

RULE SUBMISSION – OCTOBER 2011

This rule submission is submitted in line with the requirements of the ANDRA 2011/2012 Rule Book, section 1.8.5 page 23

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Involvement in Drag Racing:

I have been racing now for the better part of 15 years working my way up through from Modified Bike, Competition Bike and finally to Top Bike. I have competed in National events in class designations from A/MB, B/CB, BB/CB, and TB. Holding a National record and event wins in Competition Bike and a National event win and runner up in Topbike. I have also assisted many newcomers along the way.

PROPOSED NEW CLASS DESIGNATION (Rule) FOR TOPBIKE:

The proposed class designation is TB/P which stands for Topbike/Procomp

Reasons why the Class Designation (Rule) amendment should be considered:

To give a recognised National record to Nitrous Oxide bikes (Chemically supercharged) Turbo charged bikes and Supercharged Alcohol bikes.

To give an index in Competition Bike for purpose built Top bikes that do not fit current class designations. Example, an 1800cc Nitrous bike weighing 700lb would have to weigh 790lb to be legal!! An unrealistic goal that would be unattainable inside the current rules (2011/2012 rulebook page 103 Ballast Permitted to a maximum 12kg (26.4lb)) Current Topbike rule allows 3277cc with one form of supercharging, equalling 1436lbs in Competition bike.

Competition bike was and is meant to be a stepping stone to the highest point of Andra Motorcycle drag racing. This class designation provides a platform for teams to step up and chase a National record in Top bike, keeping competitor numbers strong. You only have to look at the Australian Nationals this year with only 6 bikes competing!!!!

CRITERIA

Does the rule protect the safety of participants and spectators?

YES

Safety to participants and spectators is unchanged.

Is the rule a positive step for the sport?

YES

It provides a more varied competitor base appealing to the spectators (Imagine V8 supercars if their was only Ford) and an easy way for spectators to understand the difference between the bikes they are looking at. As has been done with the addition of the TB/T class

Is the impact of the rule on other classes and brackets a positive one?

YES

Competition Bike benefits from having a realistic index for purpose built TB/P bikes, so they can compete when their is no National events to run. This saves the indexes of current double letter classes from being reset, putting off competitors from stepping into that class designation, or forcing them out due to unrealistic indexes and National records.

Does the rule ensure increased opportunity for even competition?

YES

Top bike will benefit from a larger competitor base ensuring the Fastest 8 bikes in the country make race day.

Is the rule practical and enforceable?

YES

The (rule) class designation inclusion is practical and enforceable by current policies. All rules stay the same.

Is the cost of complying with the rule reasonable for competitors?

YES

There is only minimal additional cost to competitors in having signage and log books changed to the new classes.

Hoping this Rule Submission receives favourable consideration as did the V twin class.

Regards,

Geoff Redgrave