

Super Streetbike's First-Annual Top Speed Shootout

Think you've got a fast streetbike? Well, prove it! Join us at the Maxton Monster Mile next September for our first-annual top speed shootout, where we'll crown the fastest streetbikes in America!

We're on a quest to find the fastest streetbikes in America, and we want to give you a chance to claim this most prestigious title. Organized in conjunction with the East Coast Timing Association at the world-famous Maxton Monster Mile in Maxton, North Carolina on the weekend of Sept. 23-24, 2006 (rain date: Oct. 28-29), our Top Speed Shootout will pit bikes in six separate classes against each other to see who has the fastest bikes in America measured by top speed posted on Maxton's standing start, one-mile course. Bikes will be eligible to race in six classes: 600cc all motor; 600cc plus one power adder (nitrous, turbo or supercharger); 1000cc all motor; 1000cc plus one power adder; unlimited cc all-motor; and unlimited cc plus one power adder. To encourage the hot-rodding spirit, rules will be virtually anything goes. The class displacements refer to the engine cases only—if you can get 800ccs out of a 600 motor and keep it together you're eligible for the 600cc class. All bikes will need to conform to the ECTA safety rules, otherwise anything goes! In addition to the six classes outlined above, there will also be a target mph contest with an award going to the rider who breaks the timing beam closest to 150,000 mph, making virtually anyone with a sportbike able to get involved in this contest. Winners will each receive an "ECTA/Super Streetbike Fastest Streetbike in America" riding jacket and, of course, the undeniable bragging rights the go along with owning one of the indisputable fastest bikes in the country. See below to view the complete Top Speed Shootout rules and find out everything you need to know to get started building your bike up to win this event. We look forward to seeing you in Maxton next September!

Complete Rules Below:

Here are some bullet points to get you started for you and your bike.

- ZR rated tires in good condition: Shaved for over 225 mph
- Metal valve stems and metal caps
- Full length METAL chain guard...from frame to rear of back sprocket
- Steering damper on all bikes no exceptions
- All glass should be removed or taped over (Plastic lens are ok as is)
- Rear foot pegs removed
- Tether kill switch wired into the electrical system of the bike
- Throttle must close upon release from full (snap shut)
- Clutch and brake levers must have ball ends
- Class # displayed on both sides of bike (can be duct taped and printed)

Safety Wiring...

- Oil fill cap, drain plug, filter
- Radiator cap, overflow bottle cap taped
- Rear Axle clip or cotter pin acceptable, otherwise wired
- Front axle pinch bolts, and both side nuts(or contained axle end on Busa etc)
- Brake/clutch master covers taped over

As a rider you will be required to comply with the following:

- 1 or 2 piece leather suit....must have 270 degree zipper if 2 piece.
- Back Protector
- Snell Helmet....Snell95 or newer. Don't even try arguing about the quality of your DOT helmet
- Leather boots at least 8" tall (Road race style boots are highly suggested)
- Gloves...leather racing gloves non-perforated

Now for more specific information from the ECTA Rule Book.

This information is provided to get you started. If you are serious about competing in the Super Streetbike Top Speed Challenge, order an ECTA rule book. Go to FAQs for ordering information.

VI-1 GENERAL RESTRICTIONS FOR MOTORCYCLE ENTRIES:

- A. Speed Trials are open to all ECTA members in good standing. A current and valid state driver's license is required.
- B. Speed Trials operating procedures shall be the same as OPERATING PROCEDURES SECTION I.
- C. Production records are subject to approval and will be certified only after comparison with the manufacturer's specifications for the model. Entrant is required to provide suitable documentation, including photographs.

VI-2 GENERAL EQUIPMENT STANDARDS FOR SPEED TRIALS:

A. NUMBER/CLASS PLATE: Two (2) designation plates are required, one each side. Plate dimensions are 6" high and 8" wide with the four corners cut off at a 1" radius. Plates must be securely mounted and completely visible from either side while the rider is in the riding position. All numbers must be a minimum of 5" high and 1" wide and letters at least 1" high. Motorcycles may have an area 6" high and 8" wide (minimum panel) on both sides in lieu of plates. Class designation must be clearly displayed on or within 12" of the plate.

B. KILL SWITCH and FUEL SHUT OFF: All motorcycles must have a positive off, kill switch which must be able to stop a running engine and remain shut off and be operated without removing the hands from the handlebars. Also required are an ignition kill switch and a fuel pump shut off, both actuated by a lanyard attached to the rider. Gas and Fuel Class entries (with the exception of Nitromethane) must have a fuel shutoff for each tank operable from a normal riding position. Fuel class entries running Nitromethane must have a fuel shutoff operable without moving the hands from the handlebar's). All unvalved portions of fuel or gas lines (including saddle tank crossover lines) must have fire resistant or fireproof connecting lines and fittings. Aeroquip fire sleeve cover meets this requirement.

C. THROTTLE: A self-closing throttle must be fitted to all motorcycles.

D. CONTROLS: Control levers must have at least a $\frac{1}{2}$ " diameter round ball end. The handlebars must locate the hands outside the width of the fork tubes (6" minimum). It is suggested that the configuration of the handlebar's locate the thumbs at least 10" apart. An entrant may be required to demonstrate low speed handling and stability to meet this requirement. The rider must use the handlebar (s) during the entire run. Fork stops must stop fork travel before the hands touch any other part of the motorcycle. If a hydraulic steering damper is used, the rod shaft (or piston) may not be used for the fork stops.

E. HEADLIGHT: Headlights, if used maybe no more then 7" in outside diameter at the "lens" surface with a front radius of not less then 18". The front surface must be perpendicular with the ground within 5 degrees with the rider in normal riding position. No more then 2 headlights maybe used. Glass headlight requires taping to retain breakage and the tape is limited to the glass lens.

F. MIRRORS: Must be removed unless integrated into the fairing.

G. FOOTRESTS: Footrests must be provided as per requirements of the class entered and the rider must use them during the entire run. Foot controls must be operable with feet on footrests. Only one set of footrests allowed.

H. BRAKES: A rear brake is required on all motorcycles. It is recommended that all motorcycles have front and rear brakes. A front and rear brake is required over 175 MPH on Motorcycles without parachutes and must be an internal expanding drum type or hydraulic actuated disc brake unless original equipment for that model. The failure of one brake shall not affect the operation of the other brake. Actuation may be from footrest or handlebar.

I. TIRE REQUIREMENTS: The minimum tire requirements will be governed by ECTA inspection officials as follows:

- **Up to 125 MPH** Standard production tires.
- **126 to 150 MPH** V rated or better tires of standard road tread.
- **151 to 200 MPH** Road racing branded tires or Z rated
- **201 MPH and up** Certified LSR tires or tires certified by the manufacturer.

Tire speed ratings for V rated and road race branded tires will be increased by 50 MPH if shaved. (Z + 25 mph if shaved) Shaving is defined as removal of 50% of the original tread depth. Due to the extended duration of this event rear Drag Slicks are not acceptable. In addition, tires with cord showing are prohibited.

All Competitors exceeding 200mph will be required to inspect the tires immediately after each run.

J. WHEELS: It is highly recommended that strict attention be paid to wheel alignment, wheel balance and tire run-out. It is required that solid disc front wheels be cross ventilated by an area equal to at least 25% of nominal rim circle area.

No wheel discs are permitted. Front wheel rim and tire must be clearly visible from either side for a continuous 180 degrees of their circumference. Rear wheel rim must be clearly visible from either side for the rear 180-degree portion of its circumference from a vertical line drawn through the center of the rear axle.

K. VALVE CAPS AND STEMS: All tire valve stems must be fitted with metal valve caps. All tire valve stems must be metal, with the exception of production class entries.

L. GASOLINE: For all record attempts, it is required that all entrants use the "Event" race gasoline and have their tanks sealed after filling. The addition of a power additive or changes of any nature other than oil designed for gasoline engine lubrication is prohibited. Engines using LPG or Diesel fuel may compete in gasoline classes. Nitrous Oxide bottles must be removed when competing in gasoline classes. Water injection is allowed, but water tanks must be inspected and sealed by an ECTA official.

M. FUEL: In fuel classes, any approved liquid fuel may be used. Approved fuels are Nitrous Oxide, Nitromethane, Alcohol, and non-approved Gasoline. Nitrous Oxide installations must provide crash protection for the shut off valve. Nitrous Oxide bottles and lines are considered a portion of the fuel system and governed by all fuel system requirements. Nitrous Oxide bottles shall be securely mounted. Hose clamps alone are not sufficient. Vehicles with Nitrous Oxide systems shall be visibly identified as such and the location of the bottles shall be indicated on the exterior of the vehicle.

N. AXLES: All axles, axle-retaining nuts, pinch bolts and axle cap retaining nuts and bolts must be safety wired or otherwise secured by visually verifiable means. Lock washers, self-locking nuts or thread locking compounds do not meet this requirement.

O. TOWED STARTS: Towed starts will not be permitted.

P. STEERING DAMPER: Required over 125 MPH, no exceptions.

Q. ENGINE SIZE: Displacement must be greater than the maximum allowable for the next lower class. To permit minor reconditioning of worn cylinder blocks, in classes other than Production, it is permitted to increase cylinder bore diameter .020 inch (.508mm) beyond that which provides maximum displacement for the class. In all cases, the resulting displacement must be exceeded to qualify for the next higher class. The .020-inch (.508mm) will be discounted for record certification and will be noted on the certification card and in the logbook.

R. SEAT AND SADDLE: No part of the seat or saddle or anything to the rear of these may be more than 42" above the ground when the motorcycle is loaded. Exception: OEM configuration in Production classes only.

S. STEERING AND SUSPENSION: All steering, suspension, and control linkage components and frames must comply with SECTIONS III-23 STEERING and III-24 FRONT END AND SUSPENSION unless clearly not applicable to motorcycle configurations.

T. UNSAFE MOTORCYCLE: If a Technical Inspector judges any vehicle unsafe it will not be allowed to compete.

U. EXHAUST: All exhaust system outlets must be directed away from the course surface.

V. SAFETY: All fluid inlets and outlets must be secured by an approved method. Engine oil, transmission oil and primary oil filler and drain plugs must be safety wired. Oil filters must be safety wired. Suspension filler and drain provisions and brake fluid reservoirs may be secured by any positive visible means such as mastic, tape, safety wire, lock nuts, lock washers or wire ties. Cooling fluid other than engine oil must have positive sealing, no open containers are allowed. Fluid catch cans must have sufficient capacity, and may be vented to the open air in the upper portion of the container. Motorcycles over 175 MPH are required to also safety wire, radiator drain plugs and any radiator hose fastenings. Catch cans for engine, transmission and radiators are encouraged. Motorcycles with leaking fluids may be bared for further competition until the problem has been corrected to the satisfaction of the competition committee. Water cooled motorcycles are required to use plain water, water with water pump lubricant or a commercial preparation such as Red Line "WaterWeter".

VI-3 RIDER'S APPAREL:

All motorcycle riders are required to use the following riding equipment except where clearly inconsistent with SECTION VI-4 D) STREAMLINER rules.

A. RIDER'S HELMET: All riders must wear a full-face coverage helmet certified to meet Snell Foundation 2000 specifications or equivalent.

B. GOGGLES: Shatterproof goggles or flat face shields must be worn.

C. LEATHERS: Leathers certified by a recognized manufacturer to be suitable for the application are required. One-piece suits or two-piece suits zippered together are allowed. Required over 175 MPH: One-piece leathers or two-piece leathers with full (270 degree) metal zipper. Also required over 175 MPH: Special protective armor, as produced by a recognized manufacturer, with minimum coverage at elbows, knees, shoulders, hips and back. Undergarments having the required armor coverage are acceptable, when the undergarment is worn with the required leather suit.

D. BOOTS: Zippered, buckle or lace up leather boots, of substantial construction, are required and must be at least 8" high. Required over 175 MPH: Boots manufactured or produced specifically for high-speed motorcycle racing use such as motorcycle road racing equipment.

E. GLOVES: Leather gloves produced specifically for high-speed motorcycle racing are required. No perforated or skeleton gloves are permitted.

Then in order to keep the spirit of street racing Super Streetbike has made a few rules to make sure the event stays in the spirit of street bikes.

1. All bikes must have a 2006 tag in your state and the tag must be on the bike for the entire meet. We will require you to present your registration paperwork.
2. The bike must have a working headlight and tail light.
3. The bike must be ridden by the registered owner from Rule #1. This means NO JOCKEYS.
4. All bikes must comply with MPS, APS, P/P or P/PS classes from the ECTA rule book. This basically means everything is allowed except streamliners.

If an item is not specifically covered above, we will defer to the ECTA rule book other than the differences in engine displacements which are below:

600cc Any engine displacement that can be obtained from a production set of engine cases and made for a bike that originally had under 600cc. For example a GSXR600 can be bored and or stroked as far as you are mechanically able and it will still be allowed to compete in the 600cc class. This also means that 750cc engines or 1000cc engines can not be installed into 600cc frames. The bikes frame must be from an original 600cc bike.

600cc-Power Adder - Same as above but ONE power adder will be allowed. Nitrous, turbo or supercharger. Only ONE.

1000cc Any engine displacement that can be obtained from a production set of engine cases and made for a bike that originally had under 1000cc. For example a ZX-10R can be bored and or stroked as far as you are mechanically able and it will still be allowed to compete in the 1000cc class. This also means that 1200cc engines or larger can not be installed into 1000cc frames. The bike's frame must be from an original 1000cc bike.

1000cc Power Adder - Same as above, but ONE power adder will be allowed. Nitrous, turbo or supercharger. Only ONE.

Unlimited cc - Any production based motorcycle can be used with no limits on engine displacement.

Unlimited cc Power Adder - Same as above, but ONE power adder will be allowed. Nitrous, turbo or supercharger. Only ONE.

Classes:

SSB-600 Super Streetbike 600cc
SSB/P600 Super Streetbike 600cc with power adder
SSB-1000 Super Streetbike 1000cc
SSB/P1000 Super Streetbike 1000cc with power adder
SSB/U Super Streetbike Unlimited
SSB/PU Super Streetbike Unlimited with power adder
SSB/150 Super Streetbike 150MPH index class (closest to 150.0000 wins)