



2023 MAN CUP COMPLETE RULEBOOK

GENERAL REGULATIONS

GENERAL SAFETY

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be Kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

TECH:

All Motorcycles must be teched in before any passes down the track, **NO EXCEPTIONS**. The Motorcycle, rider, and rider protective gear must be present during the tech process. Motorcycles in the Man Cup Annual Tech Inspection program must follow all program rules and are solely responsible for keeping compliant. Any violation of tech inspection can include but is not limited to penalties of points loss, event ejection, and suspension from the season or series. Additionally, racers must comply with our tech spotter in front of the staging lanes before entering the water box.

MEMBERSHIPS: Man cup does not charge a membership fee; however, all bikes must have a Man Cup decal located on both sides of their motorcycle in a visible area.



PRE-REGISTRATION: Tech cards are required to be pre-purchased online. In the case where you have purchased a tech card but the class didn't meet the minimum to run, you will be refunded 100% via the method of payment.

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 with proper identification.

DIAL-IN: Always be sure to verify your dial-in on the dial-in board in front of the water box. There are no re-runs if you stage to an incorrect dial-in.

SPEED LIMIT IN PITS: The speed limit in the pit area is 10 mph at all times.

TECH INSPECTION: Pro classes will be tech inspected at the scales. Sportsman classes will be tech inspected at the racetrack's normal tech location. Tech inspection reserves the right to inspect a motorcycle before, during or after the event is concluded for any reason.

PIT BIKES: ATVs, UTVs and full-size dirt bikes are prohibited at Man Cup events. Golf Carts, scooters, and minibikes only are permitted for use. Pit Bikes are permitted for race team use only. Spectators are not permitted to have pit bikes of any kind. All pit bikes must have the participant's bike number on it. Anyone who operates a pit bike, bicycle, golf cart, or anything else with wheels must be at least 16 years old with a valid state driver's license.

STARTING LINE: If for some reason, you are held up by a track official, such as to change a wrong dial-in, cleaning or getting debris from the track, waiting for slow bikes to turn off of the shutdown area, etc., and your engine is too hot to race, or tires too cold, let an official know immediately. Once you stage, it is a race.



Auto Start

Class	Staged Minimum	Staged to Start	Timeout
Pro Bagger	0.6	0.7	10 Seconds
Top Sportsman	0.6	1.1	10 Seconds
Ultra Sportsman	0.6	1.1	10 Seconds
Pro Ultra 4.60	0.6	0.7	7 Seconds
Pro Mod	0.6	0.7	7 Seconds
Top Gas	0.6	0.7	7 Seconds
Super Comp	0.6	0.7	7 Seconds
Pro ET	0.6	1.1	10 Seconds
Street ET	0.6	1.1	10 Seconds
Pro Open	0.6	0.7	7 Seconds
V-Twin	0.6	0.7	10 Seconds
Grudge	0.6	0.7	15 Seconds
Pro Stock Limited	0.6	0.7	7 Seconds
Pro Street	0.6	0.7	7 Seconds
Real Street	0.6	0.7	7 Seconds
Super Stock	0.6	0.7	7 Seconds
Super Eliminator	0.6	0.7	7 Seconds
Top Fuel	0.6	0.3	15 Seconds

* Stage is the minimum amount of time the tire breaks the beam to begin autostart

* Staged to start is the amount of time both bikes are staged to begin AutoStart countdown.

* Timeout is when one bike is pre-staged and staged, and the other bike is only pre-staged, this is the amount of time left before tree activates.

QUALIFYING SHEETS & LADDERS: Always be sure to review the qualifying sheets and ladders. In addition, these sheets and ladders will be sent to all individuals registered for the racer messenger service. Please dial “mancup” to 77222 to enter. Standard messaging rates apply.

BURNDOWNS: If two racers are in the middle of a burndown, the starter will only let them continue for a reasonable amount of time. If any unreasonable amount of time is used the starter will point the racers to go in and stage. If the racers do not go in within 20 seconds of the starter pointing them in, then both racers are subject to disqualification.

STAGING LANES: 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 number 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.

CLEAN-UPS & WARNINGS: If you have a problem with your bike such as: not running right, smoking, or excessive tire spin due to leaking fluids. Please pull over and stop as soon as you can safely. This will aid in clean-up time, allowing officials to get the track back up and going as soon as possible. If you are given an official warning, you are subject to disqualification if the starter must check the track behind you a second time.

BYE RUN PROCEDURE: Man Cup has adopted the policy of any rider being able to skip his/her legal bye run or competition breakage pass altogether in the interest of saving time and



keeping the elimination process moving forward. All Pro, Sportsman, and ET riders now have two choices when it comes to a bye run or competition break pass.

1. Announce to the head of staging that he/she is electing to forego their earned bye or competition break pass. This eliminates the need to take the tree under power. Making this election will assure the said rider of not having lane choice in the next round.
2. Announce to the head of staging that you intend to make a pass on your legal bye run or competition break pass. If selecting this option, once the rider passes the ready line, he/she is obligated to be able to take the tree under power. Failure to do so will disqualify the rider from further competition.

LANE BOUNDARY: Any bike touching the center line, touching the wall, or hits a foam block during the measured race will be disqualified. In situations where a rider has a true bye or a broke bye in eliminations, he/she is considered the automatic winner once he/she stages under power regardless if the bike touches the center line, touches the wall, or hits a foam block during the measured race. However, the rider will lose lane choice the next round.

HITTING FOAM BLOCKS: In the event that a foam block is hit/moved by a rider, his or her bike, or apart from his or her bike during TESTING then a \$50 fine must be paid before the rider can make any more runs at the event. If the foam block is hit/moved by a rider, his or her bike, or apart from his or her bike during official TIME RUNS, QUALIFYING or ELIMINATIONS then a \$50 fine must be paid before the rider can make any more runs at the event and the rider will also receive a 10-point deduction in their championship points chase.

RECORD CLAIMS: Any Man Cup racer that wishes to claim a record must notify tech inspection at the scales upon a "record run" or a "back-up run" so an inspection of the bike can be made. All record claims must be made at tech at the conclusion of the run. If the record was not claimed at tech at the conclusion of the run then that run cannot be counted as it was not verified. There is no limit to the amount of "record runs" or a "backup runs" made at an event. All Manufacturers Cup records must be backed up by 1% on the same weekend during qualifying or eliminations only. Any racer that wishes to claim a record must proceed to tech inspection in order to claim that record.

UNSPORTSMANLIKE CONDUCT: Any racer that causes physical harm to another person, or acting in an unsportsmanlike manner is subject to be barred from all Man Cup events for up to 1 year, forfeit all season points, and have to pay a \$1,000 fine before returning to Man Cup. Please handle yourself like a sportsman.



MALICIOUS CHEATING: Any racer caught maliciously cheating can be barred from all Man Cup events for up to 1 year, forfeit all season points, and have to pay a \$2,000 fine before returning to Man Cup. Read the rules and make sure your bike is legal.

GRUDGE RACING: In the event that there is a time slip printer failure and you need to pick up your time slip in the tower, only the rider whose name is on the tech card may pick up the time slip and they must bring their ID to the tower with them. This is done to protect the privacy of your time slip.

CHANGING BIKES: See policies below for changing bikes in different classes:

Pro E.T. & Street E.T: A racer can change his or her bike in time runs or in 1st round (You still need to notify the tower to change). Whichever bike and rider runs first round it is locked and neither the bike nor the rider can be changed for the rest of eliminations for any reason.

Ultimate Sportsman: A racer can change his or her bike in qualifying or in 1st round because these are all run fields (You still need to notify the tower to change). Whichever bike and rider runs first round it is locked and neither the bike nor the rider can be changed for the rest of eliminations for any reason.

Top Gas – Super Comp: 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). A racer cannot enter a new bike into 1st round or any other round that was not qualified. Rider cannot be changed either.

Top Fuel Twin Fuel, Pro Mod, Pro Street, Pro Open and Real Street: 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). A racer cannot enter a new bike into 1st round or any other round that was not qualified. Rider cannot be changed either.

COURTESY STAGING: Both bikes must pre-stage before either bike stages. A bike that accidentally activates both lights may be allowed to back up and pre-stage if time allows. If the tree is activated during this process, and the entry is not re-staged, they will be eliminated.

ELECTRONICS IN STREET ET TYPE CLASSES – MSD SB6, Schnitz Ignitions, stand-alone ECU, ECU editors, etc. are permitted in Crazy 8, Street Fighter, and Street ET classes. The 2-step feature cannot be used. Though, if certain wires can be unhooked they need to be. In other words, the



clutch switch should not be wired to a 2-step input on the box if there is a designated input for that. If someone had an MSD 2-step or MSD 4350 whose sole purpose is for a 2-step, then it must be removed. Any other box that has other functions is permitted. There really is no way to outlaw everything, as technology keeps progressing, but it will be monitored. Wheel height sensors are permitted in all classes.

Policies

REFUNDS: There are no refunds for disqualified racers

SCHEDULE: Schedule may be changed due to weather or other circumstances

TECH: Fuel and Weight – Cup reserves the right to conduct random fuel and or weight checks at any time and without prior notice. Failure to provide a fuel sample or scale the bike and or rider when requested is grounds for disqualification.

LEGITIMATE PRO ENTRIES: Man Cup will not accept entries deemed to be field fillers in the interest of meeting minimum pro field size nor entries to push a class to another payout level. Each and every Pro entry needs to be legitimate and be a viable entry for the class entered. Man Cup reserves the right to exclude any entry deemed a field filler.

PAYOUTS: All payouts will be made directly to the rider unless alternate arrangements with Cup officials are made prior to eliminations. Any participant experiencing irreparable damage and is unable to make the next round call will be paid (if applicable) only through the *last* round of competition won.

RAINOUT: The Man Cup will do everything possible to complete the event in a timely manner. In the event of adverse conditions beyond our control, the Cup reserves the right to finish the event whatever it takes, including early start times, running late, canceling a qualifying session(s), or finishing the event the following day(s). If the Cup has determined that it is no longer prudent to continue to wait to finish an event that event will be considered complete and the following policies will remain in effect.

If any elimination rounds are complete prior to an event being declared a rainout, points and payouts will be awarded to that point in the contest under the normal system and the event will be declared complete.

ELIMINATIONS: In order to be a legitimate race winner of a particular round, a competitor's motorcycle must self-stage under its own power and take the start signal. Any motorcycle unable to self-stage under its own power to take the start signal, for any reason, will be declared the loser of that round of competition. Crossing the centerline, touching the guard



wall or the outer boundary line, or impacting any timing equipment is ground for disqualification (excluding bye runs). Payout is based on the last round won.

LADDERS: Any errors on the ladder must be brought to the attention of the Race Director in a timely fashion after the ladder has been posted.

PRO CLASSES: No Pro Entry already on an elimination ladder is allowed to make a Sunday morning "test pass" in any of the classes during their Sunday morning test pass.

DEEP STAGING: Deep staging is permitted but will not be honored, the tree will not be held, and cannot be displayed on your bike. The starter will not make any changes to the starting line procedure for those deep staging.

FACILITY RENTAL: Man Cup, in cooperation with each event facility, has established the following facility usage protocols prior to a Man Cup event;

Competitors, and potential competitors, of the coming Man Cup event, will find the host facility of said Man Cup event NOT to be available to book any type of testing for any Man Cup legal entry in the days preceding that Man Cup event. Those days are defined as Monday, Tuesday, Wednesday and Thursday in advance of a Man Cup event that coming weekend. All Man Cup events include pre-event testing as part of the overall event and the purpose of this rule is to establish and maintain a fair and level playing field for all event competitors at each Man Cup event by not allowing Man Cup event participant testing at that facility in the days leading up to an event.

ENGINE

CATCH CAN: Catch cans are mandatory on all motorcycles that do not utilize a stock crankcase breather routing to the air box. Engines with a breather hose plumbed into a vacuum pump system also require a catch can for catastrophic failure. The catch can must be securely mounted. All vents to the ambient atmosphere must have an air filter to catch any oil mist. Use of suitable size hose clamps is required.

DRY SUMPS: Entrants equipped with dry sump oil systems must have catch cans. Oil holding tanks do not qualify as catch cans. The oil holding tank venting system must contain a catch can with a minimum capacity of .5 quarts. All vents to the ambient atmosphere must have an air filter to catch any oil mist.

COOLANT: Antifreeze containing ethylene glycol is prohibited. The radiator must contain water or approved Glycol-free replacement only.



CYLINDER HEADS: In classes where they are accepted, aftermarket cylinder heads will be permitted with prior approval and consent of the Man Cup Technical Department. Cylinder heads must be stock-appearing with fins (on air-cooled models) and stock bolt pattern. Stock cam chain drive method must be used, (i.e., center crank drive or end crank drive).

CYLINDER HEAD RESTRAINTS: Injected V-twin nitro engine must utilize SFI 46.1-cylinder head engine restraints.

ENGINE TYPES: Must be an AMA accepted stock-type engine specifically designed and manufactured for production motorcycle use. Snowmobile engines permitted in PET. Automobile, aircraft or marine engines are prohibited. Any new concept must be submitted to the Tech Department for approval prior to competition. All engines must be started by a self-contained starter or detachable electric starter. Push or roller starts are prohibited.

OIL RETENTION: Lower oil retention device (diaper) or belly pan are required.

GROUND CLEARANCE: Flexible ballistic blanket are exempt from the minimum ground clearance rules. Bikes with blankets interfering with the ground clearance inspection may remove the blanket in order to pass the inspection. With the blanket removed, all other components must pass ground clearance inspection. Competitors with a blanket below the minimum ground clearance will be required to remove the blanket every time that tech requires a ground clearance inspection.

Bikes with belly pans or other solid ballistic retention devices must pass ground clearance with all components attached.

DRIVETRAIN

CHAIN / BELT GUARD: Mandatory on all bikes. Chain or belt guards are to cover the width and at least the top run to the centerline of the sprocket of any chain/belts. The clutch assembly must have at least half of the side surface covered. The guards should be steel or .125" aluminum unless otherwise stock equipped and must be firmly mounted. Rear fender and seats are not chain guards.

CLUTCH: No stress bearing part of any aftermarket centrifugal clutch may be cast material. Clutch cover must be adequate to protect the rider in the event of mechanical failure. Motorcycles with an engine-driven lock-up clutch may not be fired in pits unless rear wheel is elevated off the ground by a secure stand and/or front wheel placed against a solid object (competitor's trailer, bike, van, etc.).



CLUTCH COVER: Any clutch covers constructed in multiple pieces must have screws, bolts or welded components. No epoxy or similar material may be used bond pieces.

TRANSMISSIONS

AUTOMATIC TRANSMISSIONS: Defined as any constant-mesh transmission which uses override-style shifting for any or all of the gear changes. Override shifting means that, during up-shifts, the transmission is briefly engaged in two gears at once, allowing power to be continuously applied to the rear tire during gear changes. Any transmission containing components that would allow the transmission to engage two or more gears simultaneously is considered to be an automatic. These components include, but are not exclusive to, windowed shift drums, split forks, split gears, split fork slider rings, gear or fork detent springs, etc.

Any aftermarket transmission utilizing pneumatic, hydraulic, electric, or other style drumless engagement is considered to be an automatic. Any transmission utilizing planetary gears is considered to be an automatic.

OEM-STYLE TRANSMISSIONS: Only transmissions utilizing constant-mesh design gears, with a rotating, ratcheting shift drum and forks, are considered to be OEM-style. All components must be contained within the engine cases, and must be in their original location.

BRAKES & SUSPENSION

BRAKES: Must meet OEM brake specifications. Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type or braided steel hose or stainless steel line. Braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to insure no contact with moving parts. Carbon fiber brake pads or disks are prohibited. The spreading of pads away from the disk is prohibited. Drilled disc brakes may be used if commercially manufactured or they meet the following requirements:

The original diameter must be maintained as a minimum.

Minimum thickness: .187"

Maximum hole size .500" with all holes countersunk.

No two holes closer than 1.25" center to center.

FRONT SUSPENSION: Unless specified otherwise within specific class requirements, all entrants must meet the following front suspension requirements:



FRONT FORKS: Rigid forks prohibited. Hydraulic-dampened tube type only, with a minimum tube diameter of 34mm. All entrants must have a minimum of 1" travel in front forks, with sufficient clearance around the fender, fairing, headlight, exhaust, etc. to allow the forks, fender, and wheel/brake assembly to safely move across the full range of fork travel at any steering angle. Forks must have enough front spring force to keep forks extended at least .50" above compression bump stop with bike sitting level and rider seated in riding position. Travel is measured from the compression bump stop to the rebound bump stop. NOTE: Having 1" of exposed fork slider DOES NOT guarantee that 1" of travel exists.

No more than 1.5" of upper tube (2" on inverted forks) may be exposed above top triple clamp or clip-on, whichever is higher.

STEERING STOPS: Positive fork stops are required, with a maximum turning arc of 12 degrees in either direction. Stops must be cast or machined into the frame or steering neck, or may be welded to the frame or steering neck. Stops must have a shear strength equal to a 3/8" bolt.

LOWERING STRAPS: Nylon straps designed to limit front fork travel are legal in certain classes, check individual class rules for legality. Straps must be specifically designed for the purpose of front suspension lowering. Generic tie-downs not permitted. Travel limiting straps are not allowed on any wheelie bar-equipped bike, regardless of class. Retention straps are allowed only in SC and TG (if not using a wheelie bar). Retention straps must be no more than three years from date of manufacture. Manufacturers Cup Tech Officials may disapprove lowering straps that are not sufficient and could cause a safety issue. Front fork must travel a minimum of 1" when lowering strap is in use.

FRAME

FRONT SUSPENSION & WHEEL ASSEMBLY: No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly. No parts of the front suspension, brake system, fender system, or rotating assembly may be remanufactured from exotic heavy materials, including tungsten steel, HD-17, or Mallory metal. No portion of the front fork leg assemblies may be replaced with a heavier replacement component. Aftermarket or custom forks may not be heavier than industry-standard OEM sport bike forks. Legality of such forks will be considered on a case-by-case basis.

Front suspension components other than the fork leg assemblies (this includes triple clamps, clip-on's, fender mounts, brake calipers and hangers, etc.) may be remanufactured from any legal materials, but must be constructed to dimensions reasonable for the application, with hardware reasonably-sized for the application. Whenever possible, OEM components will be used as a reference when determining what are appropriate sizes and dimensions. Lightening



holes, gun-drilling, and other weight-saving techniques utilized on the OEM components may be deleted. Pre-approval of custom or aftermarket components is highly recommended. The tech staff has final decision on all front suspension component matters, and will be closely monitoring the use of these components. Abuse of these rules will result in Manufacturers Cup implementing a maximum weight for suspension components, resulting in racers being required to remove their front ends during post-race inspections. Implementation of this weight rule may occur at any time during the season.

FRONT AXLES: Front axle assemblies may be remanufactured or replaced with aftermarket components. No part of the axle or nut may protrude more than .75" beyond the outside of the fork legs. No part of the axle, axle nut, or spacers may exceed 1.50" in diameter. The total weight of the front axle assembly, including spacers, nuts, washers, etc. may not exceed 5 lbs. total weight. The use of lead or other heavy materials is not allowed on any axle components.

FRAME CONSTRUCTION: All welding shall be performed using industry-standard TIG heliarc methods. Material should be 4130 chrome-moly. The minimum diameter for all sections, except braces, brackets and gussets, shall be 1.00". If the top main tube is of a one-piece design it must be a minimum of 2.00" in diameter.

Minimum wall thickness of all tubing is .058". Aluminum chassis are prohibited without prior approval. Minimum seat height (with rider in position and seat compressed) measured from lowest point of seating position to ground, 20-inches unless otherwise instructed per class rules.

WHEELBASE & WHEELIE BAR LENGTH MEASUREMENT PROCEDURES: Overall measurements will be done as follows: Measure from the center of the front axle in a straight line to the center of the rear axle at the most extendible point on the swing arm, then from the rear axle (at its most extendible point) to the center of the wheelie bar axle; then add the two together to determine overall length.

WHEELIE BARS: Highly recommended for safety in all legal classes with slicks. The lowest point of the wheelie bar wheels may not be more than 3-inches from the ground. May not exceed the wheelbase of bike and must be sufficiently cross-braced to prevent side whip. On all mounting bars, butt welds or inner sleeved bar designs must have visible welded reinforcement (i.e., inner sleeve with rosettes, clam shells, bolted, etc.). Wheels must be non-metallic. All side panels must be securely fastened at 24-inch intervals minimum.

GROUND CLEARANCE: Minimum ground clearance for wheelie bar bikes is 2" measured with rider sitting on bike, straight up perpendicular to ground with 4 psi (car tire), 8 psi (motorcycle



tire) in rear tire. A minimum of 2 or 3" is required for non-wheelie bar bikes, depending upon particular class rules.

The minimum ground clearance value indicates the minimum height above the ground for every part and component on the bike, except for the portions of the tires and wheels which are supporting the bike. Both hard parts and flexible components such as bodywork must be above this minimum value. The only exception to this rule is for ballistic blankets.

TIRES & WHEELS: Tires must be in good condition. The depth of tread or wear indicator in the center of a tire must be a minimum of 0.060-inches. DOT tires on any wheel wider than 6.25-inches must have bead lock. Manufacturers Cup highly recommends that all car tires utilize a bead lock or rim screws, to attach tires to wheel. Non-bead lock wheels should utilize locking screws and should be installed at 45 to 90-degree angle in addition to side-mounted screws only. It is recommended that drag slick mounting screws only are used to prevent tire bead from unseating at high speed. Follow instructions from screw manufacturer. Holes drilled in wheel must have enough clearance to allow screws to pass freely through wall. Four screws per side minimum with eight per side recommended. For safety, tire width should not exceed rim width by more than two-inches, bead seat to bead seat. All stock wheelbase entries must maintain OEM front tire sizing.

WHEELS: The use of "spinner" style wheels or any wheel design that incorporates movable pieces while vehicle is in motion is prohibited. The use of carbon fiber or composites as any component on a drive wheel is prohibited on any car tire entry.

FUEL: Fuel lines that do not use AN-type connectors must be fastened with a metal clamp, band or fitting (no wire). Be careful not to over tighten. Carburetor-equipped entries using a gravity-feed fuel system and flexible fuel line such as Tygon or PVC may use wire ties or safety wire as clamps on these fuel lines. Any fuel line that is part of a pump-forced fuel system must use hose clamps or AN fittings at all connections.

NITROUS BIKES: The use of steel braided or reinforced fuel lines are highly recommended on all nitrous bikes. Flame-retardant covering, such as fiberglass or Silicone, is recommended on ALL fuel lines on carbureted nitrous entries. Covering must cover the entire run of fuel lines. Carburetor feed lines must be clamped at both ends and covered. The use of safety wire or wire ties as clamps is permissible on carburetor feed lines only.

METHANOL (Alcohol): Methanol is a clear, colorless liquid with a mild odor at ambient temperatures. Methanol is sold in two U.S. Federal Grades: A and AA. Either grade is permitted for use in Manufacturers Cup competition, and racers should ensure that the methanol they purchase meets Federal standards of purity. The purity standards for each grade are listed in



the NHRA rulebook. Methanol is tested and certified at Manufacturers Cup events through the application of various chemical analyses as considered appropriate by Fuel Check personnel. To be considered legal, methanol used in Manufacturers Cup competition must meet the Federal standards of purity. Any deviation from these standards because of impurities (beyond the limits established in the Federal specification) in the fuel sample will result in disqualification.

NITROUS OXIDE: Nitrous oxide systems must be commercially manufactured with manufacture I.D. on all parts. Nitrous bottles must be DOT rated with a pressure relief valve and secured with a bottle bottom anti-drop strap to prevent the bottle from falling off. The use of frame or swing arm in place of a bottle for nitrous oxide is prohibited. The mounting of a nitrous bottle outside the frame rail is permissible on street bikes only with the use of a Manufacturers Cup approved nitrous bottle valve protector; otherwise, N2O bottles must be completely contained within the bike frame rail. Outside-the-frame bottles must be securely fastened with an approved bottle bracket. See Ballast (2.4.1) for requirements for bottle mount hardware.

BOTTLE HEATERS: Heating of nitrous bottle is only permissible if accomplished by use of thermostatically or pressure switch controlled heating blanket. Bottles must be mechanically fastened; hose clamps or tie wraps are prohibited. All nitrous bikes must have thumb (butterfly) body fasteners. Purge lines must face away from the rider. It is highly recommended for all nitrous bikes to utilize a "backfire strap", required in PM. Oil blanket or oil catch pan is mandatory on all nitrous bikes. Oil blanket or oil catch pan is mandatory on all nitrous bikes not utilizing a street-type exhaust passing under the oil pan. Single stage nitrous is defined as one nozzle per cylinder.

BODY

BODIES: All nitrous bikes must have thumb (butterfly) body fasteners; all body fasteners must be able to be removed by hand without the use of tools to access nitrous bottles. Leading edge of the front of the body may have regular fasteners. Note that in case of accident and/or the potential of fire, if nitrous bottle and fuel shutoff cannot be accessed, damage to body may occur. All bikes must have front fender excluding Super Eliminator. All street bikes must utilize a seat. Seats must be covered in upholstery. Tail section or rear fender must extend past the rear axle.

FAIRING & BODY MOUNTING: Care should be taken in the attachment of full fairing and side body panels. Wind load directly effects handling and steering input. Panels that become detached may result in loss of control. Fairings should be mounted in a position similar to the street bike it represents (i.e., headlight portion must point straight forward). Sufficient clearance is required between the front fender and headlight or fairing to allow 1" of suspension travel across the entire range of fork travel and steering angles for aerodynamic and



handling reasons, the lower “nose” of bottom fairing should be placed close to the back of the front tire.

Mounting points should be as follows: At least two mounting points on top half of fairing mandatory. One in the center of the headlight supported by steering neck and/or one each side placed properly to support entire side of fairing, attached back to down tubes of chassis. Two points on each side of lower fairing are mandatory and must be securely fastened; no tie wraps or wire ties. The floor pan is the foundation for mounting the fairing and should be solid mounted. All structural mounts from inside the fairing back to chassis should be angled towards the front of bike to properly carry wind load. A mounting plate, suggested minimum size 1.5” x 2” must be used on the inside of the fairing at attachment points. All fastening must be fiberglass to metal; no fiberglass to fiberglass. Braces, brackets and gussets material should be 4130 chrome-moly steel with a minimum diameter of .375”.

ELECTRICAL / CONTROL ACCESSORIES

AIR SHIFTERS AND BOTTLES: AIR STORAGE TANKS: Must be Manufacturers Cup accepted. All pressurized bottles (i.e., air, CO₂, etc.) used for air shifters, clutches, etc., must meet, and be engraved as meeting DOT specs. Standard low pressure air shift systems under 150psi may use non-DOT aluminum tanks if purchased from an approved supplier. All high pressure regulated air shift systems must use DOT approved tanks. PVC or plastic tanks are prohibited. Tanks must be mechanically fastened with a metal clamp or band. Tie wraps and zip ties are prohibited. Use of frame or swing arm as air storage permitted.

AIR SHIFTERS: Electric over air shifters are permissible in all classes where air shifters are allowed. Shifter systems which use an electric or hydraulic force to make shifts are considered to be air shifters.

AUTO-SHIFTING: Auto-shifting, not to be confused with an automatic transmission, is any electrical or mechanical system which causes the transmission to shift gears with no input from the rider. This is typically done based on engine speed or time-delay methods, but could include many other methods. Classes not allowed the use of auto-shifters may not have components that would allow any system on the bike to function in this manner. Any bike utilizing electrical components which have an auto-shifting capability must have the auto-shifting function disabled in some satisfactory manner, and may not have the air shifter system wired in any manner that would allow the use of an undetectable auto-shift system. Due to the many available components and systems now on the market, the tech director should be consulted to discuss the acceptable methods for satisfying these requirements on a case-by-case basis.



BATTERIES: Batteries must be securely mounted within the frame, swing arm, or bodywork.

ELECTRICAL DEVICES: The use of any device, electric, electronic, pneumatic, hydraulic or mechanical, etc. that displays or transmits any on-track data or track location data, or any device mounted anywhere on the bike or in or around the track facilities that utilizes any tree sensing system will be grounds for immediate disqualification from the event and loss of all Manufacturers Cup points for the season. In addition to disqualification, the rider and any team members with knowledge of the use of such equipment are subject to fines and suspension from Manufacturers Cup events for one year.

DELAY BOXES: Class Specific. Delay box or Delay Device is defined as any device (electronic, pneumatic, hydraulic or mechanical, etc.) built for the express purpose of creating a delay between release of line lock button, or release of foot or hand brake, or release of clutch lever and the resultant action of the motorcycle. Delay device may only delay the amount dialed in; analog or digital display permitted. Delay device may serve only to create a preset delay between the release of the launch button and resultant release of the launch rpm rev limiter, line-lock, clutch, etc. causing initial movement of the motorcycle. Delay device may only be connected to clutch engagement systems; i.e., launch rpm rev limiter and/or trans brake and/or line lock, and/or clutch, dependent on motorcycle. Delay devices connected to data recorders or any other equipment is prohibited. Wiring of the delay box/device must be fully visible and traceable by the technical inspector. Only delay boxes/devices fitting this description will be permitted.

TRANSMITTING DEVICES: Any device mounted on the bike or rider that is capable of transmitting data or information wirelessly is considered to be a transmitting device. This includes wireless transfer systems for pit communications to and from on-board data recorders, EMS's, ignition control boxes, nitrous or boost controllers, and any other electronic devices. These are permitted during Man Cup competition

DATA MEASUREMENT: Data measurement is the process of using electronic sensors to measure various engine and chassis parameters. These sensors take physical properties such as pressure, temperature, speed, travel, acceleration, position, etc., and convert these properties into an electronic signal. These signals may then be used and/or recorded by various on-board electronic control systems including data recorders, boost or nitrous controllers, OEM or aftermarket engine control systems, etc. Some classes do not allow non-factory equipped data measurement devices, and some classes allow them, but with restrictions as to their function. Check individual class specifications for additional limitations.

While most types of data sensors are allowed, some types are specifically prohibited, unless they are OEM equipment. If an otherwise-banned sensor is installed by the OEM (such as a



speedometer that uses front wheel speed), the sensor may remain intact and functioning, but it must function exactly as originally designed by the OEM, and may not be used by any non-original system or component on the bike.

DATA RECORDING: Data recording is the process of storing data produced by data measurement sensors, with the intent and capability of reviewing the data after the completion of the run. Internal control values from ECMs and other electronic control devices may also be stored for later review and troubleshooting. Data recording is typically an internal function of an aftermarket EMS. Data may also be recorded by passive recording-only devices.

Data recorders may not detect, and they may not be activated by, radio transmitters, infrared, laser or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (i.e. radio, infrared, sonic. etc.) transmit or receive information during the run to or from any source. Any communication or transmission of information between components on board the bike must be done via hardwired communications.

2-STEPS & LAUNCH CONTROLS: 2-steps are devices designed to limit the engine RPM, while allowing the rider to position the twist-throttle at full-throttle or near-full-throttle launch. This is typically done by cutting of the ignition, but it may also be accomplished by retarding the ignition or, on fuel-injected entries, by cutting the fuel delivery. This may also be accomplished by using throttle stops, secondary butterflies or restrictor valves, or any other device capable of restricting engine RPM by limiting air intake.

DATA LOGGING PARAMETERS: Manufacturers Cup tech may require any or all competitors not allowed 2-steps to data-log parameters relevant to the control of 2-step rule violations. These could include ignition and/or injection timing, switch inputs, speed inputs, map-switching parameters, etc. It is the responsibility of each and every team to know and understand the data-logging capabilities of their electronic devices, and to be capable of setting them to data-log any information requested by tech. Failure to do so, either by refusal or inability, is grounds for disqualification.

LEGAL ELECTRONICS: Legal electronics include: Delay boxes, ignition booster, stutter boxes, two-steps, nitrous timers, electronic throttle stops, electric shifters and shift lights. Motorcycles with electronic timers turning on nitrous oxide must also have a throttle switch to turn off the system when not at full throttle. RPM or timer activated automated shifters permitted in TG and SC. Wiring harness must be loomed in a fashion that would allow easy tracing and inspection of wiring (i.e., no taped or covered wires).

IGNITION SHUTOFF: Must have a positive ignition cutoff switch attached to the rider with a lanyard. No part of the kill lanyard may be constructed of solid plastic. Lanyards must be made



from leather, metal cable, solid nylon, or plastic with a nylon or cable-reinforced core. Solid or hollow plastic-only lanyards are no longer allowed. Lanyard cable must pass through metal loops or attachments, and then must be crimped back to itself utilizing a steel crimp. Non-looping crimped ends, similar to that commonly used for electrical wire terminals, are not allowed. The lanyard and end crimp must form a loop capturing the end attachment. Attachment clips or attachment rings must be constructed of metal.

Switch must be in the low-voltage side of the ignition circuit. Ignition shutoff must disable all fuel pumps and nitrous systems. Many stock machines are equipped with a handlebar mounted thumb switch which can have a lanyard easily attached for the above purpose. Engine must shut off if ignition or fuel lanyard is pulled.

All bikes must be equipped with a rider-operated switch that will allow them to kill the ignition system without removing their hand from the handlebars.

While it is fully legal to use a tether fastened to the kill switch, the preferred method is to use a kill switch that disconnects from the bike and disconnects the electrical circuit. In the event of a fall, it is possible that the OEM kill switch will not be actuated properly or that it can get knocked back on after the fall.

LIGHTS: All entries must have a functional taillight attached to motorcycle during night operation. Once sufficient darkness requires that the track turn on its lighting system, all bikes must activate their taillights during competition. Night operation lights must be powered in a manner in which they will remain operational even if the lanyard kill switch or rider thumb switch is cut off. Bikes utilizing a taillight powered through a factory key-style ignition switch must leave switch in the "ON" position until after they clear the end of the track. Failure to have taillight activated during night competition will constitute run disqualification.

2023 REAL STREET RULEBOOK

CLASS DESCRIPTION: Designed for street-legal sport 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 keep the visual appearance as close to the original product 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. Example: RST675

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify for a 16-bike field and be placed on a pro ladder. There will also be a "B Class" for riders that qualified 17th – 32nd, and they will be placed on a separate pro ladder. No alternates will be used in either class if a rider is broke.

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.

OEM PARTS: Original Equipment Manufacturer (OEM) parts are those parts that were originally equipped on the year, make, and model of the motorcycle as indicated by the chassis VIN#. If a rule states that an OEM part is required, then you cannot replace that part with one from a different year motorcycle or a different model or a different brand bike unless such replacement parts are identical. Suppose the OEM manufacturer has a superseded or replacement part listed in factory literature as the current OEM replacement. In that case, those parts are also legal and share the same manufacturer's part number. Parts listed as "OEM" will have certain modifications allowed to such parts, and those modifications will be specifically defined within that section of the rule book. Any modifications to an OEM part that are not specifically defined as legal in the rule book are **prohibited**. Any racer that exploits any grey areas in the rules or attempts to debate the legality of parts with creative rule interpretations will have the parts in question deemed illegal. All racers need to construct their bikes within the spirit of these rules.

OEM FACTORY STOCK PARTS: Any part defined as OEM factory stock may not be modified from the OEM design in any fashion.

LICENSE PLATE: All motorcycles in this class must have a license plate mounted on the motorcycle. Valid stickers and registration are not required, and the plate can be used from another motorcycle. The license plate must be mounted securely.

FRAME: OEM frames must be used, and cannot be modified in any way unless otherwise noted. Minimal drilling of holes or welding of small tabs for attachment purposes is permitted. Cast or welded components designed for the installation of factory center stand mounts may be removed. Sidestand mounts may not be removed. Powder coating, painting, and polishing of the frame are permitted. VIN numbers must be on frame and readable.



SUBFRAME: OEM sub-frames must be used, and cannot be modified unless otherwise noted. Minimal drilling of holes or welding of small tabs for attachment purposes is permitted. Powder coating, painting, and polishing of the sub-frame are permitted. Aftermarket “inner fenders” can be bolted to the sub-frame for more tire clearance.

WHEELIE BARS: Wheelie bars are prohibited.

BODY: OEM plastic upper fairing and side fairings are required. Side fairings may be trimmed for ground clearance, clutch cover, and exhaust clearance only (however, 3/4 or 1/2 side fairings are not permitted). Aftermarket front fenders are permitted but cannot mix between models (i.e., cannot put GSXR fender on a Hayabusa). Aftermarket extended tail sections are permitted, but cannot be mixed between models. Aftermarket windscreens are allowed. All bodywork must be in stock location. The upper fairing bracket must be stock and unmodified, with minimal drilling or the addition of small tabs allowed for mounting. Any OEM body parts or frame tabs used for body mounts on the bottom of the bike that affects ground clearance may be removed (i.e., tabs on the bottom of the frame underneath the suspension on a Hayabusa). All bodywork must have an OEM stock paint job or may be custom painted (no primed parts allowed).

GAS TANK: OEM tank is required, and dimensions cannot be modified in any way. Adding fuel bungs underneath the tank and minimal notching underneath the tank for clearance is the only modification permitted to the OEM Factory stock gas tank.

LIGHTS: OEM factory stock headlight system (including low beam and high beam) is required and cannot be modified. OEM factory brake light (including tail light and brake light) is required. All lights must be on during all qualifying and elimination runs.

SEATS: Minimum seat height, with the rider in position, seat compressed, and 8 psi in the rear tire, measured from the lowest point of seating position to ground, is 22 inches. Stock OEM seat pan and seat latches are required. Upholstery and padding may be modified or replaced. Seats must be covered with fabric, leather, or vinyl.

ENGINE: Any internal engine modifications are allowed. Engine swaps from different year models are permitted, but the motor must bolt into the stock unaltered frame. If a factory counter balancer is removed, any aftermarket “dummy” shafts must be manufactured from aluminum. Aftermarket blocks are prohibited. Dry sumps are prohibited. Vacuum pumps are permitted on all n/a bikes.



OIL PANS: Stock oil pan is permitted and may be shortened, but the drain bolt must be relocated to the side of the oil pan. The minimum pan height for all models of bikes is 1.00" on all sides. All aftermarket pans must be manufactured from aluminum and must be dimensioned relative to the OEM parts they are replacing. The combined total weight of the oil pan, pickup, windage trays, and any other non-OEM oil/windage control components installed on/in the engine cases may not exceed 5 lbs.

ENGINE COVERS: Aftermarket engine covers must be manufactured from aluminum, magnesium, or carbon fiber, and must be sized relative to the OEM parts they replace. IF any carbon replacement parts use metal inserts, the total weight of the finished cover may not exceed the weight of the OEM part it is replacing.

CLUTCH: Slider clutches are prohibited. No pneumatic, electric, or hydraulic clutch engagement, activation, or engagement force systems are allowed. Clutch baskets, inner hubs, spacers, standoffs, slave cylinders, and pressure plates can be switched between the different years of motorcycles. Billet clutch baskets and inner hubs are permitted. Modification of the clutch to eliminate factory-style back-torque cam assembly is permitted. Modifications of spacers and stand-offs to alter spring install height is allowed.

POWER ADDER ENTRANTS: OEM or aftermarket True Hand Clutches only are permitted. All lockup types are prohibited.

NORMALLY ASPIRATED ENTRANTS: Any style of hand-operated centrifugal-assist lockup is allowed. Lockup clutches coupled to the outer basket or otherwise driven by the engine are allowed. MAN CUP technical staff has the final word on the legality of any clutch system or component, and new designs must be pre-approved prior to their use. 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 a direct result of clutch engagement drag.

TRANSMISSIONS:

ALL POWER ADDER BIKES: All entrants must utilize an OEM-style shift drum, shift forks, and transmission. Shift drum must fit into unmodified OEM engine cases. Transmission components may be modified or replaced with aftermarket components of a similar design and function.



“Automatic,” no-kill, or override-shiftstyle transmissions are not allowed. No components may be used that are designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but is not exclusive to, windowed shift drums, split shift drums, split forks, split gears, split fork slider rings, gear or fork detent, and/or return springs, etc. Any entrant with any of these components is considered to have an automatic transmission, even if a fuel cut, ignition cut, or ignition retard is being utilized.

ALL MOTOR BIG BORE BIKES: All entrants must utilize an OEM-style shift drum, shift forks, and transmission. Shift drum must fit into unmodified OEM engine cases. Transmission components may be modified or replaced with aftermarket components of a similar design and function. “Automatic,” no-kill, or override-shiftstyle transmissions are not allowed. No components may be used that are designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but is not exclusive to, windowed shift drums, split shift drums, split forks, split gears, split fork slider rings, gear or fork detent, and/or return springs, etc. Any entrant with any of these components is considered to have an automatic transmission, even if a fuel cut, ignition cut, or ignition retard is being utilized.

ALL MOTOR LITER BIKES: All entrants may utilize a full auto transmission with components that allow override shifting in any or all gear change positions.

STARTING SYSTEM: The battery must remain in the OEM factory stock location. A second battery is permitted but must be mounted behind or next to the stock battery location in the subframe. Push starts are not permitted.

CHARGING SYSTEM: OEM factory stock charging system components are required. Charging systems must be functional and operational at all times during qualifying and eliminations. All components of the lighting system must be on at all times during the run, including the burnout and shutdown. Multiple light systems must have all bulbs operating. In the event of failure of either the charging system or the lighting system, the tech department will allow repairs to be made prior to the next round of competition. This courtesy repair opportunity is only allowed once per event, per system. Failure by the rider or crew member to activate either the charging or lighting system is considered to be a system failure. Any failure of either system for the second time in the same event will result in an automatic disqualification.

COOLING SYSTEM: An OEM radiator is required. The radiator must be located in the original OEM location and must utilize the original OEM upper radiator mounts. The radiator may be modified or shortened to allow for proper tire clearance by removal of the lower section of the OEM tank and radiator core. Non-OEM tanks and/or cores are not allowed. Welding of caps or plugs to seal and/or enclose modified radiator is allowed. Modifications to the OEM tank and



core to relocate hose inlets/outlets are allowed. Modifications to create lower or side mounting points are allowed. Oil coolers/oil heat exchangers may be removed.

INDUCTION: Any entrant may use electronic fuel injection or carburetors. Mechanical fuel injection systems are not allowed. Aftermarket fuel injection throttle bodies are not allowed. Aftermarket carburetors are permitted.

FUEL INJECTION THROTTLE BODIES: Fuel injection-equipped entrants are required to use OEM-based throttle bodies. Any throttle body from any production 4-cylinder motorcycle may be used on any model bike. Throttle body shafts throttle body mounts and spacers, and throttle cable attachments may be modified to allow alterations to throttle body spacing. Modifications to the throttle body housings are limited to over-boring, and injector bore modification to accommodate aftermarket injectors. Aftermarket throttle plates are permitted. Secondary throttle plates (if originally equipped) may be modified, deactivated, or removed.

FUEL SYSTEM: Aftermarket fuel pumps, injectors, regulators, filters, fuel lines, and fuel rails are permitted.

ENGINE MANAGEMENT SYSTEMS: Engine management systems (EMS), also known as Engine Control Units (ECU), may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

FACTORY ECU: Factory ECUs may be used and may be reflashed to any desired configuration. They may also be physically modified to allow a higher rev limit, limited to a small opening no larger than 1 square inch on the outer case, and that opening must be filled with epoxy or silicone. Aftermarket ECUs and related components, including firmware and software, must be commercially available for delivery within 30 days prior to the event and must be listed in the manufacturer or distributors' catalog and/or website. All components must be used as delivered from the manufacturer. No modification to any hardware, firmware, or software is allowed unless performed by the manufacturer. Any violation of this rule or any attempt to hide files or otherwise conceal the functions of any portion of the ECU will result in an immediate, mandatory one-year suspension of the rider and/or race team and forfeiture of all points earned for the season.

TECH INSPECTION: MAN CUP tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required



components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. MAN CUP tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

ECUs may not detect and may not be activated by radio transmitters, infrared, laser, or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (i.e., radio, infrared, sonic, etc.) transmit or receive information during the run to or from any source.

DATA ACQUISITION: Any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based on ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system, the track surface, or any structure of the track facilities are prohibited. Any non-contact sensor (sonic, infrared, radar, laser, etc.) designed to detect or measure distance, position, or location is prohibited. The use of GPS, locator or position beacons, and locator or position transmitters is prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire to measure speed, distance, or track position, are prohibited. Any sensors measuring front wheel/tire speed, position, temperature, or pressure are prohibited. Any sensor measuring any function of the suspension, including travel, distance, position, or external or internal fork or shock conditions, is prohibited. Any mechanical, infrared, ultrasonic, or other types of sensor that measures ride height is prohibited. In addition to standard electronic data measurement sensors, any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based on ride height, track position, front wheel speed, or suspension conditions, is prohibited.

ELECTRICAL: Air shifters, shift lights, ignition kill boxes, multiple fuel injection controllers, and ignition timing control boxes are permitted. Auto shifters are prohibited.

INSTRUMENT PANEL: OEM factory-style dash panels must be mounted on the motorcycle in the original location, utilizing the OEM mounting devices. OEM or Aftermarket dashes are permitted. Aftermarket single-function analog or digital gauges are also permitted.

EXHAUST: Any type of exhaust is permitted.

FUEL: Any gasoline is allowed. Nitromethane, propylene oxide, ethanol, and methanol are not allowed.



GASOLINE: MAN CUP defines gasoline to be a complex mix of hydrocarbons, with a maximum of 25% oxygenates, and a maximum of 1% non-energetic anti-knock and/or lubricant additives. Methanol and ethanol may not be used as oxygenates or additives.

NITROUS OXIDE: Any style nitrous system is permitted with any number of solenoids or nozzles permitted.

SUPERCHARGERS: Any style engine-driven supercharger is allowed. Supercharged entrants shall follow the nitrous injection rules. Supercharging and nitrous may not be used in combination.

TURBOCHARGERS: Turbocharged entrants are limited to one turbo with a maximum turbo inlet opening of 54.5mm. IDBL & MAN CUP defines maximum turbo size as the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels permitted, the contour from the inducer to the exducer must be continuous with no steps. The leading edge of the inducer wheel may not exceed 54.5mm and must fit inside the 54.5mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than 54.5mm is not acceptable. Intercoolers are not permitted. Any type of boost controller is permitted. Water injection is permitted. The turbocharger may not be combined with nitrous oxide.

NORMALLY ASPIRATED: Naturally aspirated engines are permitted. The air supply for the air shifter must be contained within the swingarm or in a DOT-style tank as long as it has no bottle valve and is connected by a plastic line with a maximum burst pressure rating of no more than 300psi. No other DOT bottles are permitted on the motorcycle for any other purpose.

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

NITROUS BOTTLES: Bottles must be fully enclosed within the bodywork or swingarm. Bottles may not be mounted to foot pegs or outside of the swingarm.

BALLAST: Ballast is not permitted. Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. Any component, regardless of weight, which serves a structural, mechanical, and/or performance-enhancing function, is not considered to be ballast. Any non-ballast component which is deemed to be built excessively heavy in an attempt to side-step the ban on ballast will be subject to disqualification. The tech director has final discretion on this subject.



EXOTIC HEAVY MATERIALS: MAN CUP defines an exotic heavy material as any material with a density higher than 8.1 grams per cubic centimeter. With the exception of components considered to be part of the front wheel assemblies or internal fork components, no components on the motorcycle may be manufactured from exotic material.

WHEELS: Aftermarket wheels are permitted, but must be the same diameter as the stock wheels. Cast wheels must have a 180mm or greater width tire. Maximum rear width is 6.25 inches. Front and rear wheels must be of matching styles and materials. Wheels can be painted, powder coated, or polished. Ceramic wheel bearings are permitted.

MAXIMUM FRONT WHEEL WEIGHT: Front wheel and brake rotor components may be manufactured from any material. The total weight of the front wheel rotating assembly, including tire, rotor, bearings, etc., cannot exceed 29 lbs. Inner bearing spacers and any non-OEM axle spacers required to install aftermarket wheels are included in the wheel weight.

FRONT SUSPENSION: OEM factory stock bearings/races, lower triple clamp, axle and axle hardware, wheel spacers, and forks required (none of these parts can be swapped with different year or model motorcycles). All front suspension components must be assembled as designed by the OEM, no reversing or relocating of forks or brake components. Aftermarket top triple clamp is permitted but must retain factory offset. Forks may be internally lowered, cut, re-valved, and shortened. Internal components may be constructed of any material. Rigid front forks are not allowed, and a minimum of 1" of front suspension travel is recommended. The front suspension must have sufficient hydraulic damping to allow safe operation. Modifications to OEM forks that completely removes or otherwise defeats the function of the damping system are not acceptable. Steering dampers are recommended and may be required in the future. Front-end lowering retention straps are permitted.

MAXIMUM FORK WEIGHT: The maximum fork weight for all models is 9.0 lbs per side. Fork weight includes all internal and external components of the fork, including the fork oil. Weight does not include axles, axle spacers or hardware, brakes, brake brackets or hardware, fenders, fender mounts or hardware, or any other components mounted externally of the fork.

REAR SUSPENSION: Aftermarket shocks and aftermarket suspension linkages may be used. Aftermarket dogbones are permitted.

BIKE & RIDER MINIMUM WEIGHT: No minimum weight for the class.

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 MAN CUP.

BRAKES: OEM factory stock front and rear brake calipers are required. Aftermarket disks of OEM diameter are permitted. Carbon fiber brake pads or disks are prohibited. Titanium brake rotors or rotor carriers are prohibited. One brake caliper and rotor may be removed from the front. Aftermarket brake lines are permitted.

GROUND CLEARANCE: Static ground clearance measurements will be taken with the rider seated on the bike, hands on handlebars, and feet forward, with heels only contacting the ground.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

Power Adder Bikes: All components, including bodywork, must have a minimum of 3 inches of static ground clearance.

Naturally Aspirated Bikes: All components, including bodywork, must have a minimum of 2 inches of static ground clearance.

DYNAMIC GROUND CLEARANCE: Ground clearance during the run, or dynamic ground clearance, constantly changes due to tire flex/growth, suspension movement, chassis and swingarm flex, etc. Because of the many variables involved in actual ground clearance during the run, there is no reasonable method to measure this value. Static ground clearance, or ground clearance with the bike sitting stationary, is the only defined measure for ground clearance. However, in the interest of safety, any entrant observed by the IDBL & MAN CUP technical staff to have an unsafe amount of dynamic ground clearance may be required to alter their bike or setup, even if they pass the static ground clearance measurement. This may be done at any time during the event, and the manner or methods of these alterations will be determined on a case-by-case basis.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:



Full all-leathers or SFI Spec 40. A 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

RULE REVISIONS: In order to maintain a level playing field, MAN CUP 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 the wheelbase. Any rule revisions deemed necessary by IDBL & MAN CUP would be officially posted on the MAN CUP website a minimum of 14 days prior to the event in which they become effective (the rulebook on the MAN CUP 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.

MAXIMUM ALLOWABLE WHEELBASE MEASUREMENTS:



Minimum Rider #	All Motor Liter	All Motor Big Bore	Nitrous Liter	Nitrous Big Bore	Turbo Liter	Turbo Big Bore	Supercharged Liter	Supercharged Big Bore
M0	71"	68"	64"	65"	63"	63"	64"	64"
M120			65"	66"			65"	65"
M125	72"							
M130		69"			64"	64"		
M135	73"		66"				66"	
M140		70"		67"				66"
M145	74"		67"					
M150		71"			65"		67"	
M155	75"		68"					
M160		73"		68"		65"		67"
M165		74"	69"		66"		68"	
M170		75"						
M175			70"					
M180				69"	67"		69"	68"
M185			71"					
M190			72"		68"	66"	70"	
M195			73"					69"
M200			74"	70"	69"		71"	
M205			75"		70"			
M210					71"	67"	72"	70"
M215					72"			
M220				71"	73"		73"	
M225					74"			71"
M230					75"	68"	74"	
M235								
M240				72"			75"	72"
M245						69"		
M250								
M255				73"				73"
M260						70"		
M265				74"				

N/A Bikes:

Bikes originally OEM without front fairing: Add 2"

ZX-10R, R1, S1000RR, CBR 1000RR: Add 2"

Bikes on gasoline: Add 1"

Bikes with True Hand Clutch: Add 3"

Nitrous Bikes:

ZX-10R, R1, S1000RR, CBR 1000RR: Add 2"

Turbo Bikes:

R1, S1000RR, CBR 1000RR: Add 2"

ZX-10R: Add 1"

Supercharged Bikes:

ZX-10R, R1, S1000RR, CBR 1000RR: Add 2"

2023 PRO MOD RULEBOOK



DESIGNATION: The class designation is PM. All entrants must display this designation on both sides of their motorcycle, followed by their bike number. Example: PM675

FORMAT: This is a 1/8 mile heads-up class run on a .400 pro tree. 16 bike qualified field. Less than 9 entries will be an 8-bike field. Runs on a Pro Ladder.

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.

WEIGHT: Minimum weight at the conclusion of the run, including rider:

620 lbs for all GS and KZ-based entries

595 lbs for all Hayabusa and ZX-14 entries

All weight minimums and rules are subject to change at the sole discretion of the Man Cup Rules Committee.

BRAKES:

Front single: 10" minimum rotor diameter

Front dual: 8" minimum diameter rotors.

Rear: 10" minimum rotor diameter.

All brakes must be fully operational when applied.

BODY: One-piece body or individual body panels representing some original manufacturer's design required. Full fairing, half fairing, and headlight permitted.

BATTERY: Must be securely fastened within the confines of the frame.

FRAME: Strongly recommended that the frame be constructed by a reputable drag bike chassis builder. All major frame tubes are recommended to be constructed using a minimum of 1.00" x .058" 4130 Chromoly tubings.

GROUND CLEARANCE: A minimum of 2.0" ground clearance with the rider seated on the bike and no more than 10 lbs rear tire pressure. A maximum of 3.50"



TIRES: Maximum rear tire tread surface, regardless of temperature or wear, not to exceed 11.00" as measured with the motorcycle off of the ground at 8 lbs of air pressure. Tire Make, model, and size details must be clearly designated on all tires. All rear tires must be readily available to all competitors as deemed by ManCup Tech. The front tire must be free of any weather or age cracking in the sidewall of the tire.

WHEELBASE: 90" recommended max.

WHEELIE BARS: Required. Use of non-metallic wheelie bar wheels required.

WHEELS: Bead lock style rear wheel is strongly recommended. The use of a staging disc type of product incorporated into the front wheel, painted flat black and extending to 5 ½" above the racing surface, is suggested.

CHAIN GUARD: Must cover the entire length and width of the drive chain. Reinforced chain guard recommended.

INDUCTION:

Carburetors -Permitted
Mechanical or Electronic fuel injected – Permitted
Nitrous Oxide Injection – Permitted
Supercharger or turbocharger – Strictly Prohibited

FUEL: Commercially available racing Gasoline only. The use of alcohol, methanol, propylene oxide, or nitromethane as a primary fuel or fuel additive is strictly prohibited.

MAXIMUM ENGINE DISPLACEMENT: none

TRANSMISSIONS: A maximum of six forward speeds are permitted. Use of overriding gear changes without engine kills required.

AIR SHIFTER: Mandatory.

AUTO SHIFT: Permitted.

NITROUS OXIDE: Permitted. Nitrous bottles must be SECURELY mounted within the confines of the frame. No torches can be used to heat Nitrous Bottles, bottle warmers are required.



EXHAUST: All pieces of the exhaust system, including head pipes, collectors, and megaphones, are required to be SECURELY fastened. Securely fastened defined to include an NHRA accepted header tether, a weld (minimum ½" stitch type), or be a permanent attachment to the race bike frame with positive type (exhaust hangers, support brackets, bolts/nuts, etc.) fasteners that they require tools for removal.

COMPUTER and DATA ACQUISITION: Permitted.

PUSH VEHICLES: Permitted. A valid driver's license is required to operate any type of push vehicle. Posted pit speeds must be obeyed at all times. If the pit speed is not posted, the maximum pit speed will be 5 mph.

SAFETY: A carburetor/throttle body restraint or backfire strap is required.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

FIRE SYSTEM: An board fire suppression system recommended

FUEL LINES: Recommended to use AN fitting and braided steel fuel lines. Covering all fuel lines with fire-resistant material is recommended. All non-AN-type fuel line connections are recommended to be fastened using a metal clamp or tie wrap.

STEERING DAMPER: Required.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.



Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 PRO ULTRA 4.60 RULEBOOK

CLASS DESCRIPTION: 4.60 Index is open to all bikes, and will run on a 4.60 Index.

DESIGNATION: The class designation is PU. All entrants must display this designation on both sides of their motorcycle, followed by their bike number. Example: PU675

FORMAT: This is a 1/8 mile 4.60 Index class run on a .400 pro tree. The class will be on a 32 or 64-bike field, depending on attendance, and placed on a pro ladder. Lane choice is given to the rider with the better qualifying position when the ladder is generated and still applies to all subsequent rounds.

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.

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

GENERAL: A rider may only run one bike in this class.

BRAKES: Front and rear brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required on all entries.

ELECTRICAL: 2-steps are permitted. Delay boxes are permitted.

LIGHTS: A functional tail light mounted on the tail section, swingarm, or wheelie bars is required.

CLUTCH: Any style clutch permitted.

TIRES: DOT tires or any size slick is permitted.



WHEELIE BARS: Wheelie bars are permitted.

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 PRO OPEN RULEBOOK

CLASS DESCRIPTION: This class will showcase the most diverse array of drag bikes the sport can provide! Pro Open is open, actually WIDE open to ANY combination you want to bring out. All motor, nitrous injected, turbocharged, injected, or even blown nitro bikes. The diverse field of machines should prove to quickly become a crowd favorite. These purpose-built machines will attempt to put their massive amounts of horsepower to the ground and propel them through the 1/8 mile in search of a quick ET and high MPH.

DESIGNATION: The class designation is PO. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: PO675



FORMAT: 1/8 MILE – .400 PRO TREE – ALL RUN FIELD – OPEN TO ALL ENTRIES ABLE TO PASS SAFETY INSPECTION

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.

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

NITROUS OXIDE: Permitted. May use any style nitrous system with any number of solenoids or nozzles.

ENGINE: Any type of power plant is allowed in Pro Open.

TRANSMISSIONS: Auto shift is allowed

WHEELBASE: Pro Open does not have a wheelbase minimum or maximum. The Man Cup does reserve the right to disallow any entry whose wheelbase is deemed to be directly or indirectly contributing to any handling creating a safety issue for the rider or rider in the other lane. This decision will be at the discretion of the Event Director and/or Tech Director.

TURBOCHARGERS: Permitted

INTERCOOLING: Any style or type of intercooling is allowed. Water injection is permitted.

SUPERCHARGERS: Entrants are allowed to supercharge

INJECTED NITRO: Allowed and can be combined with a supercharger, turbocharger, or nitrous oxide.

FUEL: Any gasoline is allowed, as well as ethanol, methanol, and nitromethane. Propylene oxide is not allowed in any category due to the negative health effects of it being a probable human carcinogen.

GASOLINE: Manufacturers Cup defines gasoline to be a complex mix of hydrocarbons.

SUPERCHARGED: Permitted



TURBOCHARGED: Permitted

INJECTED / SUPERCHARGED NITRO: 90% nitro is permitted

CARBURETORS: Permitted

FUEL INJECTION: Permitted

ENGINE MANAGEMENT SYSTEMS: Permitted. Engine management systems (EMS), also known as Engine Control Units (ECU), may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

TECH INSPECTION: Man Cup tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback, or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. MANUFACTURERS CUP tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

ECUs may not detect and may not be activated by radio transmitters, infrared, laser or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (ie radio, infrared, sonic. etc.) transmit or receive information during the run to or from any source.

DATA ACQUISITION: Any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based on ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system, the track surface, or any structure of the track facilities are prohibited. Any non-contact sensor (sonic, infrared, radar, laser, etc.) designed to detect or measure distance, position, or location is prohibited. The use of GPS, locator or position beacons, and locator or position transmitters is prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire to measure speed, distance, or track position, are prohibited.



BRAKES: Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type, braided steel hose, or stainless steel line. A braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to ensure no contact with moving parts. Carbon fiber brake pads or disks are prohibited.

WHEELIE BARS: Permitted

MINIMUM WEIGHT: No Requirements.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

GROUND CLEARANCE: All Pro Open entries must have a minimum of 2" ground clearance with the rider sitting on the bike, straight up perpendicular to the ground (oil retention blankets may be removed to pass the ground clearance test). All ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run. No rider or team member is allowed to alter the pressure, measure the pressure, or otherwise make any contact with either tire valve stem until the conclusion of the post-run technical inspection. If an entrant fails the ground clearance inspection and their rear tire pressure has dropped below 8lbs, they will be allowed, upon the tech director's approval, to raise the rear tire to 8lbs and reattempt the ground clearance test.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. A 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.



RULE REVISIONS -(By Class Committee Meeting Only)

In order to maintain a level playing field, MANUFACTURERS CUP will monitor the performance numbers of the class. From time to time, it may be necessary to adjust the class rules to retain the spirit and objective of this class. Any rule revisions deemed necessary by MANUFACTURERS CUP would be officially posted on the MANUFACTURERS CUP website a minimum of 14 days prior to the event in which they become effective (the rulebook on the MANUFACTURERS CUP 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.

2023 PRO STOCK LIMITED RULEBOOK

CLASS DESCRIPTION: This class is an introduction to Pro Stock Motorcycle Class.

DESIGNATION: The class designation is PSL. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: PSL675

FORMAT: This is a 1/4 mile 7.20 Index class (Index can be adjusted by ManCup), run on a .400 pro tree. The class will be a 16-bike field and placed on a pro ladder.

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.

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

ENGINE: Any engine combination, no power adders.

FUEL: Any gasoline is allowed, including C25 (Yellow) Permitted. Rules will be strictly enforced.

FUEL INJECTION: EFI Permitted. Only 1 injector per cylinder.



CARBURETORS: Permitted

OIL RETENTION: Lower oil retention device (diaper) or belly pan are required.

CHAINGUARD: Mandatory. Must be steel or 1/8" aluminum. Chain guard must, at minimum, cover the width and at least the top of the run of the chain.

CLUTCH: Must be manually operated by the driver's hand. Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system.

TRANSMISSION: Any with a maximum of six forward speeds, and a minimum of four forward speeds may be used. Transmission must be shifted manually or by air over air shifter. Electric or automatic shifters are prohibited. RPM or computer-shifted gearboxes are prohibited.

BRAKES: Hydraulic front and rear are mandatory. Must be fully operational

SUSPENSION: Minimum size 35mm. Minimum travel 1 1/2". A steering Dampener is mandatory. The rear suspension is prohibited.

GROUND CLEARANCE: Minimum 2" with rider sitting on motorcycle

WHEELIE BARS: Maximum length from center line of front axle to centerline of wheelie bar axle is 130"

WHEELBASE: Maximum 70"

TIRES: Must be specified for racing use by the manufacturer. Both tires must bare the manufacturer's same brand name. Maximum rear tire width is 10 inches. The minimum front tire width is 3 inches.

WHEELS: Rear wheel minimum 15 inches in diameter, maximum 18 inches. Front Wheel minimum 16 inches and maximum 19 inches in diameter

AIR INTAKES: - Permitted

BODY: Must be stock appearing and cannot be mixed among models. Replacement parts are permitted but must retain stock shape and function. Body holes for aerodynamics are prohibited. Must have the appearance of a headlight and taillight on the body.

GENERAL SAFETY:

**HELMET:**

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 TOP FUEL RULEBOOK

DESIGNATION: TF, followed by rider number.

POINTS

This class will be a points class at all Manufacturer's Cup events.

It will be the rider's responsibility to monitor his or her points earnings after every event. All requests for points adjustments must be made in writing to info@mancup.info within thirty days of the points posting for the event in question on all events EXCEPT the Finals. For the Finals ONLY, all requests for points adjustments, again, must be made in writing to info@mancup.info and within TEN days of the points being posted. The Man Cup will strive to keep the points tabulations for all classes accurate, and we do hope by you monitoring your own points earnings that any errors or miscalculations can be corrected in a timely fashion. The Top Fuel class is the pinnacle of motorcycle drag racing performance. Top Fuel is currently reserved for the quickest and fastest motorcycles in competition.

ACCEPTED CONFIGURATIONS:

1. Traditional Top Fuel motorcycles with supercharged engines using mechanical or electronic fuel injection and up to 100% nitromethane fuel.



2. Top Fuel Twin motorcycles with injected or supercharged engines using mechanical or electronic fuel injection and up to 100% nitromethane fuel.
3. Transcontinental entries that have actively participated in Top Fuel and accepted (FIM / ACU – Europe and ANDRA – Australia) Top Fuel category within the last 18 months. These International entries will be subject to their own governing bodies Top Fuel class eligibility primarily and Man Cup class rules secondarily.

PERFORMANCE REQUIREMENTS:

1. Top Fuel – Traditional: NONE
2. Top Fuel – Twin: NONE
3. Top Fuel – Transcontinental: NONE

LICENSING:

The Man Cup has no licensing requirements for Top Fuel. Any rider new to Man Cup competition may be subject to initially running single passes for safety reasons. Any rider deemed unsafe for competition by the event director may be subject to removal from the field and required to make single passes only until deemed safe for competition.

DATA COLLECTION:

An onboard data collection device is strongly encouraged on all entries.

FUEL SYSTEM:

The entire fuel system, including the fuel pressure gauge and pressure transducers, should be assembled using braided stainless steel lines and done in a professional manner. Man Cup reserves the right to exclude an entry if the fuel system is not deemed to be safe for competition. A positive action handlebar-mounted and spring-loaded fuel safety shut-off switch with an emergency lanyard attached to the rider is required on all nitromethane-powered machines. It is suggested the lanyard connection to the rider be on the opposite side of the blower intake. All Top Fuel entries must have an external means to turn off the fuel while the body is on the bike and the rider is in the seated position.

WHEELBASE:

Minimum wheelbase 79.00" and no maximum wheelbase.

WEIGHT:

The minimum weight is 675 combo bike and rider. No maximum weight.

BODYWORK:

There are no specific bodywork requirements. The primary purpose of Top Fuel bodywork is for aerodynamic efficiency and rider safety. Rear fenders are recommended to extend at least a



minimum of 50% of the rear tire diameter beyond the rear axle centerline. The rider seating area is recommended to be of fabric or be of anti-skid texture for rider safety. Man Cup reserves the right to exclude an entry if the bodywork is deemed to be unsafe for competition.

TIRE:

The minimum rear slick width is 10.00" and the maximum is 14.00"

KILLSWITCH:

1. Nitro: Refer to the fuel system. A positive action handlebar-mounted and spring-loaded fuel safety shut-off switch with an emergency lanyard attached to the rider is required on all nitromethane-powered machines.
2. All others: A rider-attached emergency lanyard is required. When the lanyard is pulled, both the fuel pump and the ignition system will be disarmed.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be Kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.



2023 PRO STREET RULEBOOK

DESIGNATION: The class designation is PST. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: PST675

FORMAT: This is a 1/4-mile heads-up class run on a .400 pro tree. The class will qualify for a 16-bike field and be placed on a pro ladder. There will also be a "B Class" for riders that qualified 17th – 32nd, and they will be placed on a separate pro ladder. No alternates will be used in either class if a rider is broken.

CHANGING BIKES: A racer can change their 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.

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

BIG-BORE BIKES: Production big-bore bikes are permitted a single power adder.

LITER-CLASS BIKES: Production liter-class bikes are permitted a single power adder. Only the latest lightweight, high-tech import offerings, with a maximum production size of 1000cc, will be permitted to race under this designation, and each model must be approved for use by Man Cup. Currently, the following 2001 or newer models are approved for use under the liter-class designation:

BMW: S1000RR

HONDA: CBR929RR, CBR954RR, and CBR1000RR

KAWASAKI: ZX-9 and ZX-10

SUZUKI: GSXR1000

YAMAHA: YZF-R1

ENGINE: Only production-based motorcycle engines are permitted and must utilize factory cases and cylinder heads unless otherwise noted. Entrants running nitrous oxide are permitted to run aftermarket cylinder heads. Entrants running GS/KZ engine platform are permitted to run aftermarket cases. Aftermarket cylinder blocks are permitted. Any internal modifications are permitted. Nitrous oxide may not be used in conjunction with turbocharged or supercharged entrants. Air or electric shifters permitted.



INTEGRAL ENGINE CASES: Big-bore bikes with 1-piece top case/cylinder block designs.

Combination	Max Displacement
Turbocharged - Big Bore	Up to 1370cc with no weight penalty. See chart at bottom of rulebook on weight penalty for 1371cc – 1451cc max engine.
Supercharged - Big Bore	Up to 1451cc with no weight penalty. See chart at bottom of rulebook on weight penalty for 1452cc – 1660cc max engine.
Nitrous - Big Bore (Roller Bearing)	1755cc max
Nitrous - Big Bore (Plain Bearing)	Unlimited
Turbocharged - Original Liter	Up to 1000cc with no penalty. See chart at bottom of rulebook for wheelbase penalties for 1001cc – 1125cc max engines.
Supercharged - Original Liter	Up to 1000cc with no penalty. See chart at bottom of rulebook for wheelbase penalties for 1001cc – 1125cc max engines.
Nitrous Injected - Original Liter	Unlimited

NITROUS OXIDE: Entrants running under the Nitrous Injected category may use any style nitrous system with any number of solenoids or nozzles.

SUPERCHARGERS: Entrants are limited to a single centrifugal-style supercharger with a maximum inlet opening of 72.0mm. Wheel design limitations and measurement methods are identical to turbocharger rules. Any team desiring to compete with a supercharger of a design other than centrifugal (i.e., roots, screw, vane, etc.) must consult with the Man Cup technical department to determine appropriate rules and limitations at least 30 days prior to entering any Man Cup event.

TURBOCHARGERS: Entrants are limited to one turbo with a maximum turbo inlet opening of ###mm. See the chart at the bottom of the rulebook for turbo size restrictions for each combo. Man Cup defines maximum turbo size as the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels are permitted; the contour from the inducer to the exducer must be continuous without steps. The leading edge of the inducer wheel may not exceed ###mm and must fit inside the ###mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than ###mm is not acceptable.

INLET COOLING: Any type of inter-cooling is permissible. Nitrous may not be used as a cryogenic cooling source.

INTERCOOLER MOUNTING: Any part of the turbo, supercharger, or induction system may be mounted within the original bodywork/frame envelope in any available location. Components mounted outside of the bodywork are limited to an area no higher than 24 inches above the ground, 18 inches to either side of the bike centerline, and no more than 3 inches forward of the front axle. Only air-to-air intercooler components may be mounted outside of the bodywork. No tanks, pumps, or heat exchangers part of a liquid-to-air intercooler may be mounted outside of the bodywork envelope. No tanks or heat exchangers part of a cryogenic system may be mounted outside of the bodywork envelope, with the exception of spray bars, hoses, and solenoids as part of an unsealed cryogenic spray bar mounted to an air-to-air



intercooler. No ballast may be mounted to any part of the turbo, supercharger, or induction system outside of the bodywork envelope. The use of "heavy" parts in the design of induction, supercharger, or turbo system components mounted outside of the bodywork is prohibited. MANCUP tech has the final determination on the legality of the design of any externally-mounted components which could potentially be deemed "heavy" parts, and pre-approval of the design is highly recommended. Any design must allow the required access to both sides of the front axle for wheelbase measurements (see WHEELBASE MEASUREMENTS).

WATER INJECTION: Entrants utilizing water injection must have the tank mounted in a manner to allow tech to inspect its contents easily. Water or any legal fuel is permitted in the tank and cannot be mixed.

CLUTCH ENGAGEMENT: The process of clutch engagement is defined as the act of moving the pressure plate from the fully disengaged, 100% slip (i.e., pressure plate out preventing clutch friction from occurring) position to the fully engaged (no disengagement force, the pressure plate is fully sandwiching clutch stack) position. Clutch engagement should not be confused with clutch lockup assistance, which is the act of increasing the clutch clamping force after the clutch is fully engaged.

TURBOCHARGED & NON-SLIDER SUPERCHARGED BIKES: The act of clutch engagement and disengagement must be fully controlled by the clutch lever. No source of input other than the rider actuating the clutch lever may be used to control clutch engagement or disengagement. The use of any electronic, pneumatic, or hydraulic device to assist, limit, delay, or otherwise control the act of clutch engagement is prohibited. Air-assisted clutches may in no manner be used to reduce clutch clamping force below that of the static springs and centrifugal lockup for a given clutch speed. Under any and all conditions, when air pressure is applied to an air-assisted clutch, it must result in an increase in clutch lockup force. Any system that has the potential to reduce clutch force via an increase in air pressure is prohibited.

CLUTCH: All clutch systems must be approved by Man Cup for use in this class. Each interested manufacturer or team must submit sample parts for approval a minimum of 60 days prior to any event in which it desires approval eligibility. No pneumatic, electric, or hydraulic clutch engagement, release, or activation systems are permitted. The use of any electric or hydraulic force generation systems to assist or adjust clutch slippage or lockup is not allowed. Only pneumatic pressure or centrifugal force may be utilized to generate a force to assist in clutch lockup.

TURBOCHARGED BIKES: Slider clutches prohibited. Pneumatic lockup assist clutches are permitted. Clutch engagement and disengagement must be controlled by a conventional cable or hydraulic-actuated clutch lever (See CLUTCH ENGAGEMENT). 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. Air-assisted clutches must perform this test with the air feed disconnected from the clutch system. A convenient disconnect point should be designed into the system to facilitate 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 a direct result of clutch engagement drag.

NITROUS INJECTED BIKES: Any approved clutch system permitted. Slider clutches are permitted. Pneumatic lockup assist clutches are permitted.

SUPERCHARGED BIKES: Any approved clutch system permitted. Slider clutches are permitted.

TRANSMISSIONS: All entrants must utilize an OEM-style shift drum and transmission. Transmission must be installed in the original location engine cases.

AUTOMATIC TRANSMISSIONS: An automatic transmission is defined as any transmission designed in a manner that could allow override-style shifting. A transmission is considered to be an auto transmission if it utilizes any components designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but is not exclusive to, windowed shift drums, split forks, split gears, split fork slider rings, gear or fork detent springs, etc.

1-2 AUTO: Bikes utilizing a 1-2 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear only. Check the tables at the bottom for weight penalties and to see if your combo is permitted to run this auto transmission.

1-2-3 AUTO: Bikes utilizing a 1-2-3 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear and from 2nd gear to 3rd gear. Check the tables at the bottom for weight penalties and to see if your combo is permitted to run this auto transmission.

1-4 AUTO: Bikes utilizing a 1-2-3-4 auto may utilize auto transmission components that allow override shifting from 1st gear to 2nd gear, from 2nd gear to 3rd gear, and from 3rd gear to 4th gear. Check the tables at the bottom for weight penalties and to see if your combo is permitted to run this auto transmission.



FULL AUTO: Bikes utilizing a full auto may utilize auto transmission components that allow override shifting in any or all gear change positions. Check the tables at the bottom for weight penalties, and to see if your combo is permitted to run this auto transmission.

TRIPLE CLAMPS: The steering stem offset on the top and bottom triple clamps must be equal. The Front axle offset may not be less than ½-inches. The use of triple clamps, steering stems, stem bearings, offset bearing races, or any other components designed to increase or decrease the rake is prohibited. The axle must be in the center of the forks. Triple clamps can be made of a material other than aluminum only after Man Cup approval of the concept. The bottom of the lower triple tree cannot be higher (must be flush or lower) than the webbing of the lower steering neck.

FRAME: Stock OEM frames are required on all boosted bikes and nitrous roller-bearing bikes. No modifications to any portion of the frame are permitted unless specifically noted. Allowable Modifications Below:

ALL BIKES: Frames may be polished, chromed, painted, powder coated, or otherwise cosmetically altered, as long as such modifications do not remove substantial material or weaken the frame. No braces, gussets, or crossbars may be removed unless specifically listed. Additional braces, gussets, or crossbars may be added, as long as they do not weaken the frame in any manner.

Small accessory brackets, tabs, mounts, etc., using fasteners no larger than 5/16" (8mm) may be removed, relocated, or modified. New accessory mounts may be installed, and new mounting holes may be drilled into the frame, as long as the hole size does not exceed 5/16" (8mm). An excessive number of mounting holes will be considered lightening of the frame and is not permitted. Exhaust mounting brackets, center-stand, and side-stand brackets, regardless of fastener size, may be removed as long as doing so does not weaken the frame.

On turbocharged and supercharged entrants, steering heads must remain stock, with the exception of the lower steering stem bearing race area. The bottom of the steering head may be re-machined or removed and replaced in order to increase the clearance between the front tire and the bottom triple clamp, a technique commonly referred to as "short necking". If short-necking has been performed, the new bearing race cup must be dimensioned to fit the factory bearing race and may not be located more than 1.00 inches above the original bottom webbing of the steering neck. Aftermarket steering stem bearing sets are allowed but must be a dimensional replacement for the OEM bearing being replaced. Aftermarket stem bearings of either ball or roller design are allowed. The replaced or modified bearing race cup must be located along the same axis as the original location, i.e., the rake of the steering stem may not be altered during this modification. No other material beyond that reasonably necessary to



perform the short-neck modification may be removed from the steering neck casting, with the exception of removal or modification of the steering stops and/or the headlight/fairing mount. For non-turbocharged entrants, frames may be altered in order to increase the rake. No de-raking of frames will be permitted. Location of the bottom triple clamp must be in the same general location as the legal modifications permitted for turbocharged entrants.

Seat rails/sub-frames may be modified or relocated. Mounting tabs or brackets for these items may be modified or relocated as well.

Rear suspension mounts, including shock mounts and rising rate linkage mounts, may be relocated. However, due to the extreme loads and potential safety issues, modifications to these components will be heavily scrutinized.

On turbocharged entrants, swingarm pivot mounts may not be modified. The swingarm pivot centerline cannot be moved in any manner, including offset bushings, plates, etc. Proper design, welding, and bracing are crucial in these areas. Non-turbocharged entrants are permitted to relocate the swingarm pivot axle up to 2" from its factory location. Engine mounting tabs and brackets may not be modified. Bolt-on engine mounts may be replaced but must maintain the same mounting dimensions as the factory mounts. Engine relocation in any manner is not permitted.

HONDA BLACKBIRD: The round tubular cross-brace, located directly behind the steering stem, may be removed. The upper rear sub-frame mount may be removed. It may be cut off flush with the top of the factory frame spar, but no farther.

KAWASAKI ZX-12, ZX-14: Airbox inlets may be welded shut, or modified for better sealing with turbo dump pipe, as long as these openings are not enlarged. Access panels for throttle body/airbox connectors may be modified, as well as the mounting area for the connectors. These modifications may not weaken the frame. Opening for turbo pop-off valve may be cut in the airbox area of the frame as needed, as well as mounts or bungs for air sensors.

SUZUKI GSXR (EARLY MODELS): 1986-1987 750 and 1986-1988 1100 models may remove the square tubular cross0brace located generally above the carburetors.

Late-model liquid-cooled models, factory-equipped with engine mounts connecting between the cylinder head and the upper frame spar, are not required to use these mounts. The mounting tabs for these mounts may be removed from the frame.



SUZUKI HAYABUSA: The round tubular cross-brace, located directly behind the steering stem, may be removed. The upper rear sub-frame mount may be removed and may be cut no lower than 1.5" below the original top surface of the OEM-cast fuel tank mounting flange.

SUZUKI GS & KAWASAKI KZ/Z1: Frames may be modified for a backbone fuel cell. Drive side frame rails may be replaced/modified for chain clearance.

NITROUS PLAIN BEARING BIKES: May run one of the following Man Cup approved aftermarket frames: DME Racing (DME-1300-Tubular)

WHEELIE BARS: Wheelie bars are prohibited.

SEAT: All bikes are subject to a minimum seat height as listed in the table at the bottom of the rulebook. Seat height measurements will be taken at the lowest point of the seating area, with the rider sitting on the bike, and with any seat, padding compressed. Seating areas will include any portion of the bike bodywork, gas tank/shell, frame/subframe, or any other components that it is reasonably likely that the rider may use as is as a seating area during the operation of the motorcycle.

Construction: Seats must be flat or slightly convexly curved, and this flat/convex area must maintain a minimum width of 6 inches along its entire length. Any attempt to utilize bumps, humps, ridges, excessively curved surfaces, concave surfaces, or deflectable or moveable panels/structures to circumvent seat height requirements will be grounds for disqualification. Tech has the final determination and judgment on such rulings.

Padding: Seat padding, grip tape, etc., may be applied, but may not exceed ¼" in thickness. When tech performs seat height measurements, any padding will be fully compressed; therefore, builders should take this into account when setting seat height.

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

FUEL: Any type of fuel is permitted for all combos but cannot exceed .799 specific gravity.

BODY: All main body parts, including upper fairing, side fairings, fuel tank, and tail section, must have stock appearance and shape (i.e., no one-piece bodies or tank shell unless originally equipped). Front fenders are required and must be manufactured of plastic, fiberglass, or carbon composite. All bodywork must match the type of frame being used (i.e., you cannot put GSXR bodywork on a GS frame, or ZX-14 bodywork on a ZX-10). Bodywork may be updated or backdated to later or earlier model bodywork if it is on the same model bike. The tail section or rear fender must extend past the rear axle. Replacement parts are permitted but must retain



the shape of the stock parts they replace. Altering of stock body shapes must be approved by Man Cup. To allow access to nitrous bottles, all nitrous bikes must have thumb (butterfly) body fasteners on any aftermarket body pieces that cover the bottle to allow the removal of panels or section by hand without the use of tools.

FUEL TANKS: Entrants using an aftermarket tank are required to run either a functioning fuel tank from the approved list or a tank shell version of a tank from the approved list. Modifications to the aftermarket tank/shell are permitted in order to achieve the minimum seat height requirement. Aftermarket fuel tanks and tank shells are limited to Man Cup-approved manufacturers and part numbers only. In order for a tank to be legal, it must be commercially available, at a fair market price, to anyone desiring to purchase one. The manufacturer or distributor must be able to maintain availability at all times and must be able to make delivery within 30 days of the order. The manufacturer or distributor has the right to demand full pre-payment, including any shipping charges, before considering an order to be completed. Companies desiring to produce production tanks for this application may submit tank designs for approval. For further questions or inquiries, contact Man Cup technical department.

NON-FUNCTIONING TANK SHELLS: Fuel cells may be mounted anywhere on the motorcycle within the bodywork.

DUAL FUEL TANKS: Any bikes using both methanol and gasoline as fuels must maintain fuels in separate containment systems in order to allow fuel inspections.

CURRENT APPROVED AFTERMARKET TANKS (For Boosted Bikes):

Manufacturer	Model Bike	Part Number
Catalyst Racing Composites	Hayabusa	BUSOTK99, BUPSTK99, BUP52TK99, BUP53TK08, BUP54TK08, VELOCITYTANK06, VELOCITYTANK08, BUP54-SC, BULTK01, BUG2TK99
Montgomery Motorsports	Hayabusa	BUSA-GEN2-PROSTREETCOMPLETE
Del's Performance Cycles	Hayabusa	DPCBUSTSHELL
TM Motorsports	Hayabusa	TM13PSTK
BMF Motorsports	Hayabusa	Busa-pst99-21
Catalyst Racing Composites	GSXR 1000	GSXR1LTK05, GSXR1SOTK05, GSXR1LTK07, GSXR1GTT07, GSXR1SOTT05
Catalyst Racing Composites	GSXR 1100	GSXR11LTK89
Montgomery Motorsports	GSXR 1100	GSXR 1000 05-06 PROSTREETCOMPLETE
Catalyst Racing Composites	ZX-14	ZX14PSTK06, ZX14SOTK06
Catalyst Racing Composites	ZX-12	ZX12PSTK02
Catalyst Racing Composites	ZX-10	ZX10LTK04, ZX10GTK04
Air-Tech Streamlining	CBR 1100XX	CBRXX10S2
Air-Tech Streamlining	CBR 1000 RR	2CBR17M
Catalyst Racing Composites	BMW S1000RR	#S1RRLTK10
Montgomery Motorsports	GS 1100	GS1100 PROSTREETCOMPLETE

CURRENT APPROVED AFTERMARKET TANKS (For Nitrous Bikes):

Manufacturer	Model Bike	Part Number
Any	Any	Any commercially available tank shell



FRONT FAIRING: No portion of the front fairing or headlight may be mounted further forward than 3 inches past the forwardmost part of the front tire. Access to the front axle for wheelbase measurements must be maintained (see WHEELBASE MEASUREMENTS).

AFTERMARKET FAIRINGS: Due to potential rider safety hazards created by high terminal speeds, bikes originally produced with no front fairing or windscreen are allowed the use of aftermarket fairings, screens, and/or wind deflectors. Components should be of a professional design and implementation, and they should be of a size and style appropriate for the particular motorcycle. All designs must be pre-approved by MAN CUP. The Man Cup technical staff has the final decision on what is deemed a safe and appropriate design.

TAIL SECTIONS: Seat location will be determined by a minimum distance of 29.5 inches measured from the centerline of the steering stem to the back of the seat, including padding, at the bottommost point measured at a 90-degree angle to the ground. Approval of all parts will be limited to 30 days prior to an event. Photos of parts installed on the exact bike must be submitted for approval.

STARTING SYSTEMS:

BOOSTED BIKES: All engines must be self-starting and utilize OEM-style starting systems. No push or roller starts. All systems must be on-board; no external devices may be used to assist the batteries or starter systems.

BOOSTED BIKES (EXTERNAL STARTER): See tables at the bottom of the rulebook to see if this starting system is permitted. Any style starter system is permitted (self-starting, battery assist, or starter cart). No push or roller starts.

NITROUS BIKES: Any style starter system is permitted (self-starting, battery assist, or starter cart). No push or roller starts.

LAUNCH CONTROL: The use of 2-steps and other launch control devices is legal for all entrants, as long as such devices do not violate any other equipment rules.

ENGINE MANAGEMENT SYSTEMS: Engine management systems (EMS), also known as Engine Control Units (ECU), may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

TECH INSPECTION: MAN CUP tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or



any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. Man Cup tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

DATA ACQUISITION: Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system are prohibited. Third wheel sensors, which are 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.

ELECTRICAL: Head and taillight w/ brake light, and kill switch required. Headlight and taillight must be retained in stock locations. Turn indicators are optional. Headlight and taillight are required to be on during all qualifying and elimination runs. In the event of failure of the lighting system, the tech department will allow repairs to be made prior to the next round of competition. This courtesy repair opportunity is only allowed once per event. Failure by the rider or crew member to activate the lighting system is considered to be a system failure. Any failure for the second time in the same event will result in an automatic disqualification.

HEADLIGHTS (For Boosted Bikes): Factory headlight systems matching the bike model must be used. All of the original factory glass or plastic lenses must be used, may not be painted or wrapped (reasonably transparent tinting permitted), and must be mounted in the original location in the front fairing (or headlight bucket on non-faired bikes). Non-fairing bikes must have the headlight bucket mounted in the factory location. All components which are part of the original beam-generating and reflecting system, and are visible from the outside of the bodywork, must be retained, and may not be modified in any manner visible from the outside. These components include reflectors, secondary lenses, diffusers, bulb sockets, and bulbs. All such components of both the low-beam and high-beam systems must be retained, even if that system is not in use. Required components may be mounted in any suitable manner. Any modification of the mounts, housing, or non-visible areas of the lenses, reflectors, and other required components is permitted. However, the lighting system must be enclosed to prevent



the escape of light from behind the fairing or bucket. At least one bulb from either the low-beam or high-beam system must be on during the competition. Unused bulbs do not need to be electrically functional, and a high/low switching system is not required.

HEADLIGHTS (For Nitrous Bikes): A headlight decal may be used instead of a factory headlight. The decal must be the exact dimensions of the factory headlight for the model bike. The decal must visually look like a headlight. You must also have some type of bulb or even a single LED light that protrudes through the front of the headlight decal that is on during competition.

TAILLIGHTS: All entrants must have a functioning taillight system, with operational taillights. Factory taillights are highly recommended. Non-factory taillights may emit any color light and must be sufficiently bright to be reasonably visible.

BALLAST: Ballast is defined as any component attached to any part of the motorcycle; whose purpose is to add weight to the motorcycle. Any component, regardless of weight, which serves a structural, mechanical, and/or performance-enhancing function, is not considered to be ballast. (i.e., as a general reference, if the component in question can be removed without affecting any functions of the motorcycle, or decreasing structural integrity of the motorcycle, it is considered ballast). Man Cup does, however, reserve the right to deem any non-ballast component to be illegal, if its excessive weight or design creates a safety hazard, or if its construction or implementation is of an unprofessional appearance. Ballast may not be mounted to any bodywork or other plastic or composite components, nor may it be mounted to any part of the rider's body or equipment. Liquid or loose ballast (i.e., water, sand, rock, shot bags, etc.) is prohibited.

BALLAST MOUNTING: Ballast may be mounted to any portion of the frame, swingarm, seat mounts, rear sub-frame, fairing brackets, or any suitable structural component with sufficient strength to safely support the weight of the ballast during the run. Ballast mounting must be sufficiently strong to support the weight of the ballast, as determined by the tech director. All ballast must be mounted within the outer dimensions of the frame, rear sub-frame, swingarm, or bodywork. Ballast may not be mounted to any spring-mounted exhaust system components. If any exhaust or turbo system components are utilized to mount ballast, these components must have additional braces or struts to reduce the load on the exhaust or turbo system components. These supports must connect the ballast and/or exhaust/turbo components to rigid point(s) on an engine or chassis component, and the supports, mounts, and rigid mounting points must be of sufficient strength to support the ballast/exhaust/turbo assembly weight in race conditions.

CAPTURED BALLAST: Captured ballast is any material or component captured or contained within or around another component without the use of mounting fasteners. This form of



attachment is still considered to be "mounted." This would include pourable ballast, such as epoxy or melted lead, inside of a tube or cavity. It would also include, but not be limited to, other ballast material contained within welded, clamped, or mechanically fastened components such as inside welded frame or swingarm components, inside a fork assembly, or press-fit into a fork slider tube.

FRONT SUSPENSION BALLAST: No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly. Unless specified otherwise, no parts of the front suspension, brake system, or fender system may be remanufactured from exotic heavy materials, including tungsten steel, HD-17, or Mallory metal [see EXOTIC HEAVY MATERIALS]. Front suspension components other than the fork leg assemblies, front axle assemblies, and front wheel assembly (this includes triple clamps, clip-ons, fender mounts, brake calipers, and hangers, etc.) may be remanufactured from any legal materials, but must be constructed to dimensions reasonable for the application, with hardware reasonably sized for the application. Whenever possible, OEM components will be used as a reference when determining appropriate sizes and dimensions. Lightening holes, gun drilling, and other weight saving techniques utilized on the OEM components may be deleted. Pre-approval of custom or aftermarket components is highly recommended. The tech staff has the final decision on all front suspension component matters and will be closely monitoring the use of these components.

EXOTIC HEAVY MATERIALS: MAN CUP, XDA, & NHDRO define an exotic heavy material as any material with a density higher than 8.1 grams per cubic centimeter. With the exception of components considered to be part of the fork, axle, or front wheel assemblies, no front-end components may be manufactured from exotic material.

WHEELS: Wheels 7.00 inches wide or wider must have bead locks. Bead locks are highly recommended on all rear wheels. 16 inch minimum diameter front wheels are permitted.

MAXIMUM FRONT WHEEL WEIGHT: Front wheel and brake rotor components may be manufactured from any material. The total weight of the front wheel rotating assembly, including tire, rotor, bearings, etc., cannot exceed 29.0 lbs. Inner bearing spacers and any axle spacers not removable without the use of tools are included in the wheel weight. Any bearing or axle spacers removable by hand will be included in the front axle weight [see FRONT AXLES]. No aftermarket or remanufactured components of the bearing or axle spacer assembly outside of the wheel may be larger than 1.5" in diameter. Bearing spacers contained completely within the wheel and retained by the wheel bearings may be of any dimension. Unmodified OEM parts larger than 1.50" are acceptable.



FRONT AXLES: Front axle assemblies may be remanufactured or replaced with aftermarket components. Any aftermarket axle must have a dimple or hole in the center of the axle on each side to aid in wheelbase measurements (see WHEELBASE MEASUREMENTS). No part of the axle or nut may protrude more than .75" beyond the outside of the fork legs. No remanufactured or replacement part of the axle, axle nut, or external bearing spacers may exceed 1.50" in diameter. Unmodified OEM parts larger than 1.50" are acceptable. If lead or other materials are used to ballast the front axle assembly, all ballast material must be captured inside a hollow axle tube, and the ballast material must be positively retained by welded or threaded caps, or by some other positive mechanical retention system. The total weight of the front axle assembly, including spacers, nuts, washers, etc., may not exceed 4 lbs. total weight. This weight shall include all OEM and non-OEM parts.

FRONT SUSPENSION: Rigid forks are prohibited. Hydraulic-dampened tube type only, with a minimum tube diameter of 34mm. The front suspension must have sufficient hydraulic damping to allow safe operation. Modifications to existing OEM or aftermarket forks that completely remove or otherwise defeat the function of the damping systems are not acceptable. The design of custom forks must include sufficient damping for the safe operation of the motorcycle under race conditions. A minimum of 1" travel in the front forks is recommended, with sufficient clearance around the fender, fairing, headlight, exhaust, etc., to allow the forks, fender, and wheel/brake assembly to safely move across the full range of fork travel at any steering angle. No more than 1.5" of the upper tube (2" on inverted forks) may be exposed above the top triple clamp or clip-on, whichever is higher.

FRONT STRAPS: Front straps or travel limiters of nylon, cable, or any other flexible material designed to limit fork extension are not allowed.

MAXIMUM FORK WEIGHT: Fork components may be manufactured of any materials. Fork weight includes all internal and external components of the fork, including the fork oil. Weight does not include axles, axle spacers or hardware, brakes, brake brackets or hardware, fenders, fender mounts or hardware, or any other components mounted externally to the fork. Applicable fork weight is determined by the year model of the frame and not the year model of the forks.

Maximum Weight per Side:

1999 & Newer Models: 9.0 lbs.

1998 & Older Models: 12.50 lbs.

REAR SUSPENSION: On turbocharged and supercharged bikes, the use of any active suspension components is prohibited. Active suspension components include, but are not limited to,



electronic, pneumatic, or air-operated shocks, forks, springs, dampers, or ride height adjustments.

BRAKES: Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type or braided steel hose or stainless-steel line. A braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to ensure no contact with moving parts. Carbon fiber brake pads or disks are prohibited. Braking forces must be generated and controlled solely by the rider. The use of any electrical or mechanical device to apply braking force at any point during the run is prohibited. **ABS BRAKES:** ABS systems must be removed from motorcycles OEM equipped with such systems.

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 sides of the front and rear axles. All components must be mounted in a fashion to allow 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 CONTAINMENT SYSTEM: An engine containment diaper with a pigmat is required.

GROUND CLEARANCE: Engine containment diapers cannot be removed during the ground clearance test. All ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run, with the rider sitting on the bike, straight up perpendicular to the ground. No rider or team member is allowed to alter the pressure, measure the pressure, or otherwise make any contact with either tire valve stem until the conclusion of the post-run technical inspection. If an entrant fails the ground clearance inspection and their rear tire pressure has dropped below 8 lbs, they will be allowed, upon the tech director's approval, to raise the rear tire to 8 lbs and reattempt the ground clearance test. See the charts at the bottom of the rulebook for ground clearance minimums.

RIDER WEIGHT: All riders claiming a combination with rider weight requirements 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 MAN CUP, XDA, & NHDRO.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

RULE REVISIONS: Man Cup reserves the right to step in and adjust rules to maintain parity amongst different combinations when deemed necessary. No rule will be changed solely based on one run or even one race. Instead, a body of data will be collected, and a thorough investigation will be conducted over a series of races among the different race organizations. Man Cup will make every attempt to keep each combination competitive. Any rule revisions deemed necessary by Man Cup would be officially posted on the Man Cup website a minimum of 14 days prior to the event in which they become effective (the rulebook on the Man Cup 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.

TECHNICAL INSPECTIONS: The Man Cup has the right to inspect any competition vehicle or competitor at any time during the event, and at any location on the track premises. For the purposes of collecting information in an effort to maintain class parity and verify the effectiveness of the current rules, these inspections may include the measurement, weight, and design of components not specifically restricted by the rule book. All efforts will be made to



respect the concerns of competitors over issues of intellectual property and proprietary designs. If a competitor feels that a specific requested inspection will unduly reveal proprietary information, they may appeal to the race director. However, if the race director deems these inspections to be warranted and reasonably justified by the technical director, then the competitor must submit to the inspection or be immediately disqualified from the event.

MINIMUM WEIGHT: All weights include both the bike and rider, and will be taken at the conclusion of the run.

Turbo - Big Bore (with separate block/engine cases)					
0-174# Minimum Rider	175# Minimum Rider	185# Minimum Rider	195# Minimum Rider	205# Minimum Rider	
Base Weight 660#	Base Weight 660#	Base Weight 660#	Base Weight 660#	Base Weight 660#	
2.75" ground clearance	2.75" ground clearance	2.75" ground clearance	2.75" ground clearance	2.75" ground clearance	
22" seat height	22" seat height	22" seat height	22" seat height	22" seat height	
71" wheelbase	72" wheelbase	73" wheelbase	74" wheelbase	75" wheelbase	
62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	
1371-1451cc Engine +15#	1371-1451cc Engine +15#	1371-1451cc Engine +10#	1371-1451cc Engine +5#	1371-1451cc Engine +0#	
Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	
1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	
1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	
Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +10#	
Self-Starting Required	Self-Starting Required	Self-Starting Required	Self-Starting Required	External Starters Ok	

Turbo - Big Bore (with integral engine cases i.e ZX-14)					
0-174# Minimum Rider	175# Minimum Rider	185# Minimum Rider	195# Minimum Rider	205# Minimum Rider	
Base Weight 650#	Base Weight 650#	Base Weight 650#	Base Weight 650#	Base Weight 650#	
2" ground clearance	2" ground clearance	2" ground clearance	2" ground clearance	2" ground clearance	
22" seat height	22" seat height	22" seat height	22" seat height	22" seat height	
76" wheelbase	77" wheelbase	78" wheelbase	79" wheelbase	80" wheelbase	
62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	
1371-1451cc Engine +15#	1371-1451cc Engine +15#	1371-1451cc Engine +10#	1371-1451cc Engine +5#	1371-1451cc Engine +0#	
Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	
1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	
1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	
Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +10#	Full Auto permitted +10#	
Self-Starting Required	Self-Starting Required	Self-Starting Required	Self-Starting Required	External Starters Ok	

Turbo - Liter					
0-164# Minimum Rider	165# Minimum Rider	175# Minimum Rider	185# Minimum Rider	195# Minimum Rider	205# Minimum Rider
Base Weight 555#	Base Weight 555#	Base Weight 555#	Base Weight 555#	Base Weight 555#	Base Weight 555#
2.75" ground clearance	2.75" ground clearance	2.75" ground clearance	2.75" ground clearance	2.75" ground clearance	2.75" ground clearance
22" seat height	22" seat height	22" seat height	22" seat height	22" seat height	22" seat height
72" wheelbase	73" wheelbase	74" wheelbase	75" wheelbase	75" wheelbase	76" wheelbase
62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo	62.5mm Max Turbo
1001cc – 1075cc deduct .5'	1001cc – 1075cc deduct .5'	1001cc – 1075cc deduct .5'	1001cc – 1075cc deduct .5'	1001cc – 1075cc deduct .5'	1001cc – 1075cc deduct .5'
1076cc – 1125cc deduct 1"	1076cc – 1125cc deduct 1"	1076cc – 1125cc deduct 1"	1076cc – 1125cc deduct 1"	1076cc – 1125cc deduct 1"	1076cc – 1125cc deduct 1"
Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#	Intercooler permitted +0#
1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#	1-2 Auto permitted +0#
1-4 Auto permitted +10#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#	1-4 Auto permitted +0#
Full Auto permitted +20#	Full Auto permitted +10#	Full Auto permitted +0#	Full Auto permitted +0#	Full Auto permitted +0#	Full Auto permitted +0#
Self-Starting Required	Self-Starting Required	Self-Starting Required	Self-Starting Required	Self-Starting Required	External Starters Ok



SuperCharged- Big Bore
Any Size Rider
Base Weight 640#
2" ground clearance
20" seat height
74" Wheelbase
1452-1660cc +15#
Integral Engine Cases -15#
Intercooler permitted +0#
1-2 Auto permitted +0#
1-2-3 Auto permitted +0#
Full Auto permitted +0#
Self-Starting Required
SuperCharged- Liter
Any Size Rider
Base Weight 575#
2" Ground Clearance
20" Seat Height
75" Wheelbase
1001cc – 1075cc deduct 1"
Intercooler permitted +0#
1-2 Auto permitted +0#
1-4 Auto permitted +0#
Full Auto permitted +0#
Self-Starting Required



Nitrous - Big Bore (roller bearings)
Any Size Rider
Base Weight 600#
2" Ground Clearance
20" Seat Height
75" Wheelbase
Full Auto permitted +0#
Nitrous - Big Bore (plain bearings)
Any Size Rider
No Minimum Weight
2" Ground Clearance
20" Seat Height
No Wheelbase Restrictions
Full Auto permitted +0#
Nitrous - Liter
Any Size Rider
No Minimum Weight
2" Ground Clearance
20" Seat Height
No Wheelbase Restrictions
Full Auto permitted +0#

2023 REAL STREET RULEBOOK

CLASS DESCRIPTION: Designed for street-legal sport 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 keep the visual appearance as close to the original product 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. Example: RST675

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify for a 16-bike field and be placed on a pro ladder. There will also be a "B Class" for riders that qualified 17th – 32nd, and they will be placed on a separate pro ladder. No alternates will be used in either class if a rider is broke.



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.

OEM PARTS: Original Equipment Manufacturer (OEM) parts are those parts that were originally equipped on the year, make, and model of the motorcycle as indicated by the chassis VIN#. If a rule states that an OEM part is required, then you cannot replace that part with one from a different year motorcycle or a different model or a different brand bike unless such replacement parts are identical. Suppose the OEM manufacturer has a superseded or replacement part listed in factory literature as the current OEM replacement. In that case, those parts are also legal and share the same manufacturer's part number. Parts listed as "OEM" will have certain modifications allowed to such parts, and those modifications will be specifically defined within that section of the rule book. Any modifications to an OEM part that are not specifically defined as legal in the rule book are **prohibited**. Any racer that exploits any grey areas in the rules or attempts to debate the legality of parts with creative rule interpretations will have the parts in question deemed illegal. All racers need to construct their bikes within the spirit of these rules.

OEM FACTORY STOCK PARTS: Any part defined as OEM factory stock may not be modified from the OEM design in any fashion.

LICENSE PLATE: All motorcycles in this class must have a license plate mounted on the motorcycle. Valid stickers and registration are not required, and the plate can be used from another motorcycle. The license plate must be mounted securely.

FRAME: OEM frames must be used, and cannot be modified in any way unless otherwise noted. Minimal drilling of holes or welding of small tabs for attachment purposes is permitted. Cast or welded components designed for the installation of factory center stand mounts may be removed. Sidestand mounts may not be removed. Powder coating, painting, and polishing of the frame are permitted. VIN numbers must be on frame and readable.

SUBFRAME: OEM sub-frames must be used, and cannot be modified unless otherwise noted. Minimal drilling of holes or welding of small tabs for attachment purposes is permitted. Powder coating, painting, and polishing of the sub-frame are permitted. Aftermarket "inner fenders" can be bolted to the sub-frame for more tire clearance.

WHEELIE BARS: Wheelie bars are prohibited.



BODY: OEM plastic upper fairing and side fairings are required. Side fairings may be trimmed for ground clearance, clutch cover, and exhaust clearance only (however, 3/4 or 1/2 side fairings are not permitted). Aftermarket front fenders are permitted but cannot mix between models (i.e., cannot put GSXR fender on a Hayabusa). Aftermarket extended tail sections are permitted, but cannot be mixed between models. Aftermarket windscreens are allowed. All bodywork must be in stock location. The upper fairing bracket must be stock and unmodified, with minimal drilling or the addition of small tabs allowed for mounting. Any OEM body parts or frame tabs used for body mounts on the bottom of the bike that affects ground clearance may be removed (i.e., tabs on the bottom of the frame underneath the suspension on a Hayabusa). All bodywork must have an OEM stock paint job or may be custom painted (no primed parts allowed).

GAS TANK: OEM tank is required, and dimensions cannot be modified in any way. Adding fuel bungs underneath the tank and minimal notching underneath the tank for clearance is the only modification permitted to the OEM Factory stock gas tank.

LIGHTS: OEM factory stock headlight system (including low beam and high beam) is required and cannot be modified. OEM factory brake light (including tail light and brake light) is required. All lights must be on during all qualifying and elimination runs.

SEATS: Minimum seat height, with the rider in position, seat compressed, and 8 psi in the rear tire, measured from the lowest point of seating position to ground, is 22 inches. Stock OEM seat pan and seat latches are required. Upholstery and padding may be modified or replaced. Seats must be covered with fabric, leather, or vinyl.

ENGINE: Any internal engine modifications are allowed. Engine swaps from different year models are permitted, but the motor must bolt into the stock unaltered frame. If a factory counter balancer is removed, any aftermarket "dummy" shafts must be manufactured from aluminum. Aftermarket blocks are prohibited. Dry sumps are prohibited. Vacuum pumps are permitted on all n/a bikes.

OIL PANS: Stock oil pan is permitted and may be shortened, but the drain bolt must be relocated to the side of the oil pan. The minimum pan height for all models of bikes is 1.00" on all sides. All aftermarket pans must be manufactured from aluminum and must be dimensioned relative to the OEM parts they are replacing. The combined total weight of the oil pan, pickup, windage trays, and any other non-OEM oil/windage control components installed on/in the engine cases may not exceed 5 lbs.

ENGINE COVERS: Aftermarket engine covers must be manufactured from aluminum, magnesium, or carbon fiber, and must be sized relative to the OEM parts they replace. IF any



carbon replacement parts use metal inserts, the total weight of the finished cover may not exceed the weight of the OEM part it is replacing.

CLUTCH: Slider clutches are prohibited. No pneumatic, electric, or hydraulic clutch engagement, activation, or engagement force systems are allowed. Clutch baskets, inner hubs, spacers, standoffs, slave cylinders, and pressure plates can be switched between the different years of motorcycles. Billet clutch baskets and inner hubs are permitted. Modification of the clutch to eliminate factory-style back-torque cam assembly is permitted. Modifications of spacers and stand-offs to alter spring install height is allowed.

POWER ADDER ENTRANTS: OEM or aftermarket True Hand Clutches only are permitted. All lockup types are prohibited.

NORMALLY ASPIRATED ENTRANTS: Any style of hand-operated centrifugal-assist lockup is allowed. Lockup clutches coupled to the outer basket or otherwise driven by the engine are allowed. MAN CUP technical staff has the final word on the legality of any clutch system or component, and new designs must be pre-approved prior to their use. 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 a direct result of clutch engagement drag.

TRANSMISSIONS:

ALL POWER ADDER BIKES: All entrants must utilize an OEM-style shift drum, shift forks, and transmission. Shift drum must fit into unmodified OEM engine cases. Transmission components may be modified or replaced with aftermarket components of a similar design and function. "Automatic," no-kill, or override-shiftstyle transmissions are not allowed. No components may be used that are designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but is not exclusive to, windowed shift drums, split shift drums, split forks, split gears, split fork slider rings, gear or fork detent, and/or return springs, etc. Any entrant with any of these components is considered to have an automatic transmission, even if a fuel cut, ignition cut, or ignition retard is being utilized.

ALL MOTOR BIG BORE BIKES: All entrants must utilize an OEM-style shift drum, shift forks, and transmission. Shift drum must fit into unmodified OEM engine cases. Transmission components



may be modified or replaced with aftermarket components of a similar design and function. "Automatic," no-kill, or override-shiftstyle transmissions are not allowed. No components may be used that are designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but is not exclusive to, windowed shift drums, split shift drums, split forks, split gears, split fork slider rings, gear or fork detent, and/or return springs, etc. Any entrant with any of these components is considered to have an automatic transmission, even if a fuel cut, ignition cut, or ignition retard is being utilized.

ALL MOTOR LITER BIKES: All entrants may utilize a full auto transmission with components that allow override shifting in any or all gear change positions.

STARTING SYSTEM: The battery must remain in the OEM factory stock location. A second battery is permitted but must be mounted behind or next to the stock battery location in the subframe. Push starts are not permitted.

CHARGING SYSTEM: OEM factory stock charging system components are required. Charging systems must be functional and operational at all times during qualifying and eliminations. All components of the lighting system must be on at all times during the run, including the burnout and shutdown. Multiple light systems must have all bulbs operating. In the event of failure of either the charging system or the lighting system, the tech department will allow repairs to be made prior to the next round of competition. This courtesy repair opportunity is only allowed once per event, per system. Failure by the rider or crew member to activate either the charging or lighting system is considered to be a system failure. Any failure of either system for the second time in the same event will result in an automatic disqualification.

COOLING SYSTEM: An OEM radiator is required. The radiator must be located in the original OEM location and must utilize the original OEM upper radiator mounts. The radiator may be modified or shortened to allow for proper tire clearance by removal of the lower section of the OEM tank and radiator core. Non-OEM tanks and/or cores are not allowed. Welding of caps or plugs to seal and/or enclose modified radiator is allowed. Modifications to the OEM tank and core to relocate hose inlets/outlets are allowed. Modifications to create lower or side mounting points are allowed. Oil coolers/oil heat exchangers may be removed.

INDUCTION: Any entrant may use electronic fuel injection or carburetors. Mechanical fuel injection systems are not allowed. Aftermarket fuel injection throttle bodies are not allowed. Aftermarket carburetors are permitted.

FUEL INJECTION THROTTLE BODIES: Fuel injection-equipped entrants are required to use OEM-based throttle bodies. Any throttle body from any production 4-cylinder motorcycle may be used on any model bike. Throttle body shafts throttle body mounts and spacers, and throttle



cable attachments may be modified to allow alterations to throttle body spacing. Modifications to the throttle body housings are limited to over-boring, and injector bore modification to accommodate aftermarket injectors. Aftermarket throttle plates are permitted. Secondary throttle plates (if originally equipped) may be modified, deactivated, or removed.

FUEL SYSTEM: Aftermarket fuel pumps, injectors, regulators, filters, fuel lines, and fuel rails are permitted.

ENGINE MANAGEMENT SYSTEMS: Engine management systems (EMS), also known as Engine Control Units (ECU), may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

FACTORY ECU: Factory ECUs may be used and may be reflashed to any desired configuration. They may also be physically modified to allow a higher rev limit, limited to a small opening no larger than 1 square inch on the outer case, and that opening must be filled with epoxy or silicone. Aftermarket ECUs and related components, including firmware and software, must be commercially available for delivery within 30 days prior to the event and must be listed in the manufacturer or distributors' catalog and/or website. All components must be used as delivered from the manufacturer. No modification to any hardware, firmware, or software is allowed unless performed by the manufacturer. Any violation of this rule or any attempt to hide files or otherwise conceal the functions of any portion of the ECU will result in an immediate, mandatory one-year suspension of the rider and/or race team and forfeiture of all points earned for the season.

TECH INSPECTION: MAN CUP tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. MAN CUP tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.



ECUs may not detect and may not be activated by radio transmitters, infrared, laser, or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (i.e., radio, infrared, sonic, etc.) transmit or receive information during the run to or from any source.

DATA ACQUISITION: Any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based on ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system, the track surface, or any structure of the track facilities are prohibited. Any non-contact sensor (sonic, infrared, radar, laser, etc.) designed to detect or measure distance, position, or location is prohibited. The use of GPS, locator or position beacons, and locator or position transmitters is prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire to measure speed, distance, or track position, are prohibited. Any sensors measuring front wheel/tire speed, position, temperature, or pressure are prohibited. Any sensor measuring any function of the suspension, including travel, distance, position, or external or internal fork or shock conditions, is prohibited. Any mechanical, infrared, ultrasonic, or other types of sensor that measures ride height is prohibited. In addition to standard electronic data measurement sensors, any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based on ride height, track position, front wheel speed, or suspension conditions, is prohibited.

ELECTRICAL: Air shifters, shift lights, ignition kill boxes, multiple fuel injection controllers, and ignition timing control boxes are permitted. Auto shifters are prohibited.

INSTRUMENT PANEL: OEM factory-style dash panels must be mounted on the motorcycle in the original location, utilizing the OEM mounting devices. OEM or Aftermarket dashes are permitted. Aftermarket single-function analog or digital gauges are also permitted.

EXHAUST: Any type of exhaust is permitted.

FUEL: Any gasoline is allowed. Nitromethane, propylene oxide, ethanol, and methanol are not allowed.

GASOLINE: MAN CUP defines gasoline to be a complex mix of hydrocarbons, with a maximum of 25% oxygenates, and a maximum of 1% non-energetic anti-knock and/or lubricant additives. Methanol and ethanol may not be used as oxygenates or additives.

NITROUS OXIDE: Any style nitrous system is permitted with any number of solenoids or nozzles permitted.



SUPERCHARGERS: Any style engine-driven supercharger is allowed. Supercharged entrants shall follow the nitrous injection rules. Supercharging and nitrous may not be used in combination.

TURBOCHARGERS: Turbocharged entrants are limited to one turbo with a maximum turbo inlet opening of 54.5mm. IDBL & MAN CUP defines maximum turbo size as the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels permitted, the contour from the inducer to the exducer must be continuous with no steps. The leading edge of the inducer wheel may not exceed 54.5mm and must fit inside the 54.5mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than 54.5mm is not acceptable. Intercoolers are not permitted. Any type of boost controller is permitted. Water injection is permitted. The turbocharger may not be combined with nitrous oxide.

NORMALLY ASPIRATED: Naturally aspirated engines are permitted. The air supply for the air shifter must be contained within the swingarm or in a DOT-style tank as long as it has no bottle valve and is connected by a plastic line with a maximum burst pressure rating of no more than 300psi. No other DOT bottles are permitted on the motorcycle for any other purpose.

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

NITROUS BOTTLES: Bottles must be fully enclosed within the bodywork or swingarm. Bottles may not be mounted to foot pegs or outside of the swingarm.

BALLAST: Ballast is not permitted. Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. Any component, regardless of weight, which serves a structural, mechanical, and/or performance-enhancing function, is not considered to be ballast. Any non-ballast component which is deemed to be built excessively heavy in an attempt to side-step the ban on ballast will be subject to disqualification. The tech director has final discretion on this subject.

EXOTIC HEAVY MATERIALS: MAN CUP defines an exotic heavy material as any material with a density higher than 8.1 grams per cubic centimeter. With the exception of components considered to be part of the front wheel assemblies or internal fork components, no components on the motorcycle may be manufactured from exotic material.

WHEELS: Aftermarket wheels are permitted, but must be the same diameter as the stock wheels. Cast wheels must have a 180mm or greater width tire. Maximum rear width is 6.25 inches. Front and rear wheels must be of matching styles and materials. Wheels can be painted, powder coated, or polished. Ceramic wheel bearings are permitted.



MAXIMUM FRONT WHEEL WEIGHT: Front wheel and brake rotor components may be manufactured from any material. The total weight of the front wheel rotating assembly, including tire, rotor, bearings, etc., cannot exceed 29 lbs. Inner bearing spacers and any non-OEM axle spacers required to install aftermarket wheels are included in the wheel weight.

FRONT SUSPENSION: OEM factory stock bearings/races, lower triple clamp, axle and axle hardware, wheel spacers, and forks required (none of these parts can be swapped with different year or model motorcycles). All front suspension components must be assembled as designed by the OEM, no reversing or relocating of forks or brake components. Aftermarket top triple clamp is permitted but must retain factory offset. Forks may be internally lowered, cut, re-valved, and shortened. Internal components may be constructed of any material. Rigid front forks are not allowed, and a minimum of 1" of front suspension travel is recommended. The front suspension must have sufficient hydraulic damping to allow safe operation. Modifications to OEM forks that completely removes or otherwise defeats the function of the damping system are not acceptable. Steering dampers are recommended and may be required in the future. Front-end lowering retention straps are permitted.

MAXIMUM FORK WEIGHT: The maximum fork weight for all models is 9.0 lbs per side. Fork weight includes all internal and external components of the fork, including the fork oil. Weight does not include axles, axle spacers or hardware, brakes, brake brackets or hardware, fenders, fender mounts or hardware, or any other components mounted externally of the fork.

REAR SUSPENSION: Aftermarket shocks and aftermarket suspension linkages may be used. Aftermarket dogbones are permitted.

BIKE & RIDER MINIMUM WEIGHT: No minimum weight for the class.

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 MAN CUP.

BRAKES: OEM factory stock front and rear brake calipers are required. Aftermarket disks of OEM diameter are permitted. Carbon fiber brake pads or disks are prohibited. Titanium brake rotors or rotor carriers are prohibited. One brake caliper and rotor may be removed from the front. Aftermarket brake lines are permitted.



GROUND CLEARANCE: Static ground clearance measurements will be taken with the rider seated on the bike, hands on handlebars, and feet forward, with heels only contacting the ground.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

Power Adder Bikes: All components, including bodywork, must have a minimum of 3 inches of static ground clearance.

Naturally Aspirated Bikes: All components, including bodywork, must have a minimum of 2 inches of static ground clearance.

DYNAMIC GROUND CLEARANCE: Ground clearance during the run, or dynamic ground clearance, constantly changes due to tire flex/growth, suspension movement, chassis and swingarm flex, etc. Because of the many variables involved in actual ground clearance during the run, there is no reasonable method to measure this value. Static ground clearance, or ground clearance with the bike sitting stationary, is the only defined measure for ground clearance. However, in the interest of safety, any entrant observed by the IDBL & MAN CUP technical staff to have an unsafe amount of dynamic ground clearance may be required to alter their bike or setup, even if they pass the static ground clearance measurement. This may be done at any time during the event, and the manner or methods of these alterations will be determined on a case-by-case basis.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. A 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.



Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

RULE REVISIONS: In order to maintain a level playing field, MAN CUP 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 the wheelbase. Any rule revisions deemed necessary by IDBL & MAN CUP would be officially posted on the MAN CUP website a minimum of 14 days prior to the event in which they become effective (the rulebook on the MAN CUP 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 $\frac{1}{4}$ " in diameter and at least $\frac{1}{4}$ " 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.

MAXIMUM ALLOWABLE WHEELBASE MEASUREMENTS:



Minimum Rider #	All Motor Liter	All Motor Big Bore	Nitrous Liter	Nitrous Big Bore	Turbo Liter	Turbo Big Bore	Supercharged Liter	Supercharged Big Bore
#0	71"	68"	64"	65"	63"	63"	64"	64"
#120			65"	66"			65"	65"
#125	72"							
#130		69"			64"	64"		
#135	73"		66"				66"	
#140		70"		67"				66"
#145	74"		67"					
#150		71"			65"		67"	
#155	75"		68"					
#160		73"		68"		65"		67"
#165		74"	69"		66"		68"	
#170		75"						
#175			70"					
#180				69"	67"		69"	68"
#185			71"					
#190			72"		68"	66"	70"	
#195			73"					69"
#200			74"	70"	69"		71"	
#205			75"		70"			
#210					71"	67"	72"	70"
#215					72"			
#220				71"	73"		73"	
#225					74"			71"
#230					75"	68"	74"	
#235								
#240				72"			75"	72"
#245						69"		
#250								
#255				73"				73"
#260						70"		
#265				74"				

N/A Bikes:

Bikes originally OEM without front fairing: Add 2"

ZX-10R, R1, S1000RR, CBR 1000RR: Add 2"

Bikes on gasoline: Add 1"

Bikes with True Hand Clutch: Add 3"

Nitrous Bikes:

ZX-10R, R1, S1000RR, CBR 1000RR: Add 2"

Turbo Bikes:

R1, S1000RR, CBR 1000RR: Add 2"

ZX-10R: Add 1"

Supercharged Bikes:

ZX-10R, R1, S1000RR, CBR 1000RR: Add 2"



2023 SUPER STOCK RULEBOOK

CLASS DESCRIPTION: Super Stock motorcycles are 4-stroke naturally aspirated production machines sold for street use.

DESIGNATION: The class designation is SS. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: SS675

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify for a 32-bike field and be placed on a pro ladder.

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 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.

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

ENGINE: Must remain completely stock. No polishing, no coatings. All internal and external engine parts must remain stock OEM with no modifications, metal removal, or blueprinting.

FUEL INJECTION: Aftermarket fuel injection management systems that allow fuel or ignition timing adjustments must plug in line with the OEM, unmodified wiring harness and work in conjunction with the Factory ECU, e.g., Bazzaz, Power Commander, Rapid bike. Factory ECU can be reflashed for tuning and de-restricting. No stand-alone, plug-and-play, or kit ECUs are allowed. All units must be available for immediate shipment from U.S. warehouses to any of the manufacturers' U.S. retail outlets for sale to the public. Availability must be maintained throughout the current racing season. Quick shifters that cut the ignition and/or fuel are permitted.

INTAKE: The OEM airbox must be utilized. Air filter use is mandatory. Only commercially manufactured air filters are permitted. External airbox supply ducts must be stock and may not be removed. Exhaust emission control valves and hoses may be removed, and all airbox drains must be plugged in. No routing of exhaust emission system to crankcases allowed. Velocity stacks can be rearranged utilizing stock OEM stacks of the same model. The OEM airbox must be utilized. Air filter use is mandatory. Only commercially manufactured air filters are permitted. External airbox supply ducts must be stock and may not be removed. Exhaust emission control valves and hoses may be removed, and all airbox drains must be plugged. No



routing of exhaust emission system to crankcases allowed. After-market velocity stacks that are readily available for sale are permitted.

CLUTCH: Clutch plates and springs may be replaced with aftermarket parts. Clutches may be backdated or modified to eliminate factory slipper clutch. Clutch cushion kits are allowed.

BRAKES: Brake pads and brake lines may be replaced with DOT-approved components. The brake disc may not be drilled. Rotors and Calipers must remain factory.

FRONT SUSPENSION: The use of a tie-down strap will be permissible, but once in place, the excess strap must be secured to prevent any adjustment as to be determined by the Tech Director. Standard production internal parts of forks may be modified to alter dampening. Aftermarket damper kits or valves may be installed. Fork springs may be replaced with optional or aftermarket springs. Fork caps may be modified or replaced to allow external adjustment of fork springs only. A Steering Damper is recommended but not required. The stock steering damper may be replaced with an aftermarket damper. The minimum required suspension travel is 1 inch. Maximum fork tube exposure above the upper triple clamp or clip-ons is 2 1/2 inches. The front fender may be lowered for additional clearance. Aftermarket top triple clamps are permitted only on models that have an OEM triple clamp that does not allow fork tubes to slide up through the triple clamp (i.e., Hayabusa Gen 1-3 models).

REAR SUSPENSION: Rear suspension must have a minimum of 1-inch travel. Rear suspension changes allow the use of an aftermarket dog bone with a stock knuckle arm. Factory Shock can be re-valved only. No aftermarket shocks are permitted.

FRAME: Stock frames required with no modifications. Stock wheelbase. The frame must display the vehicle identification number. Frames may be polished. Steering head angle may not be altered.

GROUND CLEARANCE: All Ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run with the rider sitting on the bike, straight up, perpendicular to the ground. No rider or team member is allowed to alter or measure the pressure or make any contact with either tire valve stem until the conclusion of the post-run tech inspection. The determined clearance will be measured to the most solid stop. No aftermarket oil drain plugs are permitted.

Minimum Rider #	All Liter Bikes	ZX-14	Hayabusa
0 #	2" clearance	3" clearance	2" clearance
130 #	2" clearance	3" clearance	2" clearance
150 #	2" clearance	2" clearance	2" clearance



OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

SWINGARM: Must retain stock swingarm with no modifications.

WHEELS, SPROCKETS, CHAIN: Wheels must remain factory to make and model that was provided by the manufacturer. Polishing is permitted. Wheel bearing and seal modifications are permissible. Chain must remain OEM pitch. Aftermarket sprockets, Non-O-ring chains, and O-ring chains with O-rings removed are permitted.

TIRES: Tires permitted for Super Stock competition must meet the following criteria:

1. Front Tire minimum size 120/60-17. Applicable DOT standards for motorcycle street use.
2. Properly marked with molded-in DOT number and construction/compound identification
3. Available for immediate shipment from a U.S. warehouse to any of the manufacturer's U.S. retail outlets for sale to the public. Availability must be maintained throughout the current racing season.
4. Rear Tire Size: Any DOT-rated rear tire size with a speed rating of (Z or better) approved.

FUEL: VP MR12 Spec Fuel: This class uses a spec fuel of gasoline only. No nitro, no alcohol. All bikes must have a method to provide a fuel sample from the fuel system.

BODY

1. All fairings must be original stock parts with factory paint.
2. All fairing brackets must be original stock parts.
3. Factory seats may be cut and re-upholstered.
4. Aftermarket windscreens are permitted.

ELECTRICAL: The use of the following electrical aftermarket items is prohibited: Air shifters, stutters, two-steps, datalogger, and O2 sensor. Factory-original, OEM shift lights are permitted. Shift lights may not be aftermarket products or retrofitted.

EXHAUST: Exhausts must be conventional, under-pan, up-sweep pipes. No sidewinders allowed. All aftermarket street pipes must be in stock and readily available for purchase. No one-off exhaust pipes are allowed.

WEIGHT: All Bike weights will not exceed the factory wet weight. Super Stock does not permit the removal of any items not specifically listed within these rules. If it is not noted that it CAN be removed, it CANNOT be removed.



MODIFICATIONS: Additional modifications listed in this section are permitted. Absolutely no other changes from showroom stock will be permitted unless specifically addressed within these rules.

The following additional items may be removed:

1. Side marker lights, reflectors, and mirrors. Disconnection must be made at stock connectors, not by cutting. The wiring harness must remain otherwise intact. Stock headlight required.
2. License plate bracket
3. Passenger footrest, mounting brackets, and grab rails.
4. Center and/or side stands
5. Aftermarket levers permitted

CHAMPIONSHIP RULE (PASSING OF TORCH): Super Stock Championship once obtained, you may defend your title for the following season, but after completion of your title defense the following season, you can no longer run Super Stock. You must move on to a Pro Category.

SUPER STOCK CLASS WILL HAVE A ZERO-TOLERANCE POLICY WITH MANDATORY PENALTIES. IN THE EVENT THAT A MOTORCYCLE IS FOUND WITH ENGINE MODS, WEIGHT BALLAST, OR FUEL TAMPERING, THE RIDER WILL BE IMMEDIATELY DISQUALIFIED FROM THAT EVENT AND BANNED FROM THE CLASS INDEFINITELY

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.



2023 PRO BAGGER RULEBOOK

CLASS DESCRIPTION: Turbos, Superchargers, Nitrous & All Motor, this class has everything! The fastest baggers in the world race here for a no holds barred, no-excuses racing style. Only the strong survive!

DESIGNATION: The class designation is PB. All entrants must display this designation on both sides of their motorcycle, followed by their bike number. Example: PB675

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. Guaranteed purse with 8 or more entries.

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

CHANGING BIKES: A racer can change their 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.

FRAME: Stock FLH frame with stock backbone. Notching the frame is permitted.

WHEELBASE:

Wheelbase measured from front axle center to rear axle center.

Turbocharged/Supercharged: 70" Max

Nitrous: 72" Max

N/A: Unlimited

WHEELIE BAR: Prohibited

TIRE: No Slicks

POWER ADDERS: Only 1 Power adder is permitted. A power adder is defined as a Turbocharger, Supercharger, or Nitrous Oxide.

ENGINE: Diaper is MANDATORY. This rule will be strictly enforced.

**WEIGHT:**

All minimum weights include the rider.

Turbocharged/Supercharged: 800lb minimum

N/A: 760lbs minimum

Nitrous: 760lbs minimum

Additional weights must be safely secured to the motorcycle. Bags of concrete or sand in the saddle bags are prohibited. The Tech inspection director has the final approval.

FUEL: Open. Nitromethane or Propylene Oxide is prohibited.

TRANSMISSION: Any Clutch ok. Air Shifter & Kill Shift are permitted.

BODY: Must resemble an HD or FLH Bagger with saddlebags.

BRAKES: All brakes (front & rear) must be fully operational when applied.

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2" ground clearance check

GENERAL SAFETY:**HELMET:**

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. A 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.



STREET BAGGER 2023

CLASS DESCRIPTION: Where the fastest stock-appearing, baggers come to race!

DESIGNATION: The class designation is SB. All entrants must display this designation on both sides of their motorcycle, followed by their bike number. Example: SB675

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. Guaranteed purse with 8 or more entries.

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

CHANGING BIKES: A racer can change their 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.

BODY: Must resemble an HD or FLH Bagger with saddlebags.

WHEELBASE: 66" Max, measured from front axle center to rear axle center.

WHEELIE BAR: Prohibited

MOTOR SIZE: Any stock HD engine case is allowed. Aftermarket case for twin cams are allowed.

OIL RETENTION: Lower oil retention device (diaper) or belly pan are required.

FUEL: Pump Gas 93 octane max

TIRES: Only D.O.T tires are permitted.

WEIGHT LIMIT: 875 lbs. minimum weight.

SHIFTING: Manually foot shift the bike. No air shifting, no electric shifting. Shift Kill Allowed

FRAME: Stock FLH frame; notching frame is permitted.



POWER ADDERS: Prohibited

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2" ground clearance check.

GENERAL SAFETY: All riders must have a SNELL 2015, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018 approved or higher full-face helmet with shield, shoes above the ankle, leather gloves, and a leather jacket. Any rider running faster than 10.99 must also have leather pants. Pants and jackets 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. Tether kill switches required on all entrants. Kill switch, when activated, must disable ignition and fuel.

2023 GRUDGE RULEBOOK

CLASS DESCRIPTION: Grudge is open to all 2-wheel motorcycles and snowmobiles. 3-wheel or 4-wheel vehicles are prohibited.

DESIGNATION: None.

FORMAT: This is a 1/4 mile class run on a .400 pro tree. Each opponent sets up his or her own races.

GENERAL: A rider may enter as many bikes as he/she wants in this class. Each bike must have a different bike number. Only bikes that have never shown their time at any event before can enter grudge.

BRAKES: Front brakes are required.

CHAIN GUARDS: Chain guards are required.

TIMESLIPS: In the event that there is a time slip printer failure and you need to pick up your time slip in the tower, only the rider whose name is on the tech card may pick up the timeslip and they must bring their ID to the tower with them. This is done to protect the privacy of your time slip, as anyone can falsely claim they are on the team or own the bike.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.



GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather.

2023 TOP SPORTSMAN RULEBOOK

DESIGNATION: The class designation is T.S. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: TS675

FORMAT: This is a 1/4 mile E.T. bracket class run on a .500 full tree. The class will be a 32-bike field.

CHANGING BIKES: A racer can change their 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.

POINTS: This class will be a points class at all Man Cup 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. Pro E.T. and Top Sportsman are considered one class because all Top Sportsman bikes now merge into Pro E.T. For this reason, you may not qualify one bike in Top Sportsman and enter another bike in Pro E.T. as that would be considered a double entry which is not permitted.



MERGING INTO PRO E.T.: If you lose 1st round of T/S, then you will merge into 1st round of Pro E.T. If you lose 2nd round of T/S, then you will merge into 2nd round of Pro E.T. If you lose 3rd round of T/S then you will merge into 3rd round of Pro E.T. If you lose 4th round of T/S then you will merge into 4th round of Pro E.T. If you lose 5th round of T/S then you will merge into 5th round of Pro E.T. If you win the 5th round of T/S, then you will merge into 6th round of Pro E.T.

PAIRINGS: The class will be placed on a pro ladder starting the first round. No alternates will be used on the ladder if a racer is broken. No one can dial-in more than 1/10th slower than the bump spot. Lane choice is given to the rider with the better qualifying position when the ladder is generated and still applies to all subsequent rounds.

BRAKES: Front and rear brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required.

ELECTRICAL: 2-steps are permitted. Delay boxes and electronic throttle stops are permitted.

LIGHTS: A tail light must be mounted on the rear of the bike.

CLUTCH: Any style clutch permitted.

TIRES: DOT tires or any size slick is permitted.

WHEELIE BARS: Wheelie bars are permitted.

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar is exempt from the 2" ground clearance check.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather



gloves are mandatory on all motorcycles. Gloves must be Kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 TOP GAS RULEBOOK

Top Gas is open to all drag bikes and street bikes. This class is designed for drag bikes and street bikes that want to run on a 5.10/8.20 index.

DESIGNATION: The class designation is TG. All entrants must display a bike number on both sides of their motorcycle.

FORMAT: This is a 5.10 (1/8 mile) 8.20 (1/4 mile) Index class run on a .400 pro tree. This class is an all-run field. The #1 Qualifier will get the bye run in 1st round if there are an odd number of bikes. Pairings for all racers will be done by the Man Cup computer system and placed on a Sportsman ladder. See the ladders section of rules for a complete list of ladders.

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

GENERAL: A rider may only run 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 changes). The bike and rider that runs the first round is the one that must be used for eliminations, even if the class is completed on another weekend due to weather.

BRAKES: Front brakes are required.

CHAIN GUARDS: Chain guards are required on all entries.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

ELECTRICAL: 2-steps, delay boxes and electronic throttle stops are permitted.

TIRES: DOT tires or any size slick is permitted.



WHEELIE BARS: Wheelie bars are permitted

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2" ground clearance check.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 SUPER COMP RULEBOOK

Super Comp is open to all drag bikes and street bikes. This class is designed for drag bikes and street bikes that want to run on a 5.60/8.90 index.

DESIGNATION: The class designation is SC. All entrants must display a bike number on both sides of their motorcycle.

FORMAT: This is a 5.60 (1/8 mile) 8.90 (1/4 mile) Index class run on a .400 pro tree. This class is an all-run field. The #1 Qualifier will get the bye run in 1st round if there are an odd number of bikes. Pairings for all racers will be done by the Man Cup computer system and placed on a Sportsman ladder. See ladders section of rules for a complete list of ladders.

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



GENERAL: A rider may only run 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 changes). The bike and rider that runs first round is the one that must be used for eliminations, even if the class is completed on another weekend due to weather.

BRAKES: Front brakes are required.

CHAIN GUARDS: Chain guards are required on all entries.

OIL RETENTION: Lower oil retention device (diaper) or belly pan are required.

ELECTRICAL: 2-steps, delay boxes and electronic throttle stops are permitted.

TIRES: DOT tires or any size slick is permitted.

WHEELIE BARS: Wheelie bars are permitted

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2" ground clearance check.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.



2023 V-TWIN RULEBOOK

CLASS DESCRIPTION: V TWIN is open to all drag bikes and street bikes. The class is run in an E.T. bracket racing format.

DESIGNATION: The class designation is VT/ET

FORMAT: This is a 1/8 mile and 1/4 mile E.T. bracket class run on a .500 full tree. This is an all run field. All bikes must be 9.99 & quicker in the 1/8 and 18.99 & quicker in the 1/4 mile.

POINTS: This class will be a points class at all Man Cup events (see points system for more details)

BUYBACKS: Buybacks are no longer an automatic process. If you lose in the first round, you have to go to the designated area and pay the corresponding fee to "buy back" into the race.

Racers who buy back are eligible to earn points.

Double entry is prohibited.

Buy-backs are not required. We have the right to eliminate buybacks for any reason (i.e. time constraints)

GENERAL: A rider may only run one bike in this class, and that bike may only be entered one time in this class.

CHANGING BIKES: A racer can change his or her bike in time runs, qualifying, or before 1st round (You must notify the tower of changes). The bike and rider that runs the first round is the one that must be used for eliminations, even if the class is completed on another weekend due to weather.

BRAKES: Front brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required on all entries.

ELECTRICAL: 2-steps, and electronic throttle stop permitted. Delay boxes are not permitted for use but may be left on the bike and set to zero.

LIGHTS: A functional tail light mounted on tail section, swingarm, or wheelie bars is required

OIL RETENTION: Lower oil retention device (diaper) or belly pan are required.



CLUTCH: Any style clutch permitted

TIRES: DOT tires or any size slick is permitted.

WHEELIE BARS: Wheelie bars are permitted

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar is exempt from the 2" ground clearance check.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015 or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 STREET ET RULEBOOK

CLASS DESCRIPTION: Street E.T. is open to street-legal bikes only. The class is run in an E.T. bracket racing format and is a great class for the novice racer to gain valuable racing experience. Double entering a class will no longer be allowed in any class. A rider can not ride the same, nor a different, bike in one class. Nominal increases to both the entry fees and the purses will be implemented. Specific details of such will be announced upon finalization.



DESIGNATION: The class designation is S/ET. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: S/ET675

FORMAT: This is a 1/4 mile E.T. The bracket class runs on a .500 full tree. This is an all-run field. All bikes must be 18.99 & quicker.

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.

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

BUYBACKS: Buybacks are no longer an automatic process. If you lose in the first round, you have to go to the designated area and pay the corresponding fee to "buy back" into the race.

Racers who buy back are eligible to earn points.

Double entry is prohibited.

Buy-backs are not required. We have the right to eliminate buybacks for any reason (i.e. time constraints)

GENERAL: A rider may only run one bike in this class, and that bike may only be entered one time in this class.

Sunday Only Entry

Elimination of the Sunday morning time trial. Sunday morning will begin with the first round of ET eliminations. There will be a very quick clean-up time run for any SUNDAY ONLY entry, eligible only to a bike and/or rider who has not been down the track at all at any point prior. The elimination process will begin directly behind the clean-up time run.

BRAKES: Front and rear brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required on all entries.

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.

CLUTCH: Aftermarket clutches permitted. Engine-driven (MTC Gen II, Hayes, Rock, etc.) lockup clutches are now permitted along with Wheel driven lockup clutches (MTC, MRE, Karata, etc.). The clutch must be released by a clutch lever only.

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 the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2" ground clearance check.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40.1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.



2023 ULTRA SPORTSMAN (Formerly Street Fighter) RULEBOOK

Ultra Sportsman is open to all drag bikes and street bikes. This class is designed for the drag bikes and street bikes that want to run on a 6.00/9.50 index.

DESIGNATION: The class designation is U/S. All entrants must display their tech sticker and bike number on both sides of their motorcycle.

FORMAT: This is a 6.00(1/8 mile) 9.50(1/4 MILE) Index class run on a .400 pro tree. This class is an all-run field. The #1 Qualifier will get the bye run in 1st round if there are an odd number of bikes. Pairings for all racers will be done by the Man Cup computer system and placed on a Sportsman ladder. See the ladders section of rules for a complete list of ladders.

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

GENERAL: A rider may only run 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 changes). The bike and rider that runs the first round is the one that must be used for eliminations, even if the class is completed on another weekend due to weather.

BRAKES: Front brakes are required.

CHAIN GUARDS: Chain guards are required on all entries.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

ELECTRICAL: 2 steps, delay boxes, and electronic throttle stops are permitted.

TIRES: DOT tires or any size slick is permitted.

WHEELIE BARS: Wheelie bars are permitted.



GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

PROTECTIVE GEAR:

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.

2023 PRO ET RULEBOOK

CLASS DESCRIPTION: Pro E.T. is open to all drag bikes, street bikes, and snowmobiles. The class is run in an E.T. bracket racing format, allowing bracket racers to compete for larger purses.

DESIGNATION: The class designation is P/ET. All entrants must display this designation on both sides of their motorcycle by bike number. Example: P/ET675

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.

Cross Talk will be "ON" at all races in MPS Pro E.T. And Top Sportsman

CHANGING BIKES: A racer can change their 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.



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

BUYBACKS: Buybacks are no longer an automatic process. If you lose in the first round, you have to go to the designated area and pay the corresponding fee to “buy back” into the race. Racers who buy back are eligible to earn points.

Double entry is prohibited.

Buy-backs are not required. We have the right to eliminate buybacks for any reason (i.e. time constraints)

GENERAL: A rider may only run one bike in this class, and that bike may only be entered one time in this class.

ELECTRICAL: 2-steps are permitted. Delay boxes and electronic throttle stops are permitted.

BRAKES: Front and rear brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required on all entries.

OIL RETENTION: Lower oil retention device (diaper) or belly pan is required.

LIGHTS: A functional tail light mounted on the tail section, swingarm, or wheelie bars is required.

CLUTCH: Any style clutch permitted.

TIRES: DOT tires or any size slick is permitted.

WHEELIE BARS: Wheelie bars are permitted.

GROUND CLEARANCE: The motorcycle must have a minimum of 2” ground clearance with the rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2” ground clearance check.

GENERAL SAFETY:

HELMET:

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

**PROTECTIVE GEAR:**

Full all-leathers or SFI Spec 40. A 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.