

CLASS DESCRIPTION: Street E.T. is open to street-legal 2-wheel motorcycles only. 3-wheel or 4-wheel vehicles and snowmobiles are prohibited.

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

FORMAT: This is a 1/4 mile E.T. bracket class run on a .500 full tree. This is an all run field. All bikes must be 15.99 & quicker.

POINTS: This class will be a points class at all XDA events.

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: During eliminations, 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. The bye-run will be pulled with a deck of cards even if there is an even amount of bikes to shuffle the order. Bikes will be run side by side in the lanes. If we run out of bikes in one lane, then they will be run front to back with the front bike having lane choice. No rider can receive 2 true bye runs unless everyone remaining in eliminations has received 1 true bye run. [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. Once the ladder is generated, lane choice is given to the rider with the better qualifying position.](#)

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 05 or higher 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.