

TROPHY

Designation: "T" followed by bike number.

Reserved for street legal twin cylinder motorcycles with any frame configurations. All bikes must have the ability to be ridden on the street but do not have to be tagged and licensed for street use. This class is open to **NON-National Champions ONLY**, anyone who has won a National Championship **cannot** compete in this class!! All entries will compete in eliminations. Eliminations will be run in random pairs until 16 or less motorcycles remain in competition. A sixteen-motorcycle sportsman ladder will be created by reaction time.

Requirements and Specifications

1. ENGINE

Engine: Reserved for street legal twin cylinder motorcycles with any frame configurations. All bikes must have the ability to be ridden on the street but do not have to be tagged and licensed for street use. All entries will compete in eliminations. Eliminations will be run in random pairs until 16 or less motorcycles remain in competition. A sixteen-motorcycle sportsman ladder will be created by reaction time.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (Disc or Drum)

Controls: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return is mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension is not necessary. Struts allowed.

4. FRAME

Frame: Any style and material frame is legal. Must meet Tech Inspectors approval for safety.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheel Base: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tank are allowed but must be mounted and constructed in a safe, craftsman-like manner. Shells are legal. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed. Computers: only data gathering computers allowed. No delay boxes or electronic throttle stops.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. No rollers. No push starts.

Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency kill switch on all motorcycles with 12.00 E.T. and quicker.

Computers: Only data gathering computers allowed. No delay boxes or electronic throttle stops.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2010 or ECE 22.05 approved. Eye protection required.

Protective Clothing: Leather jackets, full-finger leather gloves and hi-top leather shoes or boots. Riders exceeding 120 mph must wear full leathers.

9. TECH

Tech: All motorcycles must be teched in before practice. Motorcycle, rider and his protective gear must be present at tech area. Tech official will have final say on any unclear rule or equipment.