

## **HOT STREET**

**Designation: "HS" followed by motorcycle number.**

Reserved for mass produced American built push-rod and OHC V-twin motorcycles including Harley, Buell, EBR, Victory, and Indian. Motorcycle must be ridden under its own power to staging, starting line and back to the pit area after completion of the run (no towing permitted). This is a heads up, .400second, Pro tree class. Minimum weight of bike and rider will be determined based on engine combination and displacement.

### **REQUIREMENTS AND SPECIFICATIONS**

Engine Case and cylinder heads must be stock or Screamin' Eagle castings only. Engine displacement is unlimited as long as it fits into factory engine and head castings. Intake port, exhaust port and stud locations must be the same dimension angles and locations as originally cast. Only one (1) sparkplug is permitted for each cylinder unless it came from oem with 2 (example M8) . Internal modifications are permitted. Engine must maintain steel crankshaft and rods. Cylinders must be stock appearing. All engines must be naturally aspirated and all air must be delivered through a single, float type carburetor and a one-piece split runner manifold or EFI if factory equipped. Aftermarket fuel injection throttle bodies are permitted only on bikes originally equipped with EFI. NO fuel pumps are permitted on carbureted engines. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Active crankcase evacuation systems are not permitted. Must use OEM frame. NO performance enhancing modifications to the frame cradle/engine bay allowed ie; raised or modified back bone. NO data gathering, wheelie bars, lock-up clutches, 2 steps, or engine kill allowed. Charging system is not required. NO automatic transmissions or air shifters. Bikes must be foot shifted. DOT legal motorcycle tires required. 68" MAXIMUM wheelbase. Any race gasoline is legal. Ethanol fuels (E85/E98) are legal. Methanol, nitromethane, or propylene oxide are not permitted.

### **PROTESTS:**

Any racer qualified in the class may protest the legality of a competitor's motorcycle. Protest fee is \$350. If a motorcycle is to be found in violation of the rules, the protest fee will be returned back to the racer who filed it. If a motorcycle is found to be within the guidelines of the rules, the protest fee will be given to the owner of the protested motorcycle. The person claiming the protest must specifically claim which part they feel is illegal and to be inspected. The protest fee is for internal questioned parts, external visuals may be questioned at any time.

### **MINIMUM WEIGHT:**

The minimum weight of the bike and rider combined will be determined based on engine combination and engine displacement. All combination formulas are made up of a "base weight" plus 2.6lbs per cubic inch of displacement. Base weights are different for each combination. Base weights could be changed in the future to maintain parity. Base weights are as follows:

**XL:** 396lbs      **EVO/TC/M8:** 361lbs      **OHC:** 492lbs