

Submission Title: Top Fuel Bike

SUBMISSION AUTHOR: CHRIS PORTER

ANDRA Number: 182

Address:

(email):

The submission Author is an active competitor in the Top Bike Eliminator, I have been an ANDRA Licence holder for over 10 years and am the current TB/T Champion.

RULEBOOK REFERENCE:

Top Bike Eliminator – Page 171

RULE SUBMISSION INTENT:

Numerous rule proposals have been submitted in previous years to address various issues within the Top Bike Eliminator. It is understood that there has traditionally been very little representation or support for all motorcycle classes within the ANDRA rule decision groups, and in fact the representatives responsible for making decisions on these rule submissions stem from car based classes and have at times demonstrated a level of distain towards motorcycle classes and rule proposals. It is disappointing to motorcycle racers that they are not properly supported within their sport. Therefore, it is a recommendation that ANDRA identify this as an issue and address the problem by developing their policies and procedures to ensure that all racing groups are positively supported and represented throughout the rule submission process.

In 2011 a rule proposal for Top Bike Eliminator to be divided into two separate classes for multi-cylinder (TB/M) and twin cylinder (TB/T) engines was supported and at the commencement of the 2011/2012 season the change to the class structure was implemented. This decision was fully supported by racers and has been actively competed in since.

PROPOSED ADMENDMENT:

To rename the Top Bike Eliminator to Top Fuel Bike and impose a minimum nitro methane content of 75%.

Eliminator Name Change: Top Fuel Bike

In order to raise the spectator awareness of the Top Bike Eliminator it is requested that a name change be accepted to Top Fuel Bike or Top Fuel Motorcycle. This will help to identify that the motorcycles in this eliminator use the same fuel as the Top Fuel dragsters and Nitro Funny Cars (Nitromethane), additionally it will align to current naming convention used in Pro Stock and Pro Stock Motorcycles, as they both denote a 'Pro Stock' configuration yet the motorcycle class is recognised separately from the cars.

Nitromethane Content Limits: 75% Min. Nitromethane

It is requested that a change to introduce limits to a minimum 75% Nitromethane content, based on percentage, so as to recognise and define the motorcycles in the eliminator as specifically Nitromethane fuelled machines.

This will align Australian Drag Racing with common practice as used by other sanctioning bodies worldwide.

CLASSES AFFECTED:

Top Bike / Comp Bike

Does this rule protect the safety of participants and spectators?

Safety to participants and spectators is unchanged.

Is this rule a positive step for the sport?

Yes, it promotes closer racing opportunities and class parity this will add to the spectator appeal, sponsorship opportunities and racer involvement.

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

Yes, It provides clarity to spectators by identifying the eliminator by fuel type used as is the precedence is Top Alcohol which identifies those vehicles by their fuel type. The approach / precedence used in one eliminator of ANDRA should be adopted in the same way in other eliminators, such as was endorsed by ANDRA when TB/T riders requested official recognition of TB/T #1 plate but were informed that it did not apply in other eliminators, therefore if the fuel type identifies Top Alcohol vehicles the same standard must be applied to Top Bike.

All non-nitro bikes can run in Competition Bike so they will not be displaced with nowhere to run their bikes.

Does the rule ensure increased opportunity for even competition?

Yes - This rule is based on achieving parity, currently it has not been considered in this eliminator.

Is the rule practical and enforceable?

Yes - This rule at most would involve the NRC or other committee's time in assessing the proposed control limits, in order to determine the feasibility of each method and the overall impact on current competitors.

Whilst suggestion could be made in the rule proposal, this would only be effective for one point of view and therefore it should be ANDRA's responsibility to seek opinions from other/all stakeholders.

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

Yes, There is no to minimal additional cost to competitors. Current bikes that do not meet the Nitromethane requirement can compete in Competition Bike.