

2018 RULEBOOK CRAZY 8'S

Changes from last season are made in **BLUE**.

Revisions during the season are made in **RED**.

Revised **2/7/18**

CLASS DESCRIPTION: Crazy 8's is open to street-legal 2-wheel motorcycles only. 3-wheel or 4-wheel vehicles and snowmobiles are prohibited.

DESIGNATION: The class designation is C/8. All entrants must display this designation on both sides of their motorcycle by their bike number.

FORMAT: This is a 1/4 mile 8.88 Index class run on a .400 pro tree. This class is an all-run field.

GENERAL: A rider may only enter one bike in this class. **The same bike cannot be entered twice in this class by the same rider or another rider.**

CHANGING BIKES: A racer can change his or her bike in time runs, qualifying, or before 1st round (You must notify the tower of change). The bike and rider that runs first round is the one that must be used for the remainder of eliminations, **even if the class is completed on another weekend due to weather.**

PAIRINGS: The first-round bye will go to the #1 qualifier if there is an odd number of bikes. The bye run from 2nd round until the class goes on a ladder will be chosen with a deck of cards, even if there is an even number of bikes to shuffle the order. If there are 17 or more bikes in the round, the class will be randomly paired in the front of the lanes with a deck of cards during eliminations, and once you have entered a particular side of the staging lane and come to a stop, you are committed to that side and cannot jump to the other side or move around someone. Once we get down to 16 bikes or less, the class will be placed on a sportsman ladder based on reaction time from the previous round. If there are 16 or less bikes entered in Round #1, the class will be placed on a ladder based off qualifying. Once the ladder is generated, lane choice is given to the rider with the better qualifying position, and still applies to all subsequent rounds. No rider can receive 2 true bye runs unless everyone remaining in eliminations has received 1 true bye run.

BRAKES: Front and rear brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required.

ELECTRICAL: 2-steps, delay boxes and electronic throttle stops are prohibited. Delay boxes and electronic throttle stops are not permitted on the motorcycle, they must be disconnected and removed.

LIGHTS: All motorcycles must have a functional OEM headlight or aftermarket headlight. All motorcycles must have a functional OEM tail light or aftermarket tail light.

CLUTCH: Slider clutches prohibited. Clutch engagement and disengagement must be controlled by conventional cable or hydraulic-actuated clutch lever. With the engine off and the bike in gear, the clutch must have sufficient engagement force to prevent the bike from being rolled without either sliding the rear tire or rotating the engine. With the brakes locked or the bike otherwise blocked from rolling, the clutch system must have sufficient engagement force at idle to kill the engine if the clutch lever is released. Idle may be set between 1500-2000rpm for this test. The use of ECU mapping or electrical system functions to simulate the positive results of this test is not allowed, engine kill must be as a direct result of clutch engagement drag.

TIRES: DOT street tires only are permitted. All tires must have visible tread. DOT slicks are not permitted.

WHEELIE BARS: Wheelie bars are prohibited.

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) are exempt from the 2" ground clearance check.

GENERAL SAFETY: All riders must have a **SNELL 2010** or newer full face helmet, shoes above the ankle, leather gloves, and a leather jacket. Any rider running faster than 10.99 must also have leather pants. Pants and jacket are not required to be zipped together. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. **No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly.**