

Rules & Regulations



Qatar Race Club

نادي سباق السيارات والدراجات النارية

The QRC Class Mandates

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

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

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

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

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

General Regulation

1.1. Engine

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

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

1.1.1. EXHAUST SYSTEM

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

1.1.2. FUEL

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

1.1.3. FUEL SYSTEM

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

1.1.4. LIQUID OVERFLOW

Radiator Catch-can is mandatory for coolant overflow; one pint (.471) minimum capacity.

1.1.5. NITROUS OXIDE

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

1.1.6. SUPERCHARGER, TURBOCHARGER

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

1.2. Drivetrain

1.2.1. TRANSMISSION, Automatic

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle.

1.2.2. TRANSMISSION, after market Planetary

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 8.99 seconds or quicker and equipped with aftermarket planetary transmission.

1.2.3. CLUTCH, FLYWHEEL, FLYWHEEL SIDE

Flywheel and clutch meeting SFI Spec 1.1, 1.2 (2-disc maximum) is mandatory on any car running 10.99 or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2 6.3, or 9.1 minimum is mandatory on all other cars running 9.99 or quicker. Cars with rotary engines running 10.99 or quicker must be equipped with a flywheel shield made of 1/4-inch (6.35 mm) minimum thickness steel plate surrounding the bell housing 360 degrees.

1.2.4. DRIVELINE

OEM production line all-wheel-drive vehicles permitted. Drive shaft loop required on all cars running 10.99 or quicker. However, all pre 1990 cars must have drive shaft loop (except vehicles running 10.99 or slower cars equipped with street tires.) axle rear end with conventional rear end housing (Example: 1963 through 1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or E.T. Must have 360 degree, minimum 1-inch wide by 1/4-inch thick (25 x 6.4 mm) axle retention loop Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 9.99 or quicker or any car exceeding 135 mph (217.2 km/h).

Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 is mandatory on cars running 9.99 or quicker or any car exceeding 145 mph. See General Regulations Transmission shield meeting SFI Spec 4.1 is mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one calipers per wheel) hydraulic brakes is mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. One hydraulic shock absorber per sprung wheel is Minimum. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheel-base. See Full automotive-type suspension mandatory.

One operating hydraulic shock absorber per wheel is Minimum. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See Permitted. See General Regulations 3.6. Mandatory on rear engine Dragsters. See General Regulations 4.3. Minimum 3-inches (7.6 cm) from front of car to 12-inches (30.5 cm) behind centerline of front axle, 2inches (5.1 cm) for remainder of Mandatory on any car with top speed in excess of 160 mph.

1.3. BRAKES & SUSPENSION

1.3.1. BRAKES

Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes are mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake rotor with dual calipers. See General Regulations 3.1.3.2

1.3.2. SUSPENSION Altered, Dragsters

Full automotive-type front suspension is mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung is wheel. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheelbases.

1.3.3. SUSPENSION, Stock-bodied cars

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

1.3.4. WHEELIEBARS

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

1.4. Frame/Chassis

1.4.1. GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch-clearance rule.

1.4.2. PARACHUTE

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

1.4.3. ROLLBAR

Roll bar is mandatory in all cars running 10.99 or quicker and in convertibles running 12.99 or quicker, and in dune-buggy type vehicles running 12.00 seconds and slower; all depending on class.

1.4.4. ROLL CAGE

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

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

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



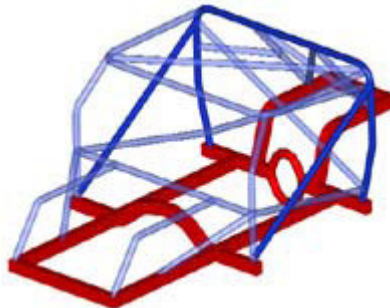
4 or 6 point Roll Bar

To Upgrade your Roll Bar to a full 6 point Roll Cage see the white Pipes



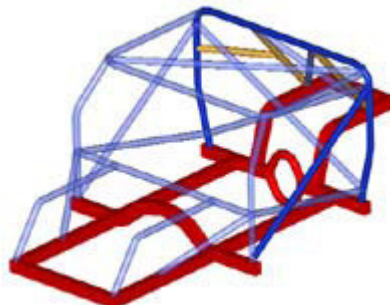
6 point Roll Cage

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



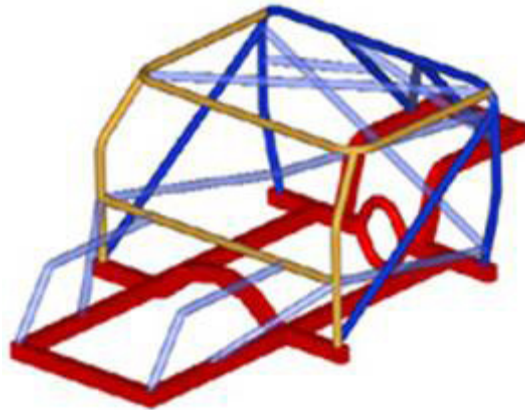
A 4 POINT ROLL CAGE

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



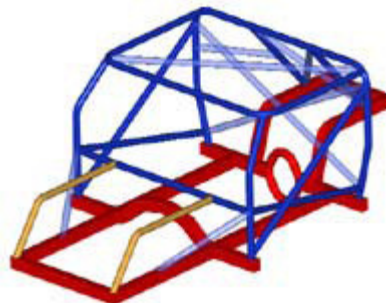
A 6 POINT ROLL BAR

6-point cages start taking advantage of high-force rollover collision protection. 8-point cages have the addition of tubes that come forward from the roof section of the roll bar; towards the windshield. These tubes surround the perimeter of the inside of the roof, with down-tubes now running down the A-pillars. (See figure below)



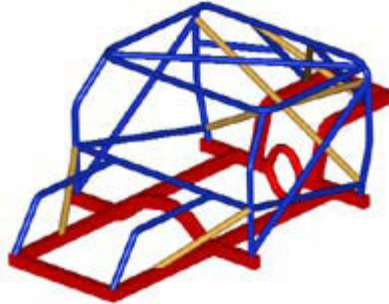
A 6 POINT ROLL CAGE

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



A 8 POINT ROLL CAGE

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



14 POINT ROLL CAGE

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

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

1.5. Wheels and Tires

1.5.1. TIRES

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread Depth. Temporary spares, space-saver spares, farm implement, or Trailer tires are prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 11.99 or quicker.

1.5.2. WHEELS

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

1.6. Interior

1.6.1. SEATS

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

1.6.2. SEATBELTS

Seat belt is mandatory in all cars. Three-inch (7.6 cm) driver restraint system meeting SFI Spec 16.1, mandatory in any car running 10.99 or quicker and in convertibles running 12.99 or quicker, and Dune buggy type vehicles running 12.00 seconds or slower. SFI 16.1 restraint system, when required, includes crotch strap, and must be updated at two-year intervals from date of manufacture.

1.6.3. SHEET METAL

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

1.6.4. WINDOW NET

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

1.7. Body

1.7.1. BODY, Stock-bodied vehicles

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

1.7.2. BODY, Altered-body vehicles

Vehicle body may be chopped, channeled, sectioned, streamlined, etc. in PRO class only. Sedan delivery, 1-ton max trucks or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

1.7.3. FIREWALL

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

1.7.4. FLOOR

Floor of a car is mandatory and could be made of be aluminum, steel, or fiberglass. Magnesium NOT allowed.

1.7.5. HOOD

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

1.7.6. WINDSHIELD, WINDOWS, Stock-bodied vehicles

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

1.8. Electrical

1.8.1. Batteries

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

1.8.2. Master Cutoff

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

1.8.3. TAIL LIGHTS

All cars must have at least one tail light. Any other type of lights in substitute for the tail light (blinking lights) is not allowed.

1.8.4. MOUNTING HARDWARE

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

19. Driver

1.9.1. DRIVER RESTRAINT SYSTEM

Required, see Seatbelt requirements above.

1.9.2. HELMETS & GOGGLES

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

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

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

Drivers in all 13.99 or quicker cars, and all dune buggy type vehicles running 14.00 seconds or slower must wear a helmet meeting SNELL 90, 95, K98, 2000, or SFI 31.1A, 31.2A, Specs. Drivers in supercharged front-engine open bodied cars must wear a helmet meeting SNELL SA95, or SFI 31.1 or 31.2 specs.

Drivers in top Fuel, Funny Car, Pro Stock, Top Methanol Dragster and Top Methanol Funny Car must use a helmet meeting SNELL SA95 or SFI 31.2 Specs, except as noted under Class Requirements. SNELL K98 is acceptable in place of any SNELL M rated helmet. Drivers of any open bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

1.9.3. NECK COLLAR

Neck collar is mandatory in all cars running 9.99 or quicker, or cars exceeding 145 mph. HANS Device required on all PRO and top sportsman drivers.

1.9.4. PROTECTIVE CLOTHING

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

2. Race Procedures

2.1. Warm-Ups

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

2.2. Apparel

Each member of a participant crew must be fully attired when Present in the staging, starting, and competition areas of the Racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or Bare torsos are prohibited when driving in any class.

2.3. Appearance

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

2.4. Helmets

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

2.5. Occupants

No more than one person is permitted in any car during any run, except one co-driver permitted in 13.99 second and slower E.T. cars; co-driver must be a minimum of 16 years old.

2.6. Burnouts

All pre-race burnouts are restricted to designated areas, using water only. During burnouts, participant crews are NOT allowed to hold the car. If a contestant's car should break on a burnout and cannot back up or be pushed back, it is NOT permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is NOT a disqualification. All cars have 3 minutes to stage start from this point (the start of the burnout)

2.7. STARTING LINE CONDUCT

2.7.1. COURTESY STAGING:

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

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

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

All cars must stage under their own power, cars must be driven to and from the staging lanes unless broken. Bye-runs are required to run to advance.

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

2.8. BYE RUNS:

In the event of an odd number of vehicles in a round during eliminations, the following criteria will be used to determine who gets the "Bye". Round one will be a random "Bye" as chosen by the Staging Lane Director. The driver who runs closest to their dial-in with out breaking-out will determine subsequent rounds. Should two vehicles run identical numbers, as in closest to their dial-in, the driver with the quicker reaction time will be awarded the bye run. Only one bye run may be earned per race.

During random pairing eliminations there will be no bye runs unless they are earned, or if there is an odd amount of vehicles. During laddered eliminations, if a laddered vehicle is unable to make a round, that will not be counted as an "earned" run.

29. REDUGIIT

If one of the competitors' leaves the starting line before the starting tree (lights) have shown the green light, it is called red-lighting. So, if you move too soon, a bright red light will flash on the starting tree, and you will be disqualified!

2.10. BOUNDARY LINE REGULATIONS

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

EXAMPLE:



Tire mark "A"



Tire mark "B"

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

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

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

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

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

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

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

2.11. Break Rule:

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

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

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

2.12. Lane Choice

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying E.T. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest E.T. from the previous round.

2.13. Disqualifications

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

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

Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines, INCLUDING PAST THE FINISH LINE, the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are

considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

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

Every race must have a winner. In cases where both drivers are disqualified during the same race, the policy is that the first offender is disqualified and the other driver reinstated, providing the grounds for disqualification were equal. However, in most cases, there are varying degrees of rule infractions, with the policy being that the driver committing the major offence is disqualified; the driver with the lesser offence is reinstated. This system is commonly referred to as "first or worst".

In determining lane boundary crossing violations, it is considered a disqualification when any portion of the tire runs on the painted line surface or the area directly between sections of painted line where the line is not continuous. The benefit of any doubt must go to the driver. If a driver is disqualified during competition for any reason prior to the actual start of a race, that driver will not be reinstated. In all cases of disqualification, the Race Director will have the final determination.

2.14. POINT SYSTEM

2.14.1 Points will be calculated in the following manner:

Participation Points:

Each driver will be awarded 25 points for participation. A minimum of one qualifying run will be required to earn participation points.

Qualifying Points:

- # 1 - 16 Points
- # 2 - 15 Points
- # 3 - 14 Points
- # 4 - 13 Points
- # 5 - 12 Points
- # 6 - 11 Points
- # 7 - 10 Points
- # 8 - 9 Points
- # 9 - 8 Points
- # 10 - 7 Points

- # 11 - 6 Points
- # 12 - 5 Points
- # 13 - 4 Points
- # 14 - 3 Points
- # 15 - 2 Points
- # 16 - 1 Point

2.14.2 Points Awarded for Eliminations

Round Points:
(8 Car / Bike or Car Field)

Winner - 400 Points
Runner Up - 300 Points
Semi Finalist - 200 Points
Qualifier - 100 Points

Round Points:
(16 Car / Bike or Car Field)

Winner - 500 Points
Runner Up - 400 Points
Semi Finalist - 300 Points
Quarter Finalist – 200 Points
Qualifier - 100 Points

2.14.3 Points awarded for best E.T & TOP Speed records

Any participant who beats the track E.T record for his category will be awarded an extra 50 points. Plus any participant who records the top speed in his category will be awarded 50 points. (Each record will require a 1 % backup to get the points awarded)

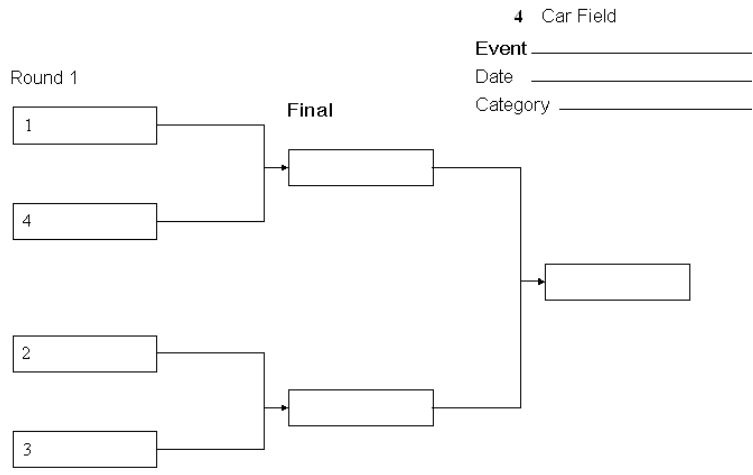
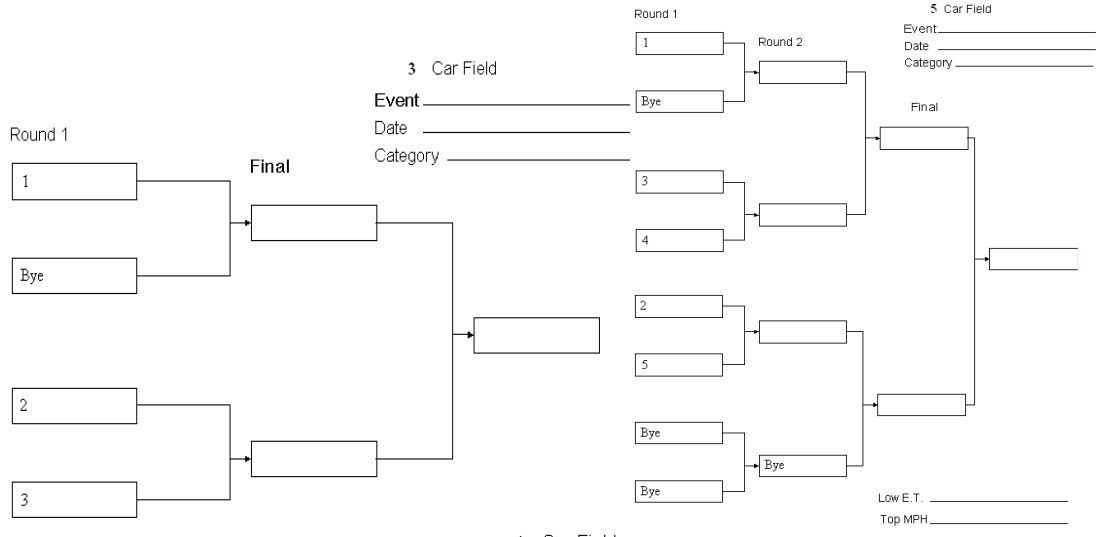
2.14.4 Rain Out/Race Cancellation Points Policy

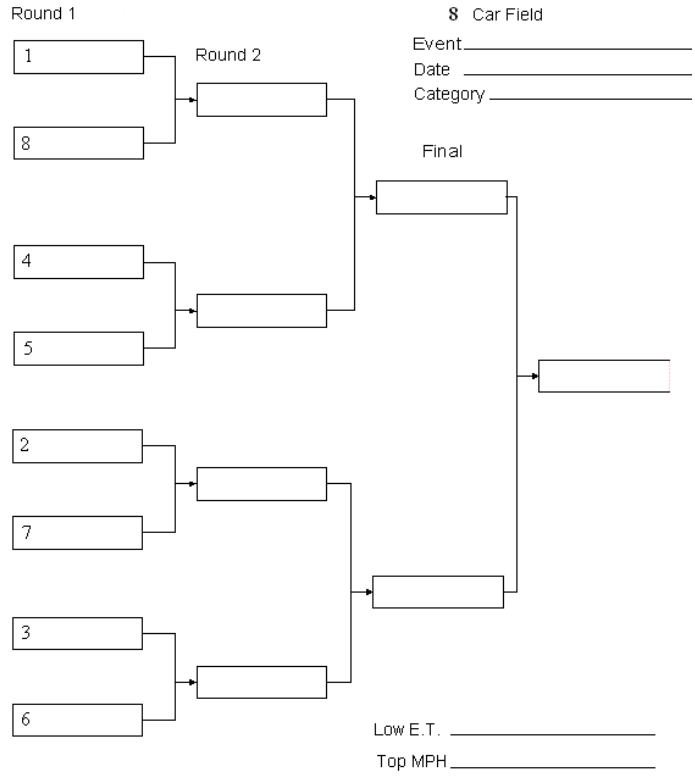
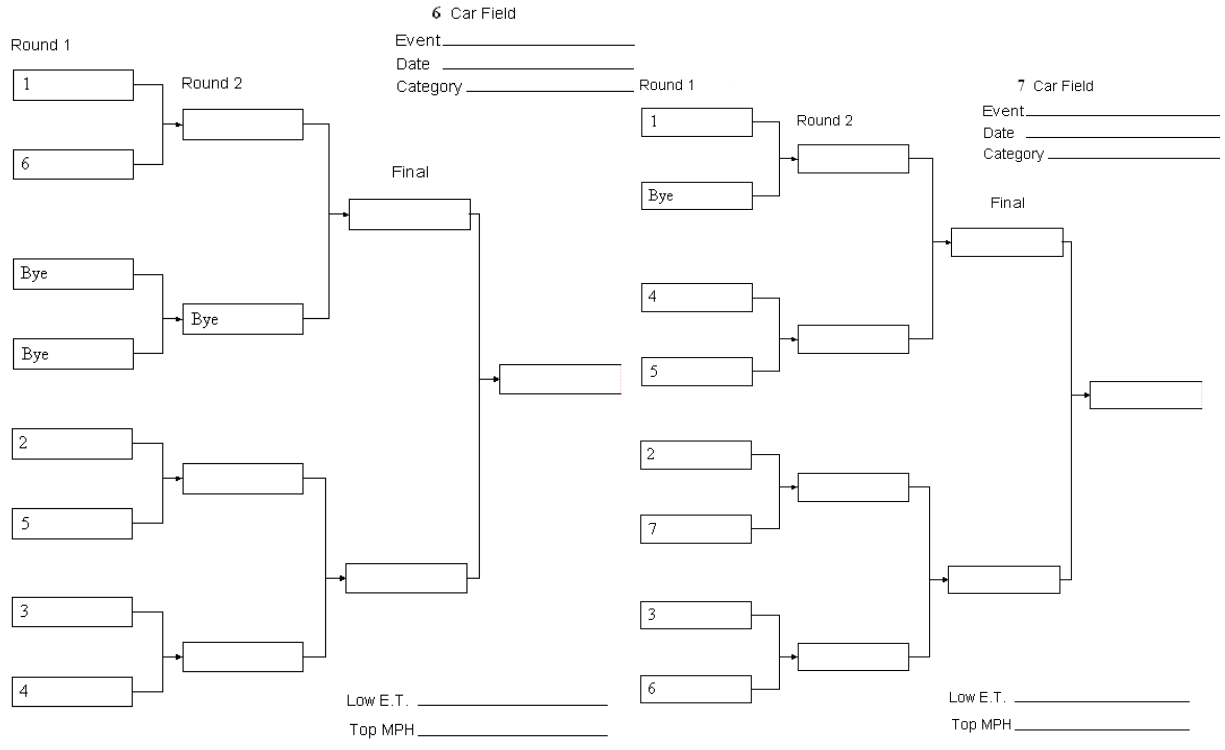
In the event of a rain-out and/or race cancellation, any racer that has successfully participated in the qualifying process will be eligible to receive qualifying points, and will be eligible to count the race as "attended" for championship calculations. If the Rain Out or Race Cancellation occurs then the position that the driver is in i.e. (his location in the knock out tree of qualify) will be given the allocated point of that position.

2.14.5 Tie Breaker Procedures

In the event that two competitors tie for points at the end of season, the tie-breakers will be awarded to the racer who has achieved the highest number of race results.

2.15. Ladder System:





3. Administration Procedures

3.1. Authority for Conduct of Racing

The development of the QRC rules based upon many considerations. These include the safety of the participants and spectators who attend the various events, as well as the development of the greatest opportunity for even competition. The principle source of authority for the conduct of events is the QRC Rulebook. The Rulebook shall govern all decisions at QRC drag racing events. The Rulebook may be amended from time to time through amendments, which appear in the QRC newsletter and/or website. Such amendments are not effective as authority unless and until they are published and are labeled specifically as amendments or revisions to the Rulebook. The rules of QRC may also be expressed in formal official opinions, rulings and interpretations. Such opinions shall not be effective and binding unless they are in writing. Any person requesting an opinion must submit a written request to QRC as is provided for in this section. This is the procedure for obtaining approval of specific types of equipment or body designs. Whenever QRC issues a written opinion in response to a written request, the opinion or notice of the opinion will be made public through publication in the QRC newsletter and/or website and will constitute official opinion concerning the issues they address. Opinions which are not written are advisory only and shall have no binding effect on QRC. Any participant may request that QRC issues ruling render interpretations or adopt proposed changes concerning provisions in the Rulebook or various QRC procedures. The request should be sent to QRC Technical Department, which will consider each such request and will determine, in its sole and absolute judgment, whether such request should be formally considered. If the Technical Department decides to consider such an issue, a panel will be appointed to consider the issue as soon as is reasonably practicable. The panel will consider the issue and make a recommendation to the

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

3.2. Conduct of Participants/Crewmembers

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

3) engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, **4)** otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall violated

the rules & regulations of the QRC. The QRC reserves the final judgment as to what type of behavior, conduct or language shall be deemed hostile, unfair, unsafe, or with issues of unsportsman like conduct and what constitutes threats or abuse. Any inappropriate conduct directed towards fellow participants, spectators, or event officials deemed unsportsmanlike by the QRC officials is grounds for removal from the event or any other disciplinary action as prescribed by the QRC. Any participant or crewmember that makes inappropriate physical contact with a QRC official is subject to forfeiture of event points, ejection from that event and any or all-appropriate criminal charges that may be filed.

3.3. Compliance with QRC Regulation

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

3.4. Compliance of Rules

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

3.5. Racing license

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

3.6. Accepted license

QRC acknowledges the following licenses issued by these organizations:-

- NHRA
- IHRA
- FIA

3.7. Appeal

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

3.8. Drug and Alcohol Policy:

Illegal drugs are not allowed on QRC at any time.

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

4.0

Competition classes:

1. The QRC will have 7 classes for cars and the 3 classes for motorcycles. All classes will start, using a 4 tenths pro- tree.
2. Depending on requests received, the QRC may add classes at a later date. Any such requests must be presented in writing and presented to QRC officials.
3. if the QRC grants such a request, the racers will be notified well in advance. This will be done through the QRC website.

4.1

Pro-Extreme

1. All cars in competition must meet the strict safety standards as dictated by the QRC. (The QRC recognizes NHRA, IHRA, and ADRL safety mandates).
2. all drivers apparel must meet the same strict safety mandates, HANS device required on all drivers.
3. the rules on engine, transmission, body type, tire size and car weight are open. The car need not be self starting.
4. All lenco transmission equipped cans must have SFI approved transmission safety blanket.
5. The QRC reserves the right to ask any competitor to remove his or her self from competition due to lack of experience. The QRC may make such a demand after reviewing a driver's performance during time trials or event qualifying.
6. The QRC allows maximum of 10 crew members on the starting line.
However, if the QRC is notified of special guest, the QRC will make every attempt to accommodate said guest.
7. Radio communication is allowed between crew and driver.
8. Wheelie bar allowed.

4.2

Pro-Nitrous

1. All cars in competition must meet the strict safety standards as dictated by the QRC. (The QRC recognizes NHRA, IHRA, and ADRL safety mandates).
2. all drivers apparel must meet the same strict safety mandates, HANS device required on all drivers.
3. the rules on engine, transmission, body type, tire size and car weight are open. The car need not be self starting. (No Blowers, superchargers & turbocharger kits allowed in this Category)
4. All lenco transmission equipped cans must have SFI approved transmission safety blanket.
5. The QRC reserves the right to ask any competitor to remove his or her self from competition due to lack of experience. The QRC may make such a demand after reviewing a driver's performance during time trials or event qualifying.
6. The QRC allows maximum of 10 crew members on the starting line.
However, if the QRC is notified of special guest, the QRC will make every attempt to accommodate said guest.
7. Radio communication is allowed between crew and driver.
8. Wheelie bar allowed.

4.3

Top sportsman:

1. All cars in competition must meet the same strict safety standards as pro-modified.
2. All drivers apparel must meet the same strict safety mandates as required in pro-modified.
HANS device required on all drivers.
3. The rules on engine, body type, and car weight are open.
4. All cars in competition are limited to a TORQUE CONVERTOR style transmission.
5. All cars in competition must be equipped with either a transmission safety shield or ballistic blanket.
6. All cars in competition are limited to a maximum tire size of 34.5x17x16. bead locks are highly recommended.
7. The QRC allows a maximum of 6 crew members on the starting line.
8. Radio communication is allowed between crew and driver.

4.4

4.50 competition index:

1. This class has a 4.50 second index. The racer that crosses the finish line first without a foul or violating the 4.50 index shall be declared the winner. In the event of a double violation, the racer with a posted time closest to the 4.50 index shall be declared the winner.
2. This competition class has open rules regarding engine, body type, tire, size and transmission.
3. Transmission shield is required on all cars in this class. An engine diaper is highly recommended.
4. All chassis must meet QRC standards. (Dragsters and roadsters allowed).
5. All cars in this class are allowed to burn out across the starting line.
6. The QRC allows a maximum of 4 crew members on the starting line.
7. **Radio communication between crew and driver strictly prohibited.**

4.5

10.5 W out law back half

1. This class is reserved for cars retaining some forms of a stock-style front suspension.
2. This class allows any modification to the front end for engine clearance as long as the overall concept of stock style is retained. OEM parts maybe replaced by after market parts. Cars must retain the original intent of the manufactures' front suspension. Example; if the car was equipped with A-ARMS it must have A-ARMS. Mini struts allowed on Early Chevy II Mustang.
3. this class is open to any engine, engine size and body style combination and transmission.
4. The base weight of this category is 3,000 lbs (pounds).
5. Allowed weight Deductions as per engine size to power adder combination :-
 - a) Naturally aspirated – deduct 400 lbs
 - b) Small block NOS – deduct 600 lbs.
 - c) Big block NOS – deduct 200 lbs.
 - d) Single turbo – small block – deduct 200 lbs.
 - e) Single turbo – big block – deduct 100 lbs.
 - f) Twin turbo – small block – deduct 100 lbs.
 - g) Twin turbo – big block – no deductions.
 - h) Small block blower – deduct 200 lbs.
 - i) 4 & 6 cylinder cars – deduct 700 lbs
6. All automatic transmission equipped cars must have transmission safety shield.
7. All cars in competition, due to the nature of the engines used must be equipped with an engine diaper.
8. All cars are allowed pro-mod style chassis from the firewall back.
9. All cars in this class are limited to a 33x10.5W tire. Any wheel size allowed, bead locks recommended.
10. Wheelie bars allowed, any length not to exceed 105" inches.
11. Maximum 6 crew members allowed on the starting line.
12. Radio communication between crew and driver is allowed.

13. Burn outs across the starting line are allowed.
14. All ballast weight must be bolted to vehicle securely.
15. All cars in the category must pass through scales for weighing during all qualification & elimination rounds.
16. If both cars weigh in after pass with weights lighter than required weights, car with the closer weight will be considered winner.

4.6

super street outlaw (8 cylinder and 6 cylinder)

1. These competition classes (8 cyl. And 6 cyl.) are strictly regulated in the area of chassis modification.
2. All cars in competition are restricted to a stock- type chassis, stock front clips, stock front frame rails and stock front suspension location.
3. The use of after market A-ARMS, shocks, and struts are allowed and provided.
4. Rear trunk floor maybe altered in position upper or lower, must be atleast 80 % of stock floor.
They use the stock mounting points. Shock towers maybe altered but not removed.
5. The interior of all the cars n competition must retain the stock dash (need not be functional). All cars are allowed to remove both passenger and rear seats. Stock appearance must be retained inside the car.
6. All cars in competition must be equipped with either a rollcage or rollbar that is welded to the common area of the car. Subframe connectors are highly recommended and must be welded in if protruding through the floor.
7. All cars in competition are allowed to C-the rear frame rails for inboard tire clearance. Springs and shocks maybe moved inboard for tire clearance. The use of after market springs and shocks are allowed.
8. All cars in competition are allowed the use of after market differential parts. The use of any type of rear-end housing is allowed as long as it retains the OEM appearance of a factory produced part.
9. All cars in competition are allowed the use of stock, slapper bars, caltrac or ladder bars. NO 4-Links.
10. All cars in competition are allowed to replace OEM window glass with lexane for safety.
11. All cars in competition regardless of class (8 cyl. Or 6 cyl.) are allowed any engine and transmission combinations. Engine size and modifications are open.
12. All automatic equipped cars must have shield or ballistic blanket.
13. Trans-brake allowed.

14. The use of any clutch combination is allowed. Must be equipped with an SFI certified bell housing.

15. It is recommended that all cars in competition be equipped with an after market fuel cell. Properly mounted and vented.

16. The use of wheelie bars is Not Allowed.

17. All cars in competition that exceed 140 mph are required to have fully functional parachute.

18. All cars in competition are limited strictly to a 29.5x10.5x15 tire. (NO "W" TYPE TYRES ALLOWED)

19. All cars in competition are limited to 4 crew members on the starting line.

20. Radio communication between crew and driver is allowed.

21. All ballast weight must be bolted on securely.

4.7

Safety mandates for all automotive classes:

1. Drivers in all classes must wear helmet meeting Snell 90, 95, K98, 2000 OR SFI 31.1 A, SFI 31.2 A.
2. Cars must have 2 working doors for entry and exit.
3. Roll bars are mandatory for cars running 10.99 recommended on cars running 12.50 sec or faster.
4. Cars running faster than 9.99 sec and retain a stock body are required to have a minimum 8.rollcage.
5. Driveshaft loops are required on all cars running 11.99 sec or faster.
6. All cars running 11.99 sec and faster must have an SFI approved seatbelt system.
7. All automatic transmissions equipped cars must have a neutral safety switch wired into the shifter. Cars must not start in any position other than park or neutral.
8. All automatic equipped cars running 9.99 sec or faster must be equipped with a transmission shield or ballistic blanket. Highly recommended on all automatic transmission cars.
9. All cars must be equipped with an electrical system on/off switch. Cannot be mounted inside of car. ON-Off must be clearly marked around switch area.
10. The use of engine coolant is strictly forbidden in any vehicle other than an actual street type vehicle.
11. All cars in competition must be equipped with a radiator over flow catch car. The QRC reserves the right to reject any overflow device deemed inadequate.
12. All cars in competition are required a securely mounted and vented fuel tank. The fuel tank is to be isolated from the drivers compartment. OEM fuel tanks allowed on stock (street driver) cars only.
13. All cars in competition must have the battery system firmly secured with a minimum 2 3/8" studs. Marine style battery boxes allowed as long as 3/8" studs retain box. No straps allowed as hold downs.

14. Any car in competition using a nitrous oxide system must have the bottle secured firmly with brackets. Any bottle mounted inside the driver, compartment must use a relief valve vent. This vent shall exit the drivers' area.

15. Any car in competition using a nitrous oxide system, or alcohol injection system must have the whereabouts of these tanks known to the QRC technical inspectors.
16. The QRC technical staff reserve the right to request any competitor to change routing of any electrical, fuel line, or nitrous oxide system line deemed unsafe.
17. Any car in competition is required to be deemed road worthy by the QRC technical staff. This requires four working breaks, a properly maintained suspension system, proper fender to tire clearance, and an engine compartment that is covered (this doesn't apply to dragsters and roadsters).
18. Because of events held at late pm hours the QRC requires one functional tail light. Any competitor (except for heads-up categories) will be disqualified if the tail light is not on when the car leaves the starting line. It is up to the crew and driver to insure at least one tail light is working when the car leaves the starting line. Should the light turn off during the course of the run the QRC staff will ask the competitor to fix this problem. The competitor will not be disqualified.
19. Any car in competition that exceeds 140 mph will be required to have a fully functional parachute system.
20. Any and all drivers are required proper attire while driving in competition. Sandals and shorts are prohibited while driving.
21. The QRC assumes No Responsibility for any accident or damages to any vehicle or spectators vehicle before, during, or after an event.
22. The QRC assumes No Responsibility for any injuries to any competitor even if an extraction must take place to remove an injured competitor.
23. The QRC requires all competitors to have a valid, current issued drivers license. Foreign licenses that are valid are accepted.
24. The QRC reserves the right to ask any competitor, crew member, or spectator to leave the race facility. This action is subject to a written appeal after such action has been taken place. The QRC ask that a 48 hour cool down period take place before delivering an appeal.
25. All cars must be equipped with an engine diaper. (oil retention tray)

5.0

Motorcycle competition classes:

1. As stated before in section 4.0 the QRC will have three classes for motorcycles. All classes will start, using four tenths pro-tree.
2. Depending on request received, the QRC may add classes at a later day. Any such request must be presented in writing and presented to QRC officials.
3. if the QRC grants such a request, the racers will be notified well in advance. This will be done through the QRC website.

5.1

Pro-bike

1. All motorcycles in this class are allowed after market frames.
2. All motorcycles in this class are subject to open rules regarding engine modification, weight, tire size, and wheel base.
3. All motorcycle in this class do not have to be self- starting.
4. All motorcycle in this class are permitted the use of retention straps, with a minimum of 1" ground clearance with the rider seated on the bike.
5. The use of ridged mounted frame is allowed, wheelie bar required.
6. All body fairings and panels must be fully secured.
7. An electrical system is allowed, and the ignition kill switch must be clearly visible and working.
8. all motorcycles in this class are restricted to racing gasoline, the use of alcohol or nitro-methane is prohibited.
9. All Bikes in competition are limited to 4 crew members on the starting line.

5.2

Superstreet bike

1. All motorcycles in this class must maintain a stock appearance, with the OEM fuel tank required. One piece body kit are prohibited.
2. The use of retention straps is prohibited, after market suspension is allowed (shocks, springs, swing arms). Wheelie bars are permitted.
3. All motorcycles in this class must be self starting, push starts prohibited.
4. Any engine modification is allowed, any shifting device is allowed.
5. All motorcycles in this class are restricted to stock diameter wheels only. Cast wheels must have 180 mm or greater tire width. No car tires.
6. All motorcycles in this class are restricted to a minimum of 2" of ground clearance with the rider seated on the bike.
7. All motorcycles in this class are restricted to a maximum wheel base of 64" (+/- 10).
8. Any electrical system is allowed. The charging system must be functional with working headlights and tail lights. The ignition kill switch must be clearly visible and working.
9. All motorcycles in this class are restricted to racing gasoline, the use of alcohol or nitro-methane is prohibited.
10. All Bikes in competition are limited to 4 crew members on the starting line.

5.3

Street bike

1. All motorcycles in this class are of a stock street bike nature and heavily restricted on the modifications allowed.
2. Retention straps or lowering kits are permitted on the front with a minimum of 3" inches of rebound app. Rear suspensions should have a minimum of 1" inch.
3. All motorcycles in this class are restricted to stock frames with no modifications. Stock wheel base must be retained. Swing arm extensions and wheelie bars are prohibited.
4. All motorcycles in this class are allowed after market carburetors. Power commanders for re-mapping are allowed.
5. All motorcycles in this class are allowed any internal engine modification. Modifications to starters and the charging system are prohibited.
Turbo, superchargers and nitrous are prohibited.
6. All motorcycles in this class are permitted the use of after market clutches.
7. The use of electrical air shifters, quick shifters or auto trans..is permitted.
8. all motorcycles in this class are allowed after market fairing, must be same make and module of bike. No carbon fiber allowed unless it is an OEM part. After market windshields allowed. Side fairing removal is allowed.

9. All motorcycles in this class are restricted to standard motorcycle street tires and stock wheels only. Slicks are allowed.
10. All motorcycles are restricted to Standard Pump Gasoline, no alcohol, nitro-methane or racing gasoline is permitted.
11. All motorcycles in this class may remove the following items; reflectors, lights, side mirrors, instruments panels and cables, license plate bracket, radiator fan and wiring, passenger footrest, grab rails, rear fenders or section of rear fender, center or side fairings.
12. The following after market parts are allowed: handle bars, hand and foot control, instruments, switchers, exhaust systems, drive sprockets, chains (maybe oversize), rear shock, air filter.
13. This class allows for an unlimited bike weight, although ballast is strictly prohibited.
14. All Bikes in competition are limited to 4 crew members on the starting line.

5.4

Safety mandates for all motorcycle classes

1. All riders are required full leathers, gloves, boots and a full face helmet meeting DOT, SNELL 90, 95 or 2000 spec.
2. A spine protector is highly recommended in all bike classes.
3. Kevlar and performed material are allowed in non-critical areas.
4. The use of synthetic riding suites is prohibited.
5. All motorcycles regardless of class must appear to be road worthy as deemed by QRC technicians.
6. All motorcycles must have a working front and rear brakes.
7. All motorcycles regardless of class must have a visible and working kill switch.
8. All motorcycles regardless of class must be equipped with either a chain or belt guard.
9. All motorcycle equipped with either an air shift or nitrous oxide cylinder must have said containers firmly attached to the frame.
10. Any motor cycle using a nitrous oxide system must make known the whereabouts of the nitrous oxide cylinder to the QRC technical staff. Pressure relief valve required.
11. Only street drivers bikes are allowed engine coolant at non-national event races.
12. The QRC assumes No Responsibility of any accident or damages to any motorcycle or spectator vehicle, before, during, or after an event.
13. The QRC assumes No Responsibility for any injury, to a rider after an accident, even if the downed rider must be stabilized before medical transport.
14. The QRC requires all competitors to have valid, current issued driver license. Foreign license that are valid are accepted.
15. The QRC reserves the right to ask any rider, crew member, or spectator to leave the race facility. This action is subject to appeal after such action has taken place. This appeal must be presented to QRC officials in writing. This appeal unlike the appeal required in the car categories can be received immediately after removal from the QRC facility.
16. All bikes must be equipped with an engine diaper. (oil retention tray)