

**CLASS DESCRIPTION:** Designed for street-legal bikes with limited modifications. Parity is maintained among diverse rider sizes with a series of wheelbases based on rider weight. In an effort to both control costs and to keep the visual appearance as close to the original production design, the rules in Real Street restrict the use of aftermarket components and require the retention of the OEM components whenever practical. Typically, if the OEM parts will perform their required tasks sufficiently and safely, aftermarket replacement parts are discouraged. Racers should construct their bikes with the spirit and intent of these goals in mind.

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

**ALTERNATES:** Alternates will NOT be used for broken bikes on the first round ladder, because of the “B” class.

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

**CHANGING BIKES:** A racer can change his or her bike in qualifying if there is still another qualifying session for the class, however all previous qualifying data will be erased, and the racer must re-qualify the new bike (You still need to notify the tower to change). The bike and rider that runs the 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.

**SAFETY:** All riders must have a SNELL 10 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.

**RIDER AGE:** All participants must be at least 16 years old with a valid state driver’s license. If you do not have a valid state driver’s license, then you must be at least 18 years old. All riders must be able to present their State Issued ID card upon request at tech inspection. Anyone caught racing underage without a valid state driver's license will be disqualified with no refunds, and you can be suspended from the XDA indefinitely.

**PAIRINGS:** Class will be placed on a pro ladder starting first round.

**LANE CHOICE:** First round lane choice goes to rider with better qualifying position, and lane choice afterwards goes to Low ET from previous round.

**DIAPER:** An engine containment diaper with pigmat is required.

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**FRAME:** OEM or aftermarket frames are permitted.

**WHEELIE BARS:** Wheelie bars are prohibited.

**ENGINE:** **Must be a V Twin engine.** There is no cubic inch restriction.

**TIRES:** DOT-approved motorcycle street tires only. Slicks are prohibited.

**DATA ACQUISITION:** Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system are prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering wheel/tire, rear drive wheel/tire, or transmission shaft to measure speed, distance, or track position, is prohibited.

**RIDE HEIGHT SENSORS:** Ride height sensors are defined as any device capable of measuring the distance between any fixed point on the motorcycle and the track surface. Ride height sensors may not be mounted on any component of the front suspension.

**RIDER WEIGHT:** All riders must weigh-in at tech inspection. Riders will only be allowed to wear one pair of underwear, one pair of shorts, one short-sleeved shirt, and one pair of socks while being weighed in (Shoes, jewelry, hats, watches, etc. must be removed, and all pockets must be empty). Riders will only be given one chance to weigh-in at tech inspection and will be required to run the wheelbase placed for that weight. Any rider caught attempting to hide ballast on their person will be disqualified from the event and will face a one-year suspension from XDA & MAN CUP.

**GROUND CLEARANCE:** Static ground clearance measurements will be taken with rider seated on bike, hands on handlebars, and feet forward with heels only contacting the ground. All components, including bodywork, must pass a ground clearance check.

**RULE REVISIONS:** In order to maintain a level playing field, XDA will monitor the performance numbers of the numerous combinations of rider weights and power adders found in this class. From time to time, it may be necessary to adjust the wheelbase and rider weights to help promote class parity. Racers should take this into consideration when constructing their bikes, and should allow room in their swingarms, bodywork, fenders, etc. for changes in wheelbase. Any rule revisions deemed necessary by XDA would be officially posted on the XDA website a minimum of 14 days prior to the event in which they become effective (the rulebook on the XDA website on the day of the event is in full effect). Any rule revision deemed necessary for the reasons of safety may be made at any time, even after the start of an event, and may be made effective immediately.

**WHEELBASE MEASUREMENTS:** In order to aid in performing wheelbase measurements, all entrants must have axles with either dimples or holes located in the center of the axles. These holes or dimples must be at least ¼” in diameter and at least ¼” deep, and must be located on both front and rear axles. All components must be mounted in a fashion to allow an unobstructed access to the axles from both sides of the motorcycle. With the front wheel straight and standing from a perpendicular side view on both sides, there must be a direct line of sight to both axles large enough to allow a wheelbase measurement tool of up to 1.5” in diameter to access the axles. No components of the bodywork, fender, turbo, exhaust, or any other components may block this view. Fabrication and design should take into consideration these requirements.

Engine Combination	Power Adder	Maximum Wheelbase	Ground Clearance
45-Degree (Knife & Fork connecting rod)	Turbo	74”	2”
45-Degree (Knife & Fork connecting rod)	Nitrous	74”	2”
45-Degree (Side by side connecting rod)	Turbo	74”	2”
45-Degree (Side by side connecting rod)	Nitrous	74”	2”
60-Degree (OHC)	Turbo	74”	2”
60-Degree (OHC)	Nitrous	74”	2”

\* Any new engine combo that isn’t already listed in the chart above must be reviewed and accepted by the Rules Advisory Board & the XDA before it will be added to the rulebook and allowed to enter the class.