

Submission Title: National Class Handicaps in Group 2

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RULEBOOK REFERENCE:

1.4.26 Group Two Class Handicap Index page 19

RULE SUBMISSION INTENT:

Remove event Handicap Control.

PROPOSED ADMENDMENT:

Proposed amendments are shown below as, Original text in black, ~~Strike out in red means delete~~, Additional text in blue.

1.4.26 Group Two Class Handicap Index page 19

ANDRA has established a system of National Class Handicaps for Group Two classes.~~All classes in Competition, Super Stock, Super Compact and Competition Bike will have 0.50 (five tenths) added to the relevant ANDRA National Record.~~

Equivalent classes for vehicles using OEM automatic transmissions with torque converters, with a 0.15 second (one and a half tenth) concession for new classes in their first year, and displaying an "A" suffix in the class designation, have been introduced in Competition and Super Stock, not including some supercharged categories.

~~*A Handicap Control is also applied, where vehicles running under their Class Handicap during competition will have the handicap for subsequent rounds adjusted by half the difference, for the period of that event only.*~~

The current system of Handicap Control is not working as originally intended. Competitor numbers have not improved particularly on the East Coast.

Records as Handicaps is much easier for tower, spectators and competitors to understand. Very few Group 3 competitors migrate to Group 2 as the Handicap System seems too complex.

The current system is misleading to new competitors as the assumption is they would be competitive if they were able to match Handicap.

With the removal of the Handicap Control, competitors are more inclined to race past the finish line without fear of being penalised for next round. This is better for the spectator and racing in general as more records will be likely to be set.

The current system forces competitors to choose between setting records and winning the event, particularly with small field numbers.

Quite often the top qualifier gets a bye and doesn't have to hurt their index which isn't what it was intended for. A similar situation occurs when a broken vehicle doesn't front.

There have been instances of incorrect handicaps being applied due to misunderstanding of the system. Current timing systems do not show adjusted handicaps for competitors to check prior to accepting the staging lights.

Classes Affected:

Group Two - all

Does this rule protect the safety of participants and spectators?

Yes – Safety is improved as competitors will run past the finish line with less chance of a closing speed incident. Competitors are less inclined to look over their shoulder also.

Is this rule a positive step for the sport?

Yes – Racing will improve, more full passes, better show.

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

Yes – common handicap for same class vehicles always. Competitor knows what the opposition's handicap is for second round etc.

Does the rule ensure increased opportunity for even competition?

Yes – current system not helping right bloke

Is the rule practical and enforceable?

Yes – easier for officials/competitors/spectators

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

Yes – There is no cost implication.