

**Submission Title: Championship Points Allocation for ANDRA Group 2 racing**

SUBMISSION AUTHOR: SCOTT KEOGH

ANDRA Number:

[REDACTED]

(email): [scott@goldcoaststudy.com](mailto:scott@goldcoaststudy.com)

RULEBOOK REFERENCE:

Aeroflow Sportsman Drag Racing Championship – Page 73

RULE SUBMISSION INTENT:

I am a competitor in Competition Bike Group 2 racing and I wish to request a change to the current championship point's allocations.

Due to the increase in the number of events and ANDRA's current objective to bring the racing to the regional race tracks, I believe the current, recently revised point's allocation, still does not meet the requirements to achieve the attendance of competitors at these events. Even though the revised points system is slightly more favourable than it has been in the past, many competitors will simply not attend these events due to the fact that they have already gained enough points and have no need to participate.

To give an example, last season after round 2, I was at 180 points out of a possible 200. The following round was in Perth and due to budgetary, logistical and financial limitations and also not wanting to ship my vehicle to WA in a sea container due to the risk of damage occurring, I decided not to race there. I understand and respect the "travelling bonus" that has been applied to the round and I have no problem with that incentive being offered.

What I do have a problem with is when other fellow racers that travelled to this event just to get the bonus points then refuse to enter the following round of the Nitro Champs in Sydney as they did not "need" to participate due to points accrued in the WA round.

Ray Treasure from WSID stated clearly to me that he had tried to promote our class but unfortunately we could only gather 3 entrants and not the minimum required numbers to hold the class and consequently Competition Bike class was abandoned at the 2011 Nitro Champs. Ray also left entries open with the hope that other competitors would change their minds and also offered to waive the late entry fee.

Please remember that at the time, I was on 180 points and did not "need" the points either and yet I still travelled to Sydney in hope that the numbers could still "come together" to hold Competition Bike class at the Nitro Champs just to support the venue and the class and also to have a race, not necessarily making it "all about the points". Unfortunately, not all competitors are prepared to

compete just for the sake of racing and there are obviously many contributing factors that determine their ability to enter every race.

Sadly, the points system in place creates this cycle and it is still happening this season as you can see even from round 1. You will notice that neither myself, nor the current number 1 plate holder for Competition Bike were at the Australian Nationals this year.

This was not by accident and we both briefly discussed this approach prior to entries being “cut off”. Even the thought of defending the title that I held as winner of the 2011 Fuchs Australian Nationals did not inspire me to enter. It is sad but true and this is yet again what it has come to even with the revised point system this season.

The approach we have decided to take is one of strategy and not one we chose lightly. Understanding the costs, even in a motorcycle class such as Competition Bike, is paramount to this decision. We certainly do not plan on getting rich from prize money winnings and typically rely on sponsorship dollars to support our racing.

Last season at round 2 in Palmyra, our expenses were very high and the facilities were not conducive to our vehicles at all in my opinion. I was asked many times over the weekend by the then CEO, Greg Humphreys and Operations Manager, Brenton Myers, what our thoughts were on the facility in general and it continuing to be a sanctioned ANDRA track etc.

The short of this story is that after every pass we would have to empty over half a dustpan of dirt, gravel and mess from the air box of our motorcycles and also lost a brand new front tyre due to a gravel stone getting caught between the fender and the tyre whilst towing on the return road. Facilities of this standard do not impress me very much personally and are most definitely not conducive with high quality, first class race prepared vehicles which should represent ANDRA National Drag Racing.

Anyone who knows how I personally operate my racing team will know that I pride myself on appearance and performance and these types of conditions and facilities are not what I came to ANDRA Professional Drag Racing for. That being said, if we were to go to these rounds and the reward was that there was another possible 100 points “up for grabs”, then it could be the difference between a championship being won well before the final event was even run.

This type of result is seen in many other classes and it is what I believe needs to happen in group 2 in order to achieve the outcome ANDRA is looking for. Bringing drag racing to the people and increasing awareness among spectators will only happen if you bring the drag racing. I do not see the point in listing a category on an event list, only to not have it supported by the competitors. In my opinion, this is solely caused by the current points cap system in place for ANDRA Group 2 racing.

It is my opinion that we need to remove the points cap system altogether if we want to encourage all racers in Group 2 to participate at as many events as possible.

**PROPOSED ADMENDMENT:**

I would respectfully request that ANDRA remove the cap on the championship points system altogether in ANDRA Group 2 racing.

**CLASSES AFFECTED:**

All Group 2 Classes

<b>Does this rule protect the safety of participants and spectators?</b>
No Change

<b>Is this rule a positive step for the sport?</b>
Yes, This change would improve participation levels at all ANDRA national rounds of racing at this sportsman level.

<b>Is the impact of the rule on other classes and brackets a positive one?</b>
I believe the effect will only help build numbers and also help have a "full" event schedule.

<b>Does the rule ensure increased opportunity for even competition?</b>
No Change

<b>Is the rule practical and enforceable?</b>
Yes

<b>Is the cost of complying with the rule reasonable for competitors?</b>
No cost