

2008 Brute Horsepower Shootout

Naturally Aspirated Push-Rod V-Twin Classes:

- **0 - 1000cc -- covers 883 Sportsters and small engine Buell's**
- **1001 - 1200cc -- covers 1000/1200 Sportsters and Buell's**
- **1201 – 1340cc – Covers Big twins and modified Buell's**
- **81 – 99ci – Covers twin cams and Aftermarket kits for Big Twins**
- **100ci – 123ci -- Covers Aftermarket kits for Big Twins**
- **124ci – 135ci -- Covers Aftermarket kits for Big Twins**
- **>135ci – Covers extreme Aftermarket engines**

Naturally Aspirated OHC V-Twin Classes:

- **0 – 1100cc -- Covers cruisers and sport bikes using V-Twins**
- **1101cc – 1300cc -- Covers V-Rods and smaller Metric V-Twin cruisers**
- **1301cc – 1556cc Covers mid-size metric cruisers**
- **>1556cc (>95ci) Covers the big metric cruiser class**

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Naturally Aspirated other than V-Twin:

- **0 - 699cc** Covers all 600 class bikes, including the new 675cc Triumph
- **700cc – 800cc** Covers all 750cc bikes (mostly Suzuki) to include Honda Interceptor and Ducati 749
- **801cc – 1000cc** Covers all Super bike class bikes
- **1000cc – 1199cc** Covers V-Max and several standard (naked) class 4-cylinder bikes
- **1200cc – 1500cc** covers the big boys (ZX-14, Hayabusa, ZX-12)
- **>1500cc** Covers anything outrageous, to include Gold Wings, Valkyries, and the Triumph Rocket III

Unlimited Classes:

Anyone with a Turbocharger, Nitrous, Supercharger, or nitro methane burning

- **V-Twin, any displacement**
- **Non V-Twin, any displacement**

This makes for a total of 19 classes, with a breakdown that fits most classes of engines in production today. There should not be any real “ringers” that will fit into a single category, although the first two OHC V-Twin classes may be somewhat skewed. All others look to fit well within industry markets, which is what people want to brag about.