

STREET OUTLAW ET

Definition of the class

Bikes competing in this class must be marked **SOE** in front of the starting number given by the Street Outlaw Organisation .

Street Outlaw ET class is intended for motorcycles with internal combustion, gasoline burning engines, which are allowed to be modified for dragracing use. The bikes do not have to be street-legal, but have to maintain the optical impression of a street bike.

Technical Rules and Regulations

General technical rules of DMSB (read more on www.DMSB.de) apply.

ENGINE: 1

1.1 Engine

One (1) engine, either from mass production or assembled from major components available for the general public must be used. Any type of cylinder head is allowed.

Maximum displacement is 2100 cm³.

1.2 Fuel

Only gasoline (including race gasoline) is allowed. No additives allowed except octane boosters.

See general technical rules of DMSB 1.4.

1.3 Supercharging

Supercharging by turbochargers and superchargers of any type is allowed. Nitrous oxide injection is allowed.

See general technical rules of DMSB 1.7.

Transmission: 2

2.1 Transmission

Stock and aftermarket transmissions are allowed with stock or modified gearing. No automatic transmissions allowed.

2.2 Clutch

Stock, aftermarket and modified clutches, including lock-ups are allowed. Slider clutches are not allowed.

See general technical rules of DMSB 2.1.

2.3 Gear shifters

Electric and air shifters are allowed.

Brakes and suspension: 3

3.1 Rear suspension

Rear wheel suspension of any type is allowed (including rigid suspension)

3.2 Handlebars

Minimum width of the handlebar is 500mm (~20")

3.3 Front forks

Any type of front forks may be used. Fork legs must be covered if projecting from the top yoke. Front suspension must be fully functional without obstructions.

No ballast weight is allowed to be fixed to the front suspension.

Frame : 4

4.1 Frame

Stock, modified, aftermarket or specially fabricated frames are allowed. Steering angle may only be modified in a functional range. Steering dampeners recommended.

4.2 Wheel base

Maximum wheel base is limited to 1780mm and may only be exceeded if the distance from rear wheel axle to the crankshaft center does not exceed 930 mm.

Wheels and tires : 5

5.1 Tires

Only road-legal (DOT marked) motorcycle tires with a minimum of 2 mm tread (in the moment of technical inspection) are allowed.

Tires marked "not for highway use", slicks, car tires and „experimental“ tires are not allowed.

Bodywork: 7

7.1 Bodywork

The bodywork must give the optical impression of a street motorcycle.

7.2 Wheelie bars

Wheelie bars are not allowed.

Elektrik : 8

8.1 Ignition kill switches

Mandatory on Bikes faster than 10,0 sec. in the quartermile.

See general technical rules of DMSB 8.1

Assistant systems: 9

9.1 Computer Data-Recorder

Allowed. See general technical rules of DMSB 9.1.

Driver: 10

10.1 Clothing

Full leather clothing is mandatory.

See general technical rules of DMSB 10.1.

10.2 Helmet

Approved full-face helmet is mandatory.

See general technical rules of DMSB 10.2.

10.3 Racing license

Competitors must have a valid racing license of DMSB or their national motorsports authority on DMSB sanctioned events. On other events, competitors must have a valid driving license for the racing vehicle.

Racing regulations:

Only technical inspected vehicles will achieve starting permission. General ET dragracing rules apply. Qualification rounds are run without limitations, no Dial-In or index applies. Qualification order is taken from reaction times (shortest R/T = No. 1 spot) of all qualification rounds. A sportsman ladder applies (No.1 races No.9., No.2 races No.10 etc. in a 16-field).

The competitor chooses his Dial-In for each elimination round.

The Dial-In must be in the 8.99 -11.99 second range.

According to the announcement of the event promoter, the Dial-In must be placed highly visible on the bike and / or communicated to the timing crew prior to the round.

The competitor may not run faster than his Dial-In for the respective round. The competitor with the lower (faster) Dial-In will be started with a delay of the difference of both competitors' Dial-Ins.

The competitor, who crosses the finish-line first, is determined as the winner of the round, unless he runs faster than his Dial-In. If both competitors run faster than their Dial-Ins, the driver with the less difference between his Dial-In and his ET will be determined as the winner of the round.

Outlaw Points schedule

Points are given on every event of the Outlaw Series according to the following schedule:

Tech inspection:		100 pts
Qualification	# 1:	160 pts
	# 2:	150 pts
	# 3:	140 pts
	# 4:	130 pts
	# 5:	120 pts
	# 6:	110 pts
	# 7:	100 pts
	# 8:	90 pts
	# 9:	80 pts
	# 10:	70 pts
	# 11:	60 pts
	# 12:	50 pts
	# 13:	40 pts
	# 14:	30 pts
	# 15:	20 pts
	# 16	10 pts
	each # 16+	10 pts (at least one valid qualification run)
Eliminations:	Each started round	50 pts
	Each won round	+50 pts
Best of event:	Top speed	30 pts
	Low 60-Foot	30 pts
	Low R/T	30 pts