMLINING: Per class regulations.

SUBSTITUTE RIDER: Permitted only by previous approval of the Event Director; both riders' signatures must appear on the Tech Inspection Forms and both must be current members.

SUSPENSION: No rigid forks permitted. Tubes may not extend more than one and one half inches (1-1/2") above fork crown in any class.

TEARDOWN: Teardown to verify legality of machine is required of class winners & record setters. Report to

tech at the appropriate time and check with officials before tearing down.

TIRES: Per class requirement.

TOW VEHICLES: All tow vehicles (mini bikes, 3-wheelers, street machines, etc.) used by a participant and crew members **MUST BE** identified with the member's IDBA number. These numbers may be painted on or number plates may be used on front or side but must be in plain view when in use. Tow vehicles are requested to have functioning lights; lights must be **ON** when vehicle is in motion.

WEIGHT: Where bike and rider weight is used in determining class, rider weight of 160 pounds is figure used for rider weight in all cases.

WEIGHT CHECK: Professional and Super Eliminator riders will have weight and fuel check (if required for your bike's set-up) **PRIOR** to each run in the staging lanes.

WHEELIE BARS: Allowed in all classes, for safety except in Street classes (Street ET Bracket, Street Bike SHOWDOWN, and Pro Street).

NATIONAL RECORDS

Pro Eliminator and Super Eliminator

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

* **RUN BELOW THE EXISTING RECORD** (by .01)

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

* Weight & fuel check for **ALL** qualifying & elimination runs prior to each run.

* Report to Tech to seal or teardown motor.

* No record or back-up run after rider out of competition.

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

Any rider may set an ET or MPH record or both.

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

In any class where there is either a minimum/maximum displacement limit or a weight to cubic inch limit, a rider setting a new National Record or backing up same must seal on that day. There are no teardowns prior to the last day of final eliminations. Any entrant wishing to hold over times from previous days must be sealed on the day runs were made.

Any entrant who wishes to change motors any time after the beginning and before the conclusion of an event must report to Tech before making the change.

Upon conclusion of a National Event, the Winner and Runner-up in each Pro eliminator and winners of legal Sportsman eliminator will be checked for legality at Tech; any other entrant may be checked.

All riders are required to claim ET records set. Failure to do so will result in a thirty day to one year suspension.

Records established in open classes where an index is in effect, the new record must be within two tenths of the tech committee established index.

NOTE: Records standing for one season without being broken will be retired and the record will be considered open at the beginning of the following season.

Riders lose records not claimed at the event.

PROTEST AND TEAR-DOWN PROCEDURE

Standard Protest: If an engine must be torn down, \$300 must be submitted. If protested machine is found to be legal, the rider of that machine will be entitled to the protest fee. If the machine is found to be not legal, the person filing to protest has the fee returned. Visual protest must be made in the same class by a competitor in that class and at least thirty (30) minutes before any elimination has begun.

Standard protest is considered to be non-visual and must be filed within the same class by a competitor in that class and may be made at any time but must be made in writing. Protest fees must be handed to the event director. Protests having to do with safety are the province of officials only. Any IDBA members, however, may bring safety related information to the attention of officials any time.

Super Eliminator competitors under protest will remain in competition with tear-down at the end of the event.

All eliminator winners and riders setting National Records must report to assigned area for tear down to verify their legality before prizes will be awarded and records issued. Teardown is at the discretion of tech officials, so report for instructions before tearing down.

All machines to be checked for records or wins must report to tear-down after applicable weight and fuel check without returning to pit area or be considered illegal.

Any machine that fails to report to tear-down either for protest, record verification or eliminator win is considered to be not legal.

Any rider operating an illegal machine in any class or eliminator, bike and rider when found illegal, may be barred from all IDBA competition for a period of thirty days to one year and forfeit all accrued points and records for that season. Appeals may be filed as per standard IDBA procedures.

The Technical Director and/or Racing Director present at the event will have the authority to disqualify any organization, motorcycle or participant from a meet.

They reserve the right to demand the tear down of any engine or unit for inspection at any time during the event without protest charge. This is known as an official protest. The time and place of the actual tear-down will be determined by the Technical Director. The Technical Director and/or Racing Director reserves the right to refuse any protest.

Any Super Eliminator bike found improperly classified before eliminations and not determined to be running illegally will be allowed to repair the problem and stay in class after being re-teched. Said machine will forfeit any records set or qualifying runs made prior to being re-teched.

GROUNDS FOR DISQUALIFICATION

It is the Rider's responsibility to make sure that his crew, his machine, and his compliance with procedures is legal. Remember, should you run afoul of a rule, even if accidentally, it is not a crewman, your mechanic, or sponsor who would be barred from competition and disqualified from the event - it's YOU - the rider. Don't take anybody else's word for it - check it yourself.

The Event Director, Racing Director or Technical Committee present at a meet shall have the authority to disqualify any organization, motorcycle or participant from a meet.

Officials and the Association shall have the right to publicize any disqualification. Disqualified participants, organizations or manufacturers shall have no legal or equitable right of action against officials or the Association for publicizing notice of disqualification and the resulting penalties.

(1) Any rider operating an illegal machine in any class or eliminator (bike or rider) when found illegal, will be barred from all IDBA competition for a period of time and forfeit all accrued points and records for that season. Appeals may be filed as per standard IDBA procedures.

(2) Failure to report to staging area at designated time is grounds for disqualification.

(3) BURN-DOWN RULE: After the initial burnout and chirp by both riders, the Starter will start the Christmas tree down no more than 15 seconds after the Starter has signaled the riders to stage or after the first rider has pre-staged. After the first rider has staged, the start cycle will begin in no more than 10 seconds.

(4) If a rider misses a round of competition, that machine will be disqualified.

(5) Any rider who refuses a lane designated by linesmen is subject to immediate disqualification. (Time trials, qualifying and eliminations included).

(6) Any rider making a run after track has been red lighted is subject to disqualification.

(7) No burnouts across the line are allowed. In Pro Eliminations, burnouts behind the starting line may cross the starting line, but power must be cut before the line and momentum may not carry the bike more than 60 feet beyond the starting line.

(8) All Super Eliminator are required to go immediately to scales before each run for which the time counts for qualifying, records, or eliminator win.

(9) All Pro machines subject to weight, engine size or fuel limitations must go to the scales before each qualifying pass or record run and/or win in runoffs or be disqualified.

(10) Burnouts or practice leaves in the Pit area and/or exceeding 10 mph in the pits is grounds for disqualification.

(11) Tow vehicles exceeding 10 mph anywhere in the racetrack facility is grounds for disqualification and ejection from the facility for the rider and/or pit crew/spectator.

(12) Failure to comply with record procedure at any time during the event will not only void new records, but will disqualify machine and rider from competition in that event. NOTE: If a rider sets a new ET record at any time during a meet and fails to claim it, he will be considered to have been riding an

illegal machine.

(13) Any machine that fails to report to tear-down for protest, record verification or eliminator win is considered to be illegal and subject to disqualification.

(14) In the event a rider receives prize, purse, record, trophy or recognition and is later found to have received same illegally or in error, rider is subject to disqualification for any further competition, membership in the association, forfeiture of all points and records until full restitution is made.

(15) Unsportsmanlike conduct or improper language by any member of a crew can result in the crew (including the participant/rider) being disqualified.

(16) Use of alcohol or drugs by any rider or crew member is grounds for disqualification and immediate expulsion of entire crew from the facility.

(17) Any condition judged to be unsafe or unfair by the Racing Director is grounds for disqualification. The Racing Director's decision is final in all matters.

(18) WEIGHT: Scales at an IDBA event are the official scales governing the event. There is no appeal from the weight as read on the official scales.

Many bikes are classified according to weight of both bike and rider. Riders should weigh-in prior to entering the tech line if they have any question or reservation about meeting the minimum standards for their class. At the discretion of the Racing Director or Tech Director and in many cases as part of competition, bikes are weighed during eliminations. Be apprised that officials have the option to call for fuel and/or weight check at any time or at any location on the facility including the staging or starting line. It is the responsibility of every competitor to meet the minimum weight as listed on the technical inspection weight sticker at all times. If, upon being weighed, a rider/bike is light, that rider has the option of asking to be weighed a total of three times and having the weights averaged. This applies ONLY if the bike is five pounds or less light on the first weight. If he opts for the average of three, he must accept that average. If the

bike is more than five pounds light on the first weight or the average is below listed weight, there is no alternative - rider is disqualified

(19) **FUEL CHECK:** IDBA uses a sniffer and hydrometer to check density, weight, additives, and conductivity of fuels. At each event a standard is set using **LOCALLY AVAILABLE FUELS**. At the fuel check station riders in a class where fuel check is required must draw fuel from the point nearest the engine stipulated by the fuel check operator and have same checked by whichever procedure deemed necessary. If that fuel is tested illegal against the standards used for that event, the rider is disqualified without appeal. Any bike is subject to inspection at any time and in any location on the race facility by an IDBA official including the staging or starting line for purposes of determining that no rider/bike is using any fuel or fuel system which is not legal for their class. At the option of the Race Director a Photospectroanalysis test may be conducted on any fuel.

(20) If, during eliminations, a competitor fails to bring his bike to the staging lane or starting line because it won't run and thereby forfeits the race, the starter and/or staging boss has the option of personally ascertaining that the bike will not run. If the starter and/or staging lane boss starts the bike, the event director has the option of disqualifying both the rider who failed to start his bike and the rider against whom he would have run, if said event director is satisfied that there was collusion between the two to forfeit the race.

(21) In case of dual infraction a **FIRST** or **WORST** rule will apply. To illustrate:

If two riders commit the same infraction (touching any marker line) the first rider will be disqualified; however, if one rider touches the marked line and the other red lights the rider drawing the red light will be disqualified even if his was the second infraction. If the rider who had touched the boundary marker had crossed the center line in front of his competition, his would have been the worst infraction and the rider drawing the red light would be declared the winner. The following is a list of **WORST** in order:

- A. Crossing **CENTER LINE IN FRONT OF OR ALONG-SIDE** competition.
- B. **RED LIGHT**
- C. Found illegal (immediate automatic suspension.)
- D. Touching any boundary marker
- E. Dropping foreign matter in front of your opponent
- F. Any condition judged to be unsafe by Racing Director. The event/racing director's decision is final in all matters.
- G. Breakout with opponent leaving line under power. (Push through is no longer required.)

EVENT POLICY PROCEDURE

GENERAL:

Each member and/or participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any IDBA event.

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

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

All General Regulations are in effect.

All Grounds for Disqualification are in effect.

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

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

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

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

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

Although the tracks on which IDBA runs National Events all have what is accepted to be state-of-the-art timing equipment, some problems have occasionally occurred because of wheel, frame or body design of some racing equipment. It is the responsibility of the racer to correct any problem his machine is causing with reference to the timing system in use.

A standard event schedule is as follows: three (3) rounds of qualifying, and two on track Professional shows on Saturday; Sunday will consist of two Professional shows, one time trial pass for Heads up, Super Eliminator and ET classes, first round of ET and/or heads up classes specified that morning, the number one qualifiers photo session followed by Grand Eliminations.

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

TRACTION:

Traction compound policy at each IDBA race will be consistent with local track policy. If local track allows compound in designated areas the same policy will be in effect for IDBA races. Participants are not allowed to apply traction compounds on the track or tires. The only traction compound allowed will be applied by the track or IDBA.

DOUBLE ENTRANTS:

A rider entering more than one bike in eliminations is allowed. It is strongly suggest that at least one eliminator be between your racing category. Rider understands that speeding in the pits by he or his pit crew will cause immediate disqualification in both categories. Rider understands there will be no waiting by his opponent or IDBA officials during eliminations **FOR ANY REASON.**

CHANGING CLASSES/RIDERS/ENGINES:

Bikes are not allowed to change classes once entered in an event unless the Tech Committee determines that the mis-classification occurred through an error of the Committee itself.

Riders are not allowed to change from Pro to Sportsman or vice verse, once entered.

If an engine change becomes necessary on any entered bike during qualifying or eliminations, the old engine must be sealed by Tech before the engine is removed from the bike and both engines examined by Tech at the conclusion of the event.

Substitute riders permitted only by previous approval of the Event Director; both riders' signatures must appear on the Tech Inspection forms and both must be current members.

RAIN: IDBA's policies in regard to rain are as follows: If a National Event is rained-on on a Saturday, every effort will be made to run all scheduled rounds of qualifying.

Sunday rained-on events will follow the same procedure. In the event that Sunday Grand Eliminations are rained out, the event will either be re-scheduled or run Monday. Should the operator and/or IDBA opt to run on Monday with the resultant loss of spectator revenue, the purse will be reduced to sixty percent of the posted payout.

Absolutely NO TRANSFER OR REFUNDS will be given at any IDBA event for any reason.

Should an event be rescheduled before qualifying time periods are complete; any qualified bike must go through standard end of race procedure (teardown, contingency forms/inspection) to earn points and records if return to race is questionable.

There is no "broke rule" - if someone is disqualified, and has beaten his/her competition, the competition may not be put back into eliminations.

STAGING PROCEDURE: Neither rider may stage before both riders have pre-staged. If riders do not follow this procedure, starter may elect to back both riders out of stage and have them re-stage properly or run the race as initially staged.

DEEP STAGING: Disallowed in Top Sportsman, Super Comp, and Super Gas. The timing system will run in mode, blue light on, which will automatically red-light a rider turning the pre-stage beam off after he has turned the stage beam on.

No burnouts across the starting line are allowed except in exhibition and Pro Eliminators.

A race schedule sheet will be distributed at all races. It is the rider's responsibility to see that he gets one and reads it. Any rules or policy mentioned on this sheet will supersede the rulebook.

A run or pass is defined as registering a reaction time on the timing equipment. You may not re-stage and start again. To earn monies or points in a racing situation, bike must leave line under power.

QUALIFYING:

All bikes/riders must be qualified under IDBA rules and procedures to run the eliminators at IDBA races.

All qualifying passes must be made in alternating lanes unless directed to the lane run in the previous pass by the staging or starting official. Consecutive passes in the same lane disqualify the time of the second pass in that lane. A rider may not (for example) run round one in the left lane, skip round two, then run round three in the left lane. Officials may disallow qualifying passes if

a bike refuses lane designated by staging or starting official. (See Grounds for Disqualification, item 5).

All qualifying runs must be made with bikes of the same eliminator in the assigned time period with that eliminator; (i.e., Pro Modified bikes make their qualifying runs together; Top Sportsman together, etc). NOTE - runs made out of class periods may be allowed for bikes that have been experiencing trouble, but will be (if allowed) merely test runs - not qualifying runs unless there was an error due to IDBA

Qualifying points are earned but round points are not to be earned until competition begins.

No one should ever be on the track during qualifying unless told to do so by the official in charge of that lane.

No rider may swap from a broke qualified bike to another qualified bike, unseating the other qualified rider.

ELIMINATIONS:

On any run of a handicap eliminator if both bikes break out, the machine breaking out the least will be declared the winner. If both bikes breakout the same amount, the rider to finish first shall be declared the winner.

All qualified bikes must report to the designated staging lane supervisor within five minutes of the scheduled time or alternates will replace qualified bikes in the eliminator.

Round money is earned only after a bike has left the line with an official start under its own power. (No shows and bikes unable to leave the line under power, do not earn money in that round.)

PRO ELIMINATORS

All entries needing to be sealed will have the cylinder assembly sealed to the frame. It is recommended that each competitor drill a small hole in a cylinder fin for Tech personnel to use in sealing motor to frame.

In the event that a sealed engine must have the seal broken, it is the responsibility of the racer to contact the Tech Committee before breaking the seal. If a seal is broken without the knowledge and consent of Tech personnel, any prior record or backup runs will be disallowed.

Burnouts across the starting line are allowed in Pro Eliminations. Burnouts beyond the starting line may cross the starting line, but power must be cut before the line and momentum may not carry the bike more than 60' beyond the starting line.

All Pro Eliminations qualifying runs must be made side-by-side unless officials require a solo pass. Ladders will be locked Saturday evening or after three rounds of qualifying. In a sixteen bike field, two bottom qualifying positions will be open on Sunday morning. In an eight bike field, eighth position will be open. Restrictions: In order to qualify in one of those positions, bikes must be entered on the previous day. A new entry cannot qualify on Sunday.

All bikes in Pro Eliminations must stop at Weight & Fuel check station before their first qualifying pass of the event to register at that station (even if the bike has unlimited weight and fuel requirements). If there are restrictions for that class, the rider must stop to get inspected prior to each run.

In the event of a tie for a qualified position, the bike with the fastest mph will be given the lower qualifying position. If the two bikes tie for mph, the first bike running the tied elapsed time shall be given the better qualified position.

Alternates will be substituted in the Pro fields if a qualified bike is unable to make the call in time. Qualifying money will be paid to the qualified rider. The alternate will not receive any money for the first round but will begin earning money with the second round.

All Pro Eliminations must proceed to the weight and fuel station prior to each run in Eliminations.

Upon conclusion of a National Event, the Winner and Runner-up will be checked for legality at Tech; any other entrant may be checked at the discretion of the Tech or Race Director.

In the first round of eliminations, lane choice goes to the rider with the best qualifying time. (If two ET's are exactly the same, MPH will determine lane choice.) In subsequent rounds, lane choice goes to the rider with quickest ET in the previous round.

Pro Eliminations pair top to bottom qualifier. For example, #1 qualifier races #16 qualifier, #2 vs. #15, etc. on the 16 bike field.

The first rounds of the standard ladders are listed below.

Pro Eliminations

Pair # 1	7 vs. 10
Pair # 2	2 vs. 15
Pair # 3	6 vs. 11
Pair # 4	3 vs. 14
Pair # 5	5 vs. 12
Pair # 6	4 vs. 13
Pair # 7	8 vs. 9
Pair # 8	1 vs. 16

TOP SPORTSMAN, SUPER COMP, SUPER GAS

The Sportsman eliminator ladder used at IDBA National Events for Heads-up Sportsman pairs the number 1 qualifier to the middle qualifier, i.e., #1 vs. #9 on 16 bike field. If there is an odd number of bikes, the highest qualifier (or number one in round one) will receive the bye run and the number #2 qualifier is paired against the highest of the bottom half of the field. For example, in a 41 bike field, #1 gets a bye run and #2 vs. #22, #3 vs. #23, etc.

In the first round of eliminations, lane choice goes to the rider with the best qualifying time. (If two ET's are exactly the same, MPH will determine lane choice.) In subsequent rounds, lane choice is determined by closest to index or dial-in without breaking out. If both are breakout times, least breakout gets the choice. If for some reason the above cannot apply, lane choice is determined by the flip of a coin.

SUPER ELIMINATOR

All entries needing to be sealed will have the cylinder assembly sealed to the frame. It is recommended that each competitor drill a small hole in a cylinder fin for Tech personnel to use in sealing motor to frame.

In the event that a sealed engine must have the seal broken, it is the responsibility of the racer to contact the Tech Committee before breaking the seal. If a seal is broken without the knowledge and consent of Tech personnel, any prior record or backup runs will be disallowed.

All bikes in Super Eliminator must stop at Weight & Fuel check station before their first qualifying pass of the event to register at that station (even if the bike has unlimited weight and fuel requirements). If there are restrictions for that class, the rider must stop to get inspected before each run. All riders are required to claim ET records set. Failure to do so will result in a thirty day to one year suspension.

Records established in open classes where an index is in effect, the new record must be within two tenths of the tech committee established index.

RIDERS LOSE RECORDS UNCLAIMED AT EVENT.

A SE rider may earn a maximum of 400 record points per season. Bonus qualifying points are awarded for #1 through #3 positions set on a national record (not an established index). Number one receives 75 points, number two 50 points, and number three 25 points. Top qualifier points are unlimited per season.

No points will be awarded for setting record in classes that have open records (or established indexes).

In the event of a tie for a qualified position, the bike with the fastest mph will be given the lower qualifying position. If the two bikes tie for mph, the first bike running the tied elapsed time shall be given the better qualified position.

In all classes where there are weight, engine size, or fuel limitations, riders must proceed to the weight and fuel station prior to each Elimination run.

Upon conclusion of a National Event, the winner will be checked for legality at Tech; any other entrant may be checked at the discretion of the Tech or Race Director.

In the first round of eliminations, lane choice goes to the rider with the best qualifying time. (If two ET's are exactly the same, MPH will determine lane choice.) In subsequent rounds, determined by closest to index or dial-in without breaking out. If both are breakout times, least breakout gets the choice. Breakout of five one-hundredths allowed. So, if one rider's under his dial-in but within .05, he receives lane choice.

The standard Sportsman eliminator ladder used at IDBA National Events for Super Eliminator pairs the number 1 qualifier to the middle qualifier, i.e., #1 vs. #9 on 16 bike field. If there is a non-standard (8,16,32,64) number of riders, the top portion of the field will get a bye run (a legal start is required to advance).

Dial-ins are displayed on scoreboards. Once a rider begins the staging process (pre-staged), by doing so, he accepts the displayed dial-in. No changes of dial-in or rerun may occur.

If a dial-in is incorrect, rider must notify starter before pre-staging. If dial-in must be changed, opponent may elect to wait and attempt the race again after the next pair of bikes. Opponent must notify starter to do so, or race will occur immediately upon correction of dial-in.

32 Bike Field - Super Eliminator

Pair # 1	1 vs. 17	Pair # 9	2 vs. 18
Pair # 2	9 vs. 25	Pair #10	10 vs. 26
Pair # 3	5 vs. 21	Pair #11	6 vs. 22
Pair # 4	13 vs. 29	Pair #12	14 vs. 30
Pair # 5	7 vs. 23	Pair # 13	8 vs. 24
Pair # 6	15 vs. 31	Pair # 14	16 vs. 32
Pair # 7	11 vs. 27	Pair # 15	12 vs. 28
Pair # 8	3 vs. 19	Pair # 16	4 vs. 20

ET BRACKET

In the event of a tie for a qualified position, the first bike receiving the best reaction time shall be given the better qualified position. If the two bikes tie for first, the rider with the best back-up reaction time shall be given the better qualified position.

ET Bracket #1 qualifier (determined by best non-red reaction time on qualifying day) gets a bye run, if there is an odd number of bikes. Second and subsequent rounds, rider with best reaction time gets bye run. Lane choice will be determined by flip of coin or staging director's random process choosing. ET Bracket must display dial-ins on bike large enough for tower operator to read.

Dial-ins are displayed on scoreboards. Once a rider begins the staging process (pre-staged), by doing so, he accepts the displayed dial-in. No changes of dial-in or rerun may occur.

If a dial-in is incorrect, rider must notify starter before pre-staging. If dial-in must be changed, bikes will wait and attempt the race again after the next pair of bikes.

NEW ELIMINATORS - No Points Awarded

General regulations and Grounds for Disqualification policies apply in each eliminator. Points will NOT be accumulated during the season. It is not necessary for a participant to be an IDBA current member. Temporary memberships are allowed.

600cc SHOOTOUT

Heads-up, Pro Street start for stock 600cc motorcycles with limited modifications. Shootout participants qualify for top 4 positions on Saturday. The FINAL FOUR will race on Sunday. Stock engine components only, electric shifter allowed, 58 inch maximum wheelbase, street tires only & minimum weight based on bike year and model. See specific rules on following page.

Awards a qualifier trophy to each one of the FINAL FOUR at each event and each event winner receives an additional trophy & other prizes plus regular contingency to winner & runner-up.

Open SHOOTOUT (unlimited cc's)

Heads-up, Pro Street start for stock unlimited cc motorcycles with limited modifications. Shootout participants qualify for top 4 positions on Saturday. The FINAL FOUR will race on Sunday. Stock engine components only, electric shifter allowed, 60 inch maximum wheelbase, street tires only & minimum weight based on bike year and model. See specific rules on next page.

Awards a qualifier trophy to each one of the FINAL FOUR at each event and each event winner receives an additional trophy & other prizes plus regular contingency to winner & runner-up.

KAWASAKI SHOWDOWN

Dial-your-own handicap for Kawasaki brand street bikes, no wheelie bars, no slicks allowed for local rider (within a 100 mile radius of racetrack). Two practice sessions, then handicap race on Sunday. Winner receives an Awards Cup plus regular contingency.

SUZUKI SHOWDOWN

Dial-your-own handicap for Suzuki brand street bikes, no wheelie bars, no slicks allowed for local rider (within a 100 mile radius of racetrack). Two practice sessions, then handicap race on Sunday. Winner receives an Awards Cup plus regular contingency.

YAMAHA SHOWDOWN

Dial-your-own handicap for Yamaha brand street bikes, no wheelie bars, no slicks allowed for local rider (within a 100 mile radius of racetrack). Two practice sessions, then handicap race on Sunday. Winner receives an Awards Cup plus regular contingency.

HONDA SHOWDOWN

Dial-your-own handicap for Honda brand street bikes, no wheelie bars, no slicks allowed for local rider (within a 100 mile radius of racetrack). Two practice sessions, then handicap race on Sunday. Winner receives an Awards Cup plus regular contingency.

HARLEY-DAVIDSON SHOWDOWN

Dial-your-own handicap for Harley-Davidson brand street bikes, no wheelie bars, no slicks allowed for local rider (within a 100 mile radius of racetrack). Two practice sessions, then handicap race on Sunday. Winner receives an Awards Cup plus regular contingency.

JR. DRAG RACING Ages 8 - 10 years

Dial-your-own handicap, 1/8th mile drag racing. 12.90 Elapsed Time or slower. Rider & motorcycle size must conform with each other. Any brand motorcycle. Time trials and eliminations occur on Saturday. Winner receives an Awards Cup.

JR. DRAG RACING Ages 11 - 15 years

Dial-your-own handicap, 1/8th mile drag racing. 8.90 Elapsed Time or slower. Rider & motorcycle size must conform with each other. Any brand motorcycle. Time trials and eliminations occur on Saturday. Winner receives an Awards Cup.

600cc SHOOTOUT

600 SuperSport is a heads-up no break-out class designated for OEM 600cc motorcycles that have limited modifications designed to produce fair and even competition between the manufacturers.

CLASS REQUIREMENTS:

All motorcycles must remain showroom stock with only the modifications listed below.

1. Approval of 600 SuperSport Motorcycle.

Motorcycles must be 4-stroke production machines submitted for homologation, by the manufacturers and sold for street use to the general public.

2. The following items may be removed: a) Headlights, reflectors and mirrors (Must be disconnected at stock connectors). Stock wiring harness must be in place. b) Instruments and brackets and associated cables. c) License bracket, radiator fan and wiring. d) Passenger foot pegs and hand rails. e) Rear fender or rear section of rear fender may be removed if there is a tail/seat bodywork covering the top of the rear wheel. Front fender may be spaced as required for tire clearance. f) Bodywork may be removed with permission of IDBA Tech Director only if damaged at that particular event; NO sharp edges or unacceptable protrusions as a result of such removal. g) Centerstand. h) Speedometer cable IDBA does not require the removal of any items.

3. The following item may be replaced with after-market parts except as noted: a) handle bars, foot controls, and OEM master cylinders for clutch and brakes must be retained if so equipped from factory. b) control cables c) oil, oil filter and lubricants and fluids d) drive sprockets and chains, no restrictions on chain size. e) exhaust system; any exhaust system permitted that fits into the stock bodywork; no cutting permitted of body panels. NO baffle required.

4. Bodywork limitations: a) Size and dimensions must be the same as original parts. b) Construction must be of fiberglass or plastic, NO carbon fiber panels permitted. c) only factory fairing brackets permitted. d) Should the stock fairing use air ducting tubes

they can be removed. If ram air is used, it must consist of factory parts.

5. Brakes: a) factory brake rotors must be retained; after-market pads and lines are permitted. Only factory brake master cylinders are permitted.

6. Clutch: a) all factory or aftermarket clutch parts and lock-up clutches are permitted. Any internal clutch modifications are allowed as long as the clutch releases with a lever. NO slider type clutches permitted.

7. Carburetor/Intake tract: a) stock factory carbs must be used. b) any factory or aftermarket kits are permitted. c) stock airbox must be in place. d) stock air filter can be removed or replaced with aftermarket filter that fits into the stock airbox. e) airbox vent may be plugged f) no heat shields or modifications to increase air flow to airbox. g) fuel lines may be replaced and fuel filters are permitted. No fuel lines longer than 6 inches of factory fuel lines.

8. Electrical: The use of electrical aftermarket items including computers, shift light, two-steps or stutters, etc. are prohibited.

9. Engine: a) Piston and rings must be OEM standard stock bore parts, cylinder may be honed to increase piston to cylinder wall clearance. NO boring permitted. b) wrist pin buttons are permitted. c) Slotted camshaft sprockets are permitted to adjust cam timing for best performance. d) Valve seat inserts may be reworked or replaced with OEM or aftermarket seats of stock factory dimensions. The thickness of the valve seats may not be increased, metal can only be removed from a standard valve job. Stock valves must be used with stock dimensions, NO removal of aluminum anywhere in the port from the valve to the carbs. NO sandblasting of ports permitted. e) aftermarket valve springs, valve guides and valve shims are permitted. f) combustion chambers can be bead blasted with valves in place. g) any stock or aftermarket head or cyl base gasket is permitted. Milling of any gasket surface is permitted. This allows for increased compression and eliminates the fear of disqualification. h) transmission gears may be shimmed and backcut for more positive engagement. NO automatic gearboxes, every shift must have kill

time through the ignition. Aftermarket shifter return or detent springs are permitted. Air or electric shifters are permitted. i) Oil pressure sending units may be replaced with a hex head 1/8 inch pipe plug. j) Modifications to the stock starting and charging systems are not permitted. However the charging system may be unplugged during competition.

10. Frame: Only stock frames permitted, must display factory vehicle identification numbers. Frames may be polished. Any frame suspected of fatigue is NOT permitted in competition. Rear suspension must have a minimum of 1 inch travel. Wheelie bars NOT permitted. Steering head CANNOT be altered in any way. Stock or stock/extended swingarm must be used. Maximum wheelbase is 58 inches measured at center of axles.

11. Forks: Standard production internal parts of forks may be modified to alter damping qualities. Aftermarket damper kits are permitted, along with springs. A fork brace and steering dampener may be added or replaced with aftermarket units. Steering dampeners must NOT be used for steering stops. 1 1/2 inch MINIMUM front suspension travel.

12. Fuel: Any racing gasoline allowed, NO propylene oxide permitted. Fuel sample must be taken from line between carburetor and fuel petcock or fuel pump. NO artificial cooling or heating of fuel permitted.

13. Ignition: Any stock or aftermarket ignition system is permitted, ignition timing may be altered by any means. Any ignition coils, wires and spark plugs are permitted.

14. Tires: Tires allowed for competition must meet the following criteria: a) Properly marked with the molded-in DOT number and construction/compound identification. b) Available for immediate shipment from U.S. warehouses to any of the manufacturer's U.S. retail outlets for sale to the public. Availability must be maintained throughout the current racing season. c) NO modifications to approved tires. Tire sizes cannot be altered from original manufacturer's specifications.

15. Wheels: Stock wheels only, may be polished.

16. Weight breaks: (with rider) Minimum weights based on model year 1995 and newer only.

Honda		
CBR600	95-98	540 lbs.
	99-2000	560 lbs.
Kawasaki		
ZX6	95-up	560 lbs.
ZX6R	95-98	585 lbs.
	99-2000	590 lbs.
Suzuki		
600 Katana	95-up	460 lbs.
600 RF	95-up	460 lbs.
600 GSXR	96-97	570 lbs.
600 GSXR	98-99	580 lbs.
600 GSXR	2000	585 lbs.
600 Bandit	all	450 lbs.
Triumph		
600	all	560 lbs.
Yamaha		
FZR 600	all	460 lbs.
YZF 600	95-98	520 lbs.
R6	99-2000	575 lbs.

OPENcc SHOOTOUT

Open cc Superbike Eliminator is a heads-up class designed for big bore open class sportbikes. Must be 4-stroke production based motorcycles submitted for homologation, by the manufacturers and sold for street use. Only the changes listed are allowed. This exciting class is designed for the new ultra high performance bikes on the market today, such as the Suzuki GSXR1300, Kawasaki ZX12, Yamaha's new R1, along with Honda's CBR1100X and CBR929. Superbike Eliminator utilizes the same rules as 600 SuperSport with the following changes.

Wheelbase: Maximum wheelbase is 62 inches measured at center to center of axles. Stock or stock/extended swingarm must be used.

Weight breaks: (with rider) Minimum weights are based on model year 1995 and newer only. This is partial listing

for new motorcycles; if your bike is not on the list contact IDBA for minimum weight in competition.

Engine: Engine displacement must remain original, stock pistons required. Cylinder walls can be honed to increase piston to wall clearance.

Honda

CBR 900R	95-97	560 lbs. *
CBR 900R	98-99	570 lbs.
CBR 929R	2000	580 lbs.
VTR 1000	all	570 lbs. **
CBR1100X	all	600 lbs.

Kawasaki

ZX9	95-97	560 lbs. *
ZX9	98-99	570 lbs.
ZX9	2000	580 lbs.
ZX11	95-up	580 lbs. *
ZX12	2000	640 lbs.

Suzuki

RF 900	all	560 lbs. *
TL 1000	all	570 lbs. **
GSXR1100	95-up	580 lbs. *
GSXR1300	99-2000	640 lbs.

Yamaha

FZR1000	95-up	580 lbs. *
YZF1000	all	580 lbs. *
R1	98-99	570 lbs.
R1	2000	580 lbs.

* These bikes do not require an airbox. Any aftermarket racing carbs allowed that uses push/pull throttle cables and are limited to 41mm.

** These bikes do not require an airbox. Any aftermarket racing carbs are allowed