

Submission Title: Super Twin Bike class amendments

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RULEBOOK REFERENCE:

Super Twin Bike Class Regulations – Page 105

RULE SUBMISSION INTENT:

I would like to submit the following rules submission to revamp the Super Twin Bike class to bring it in line with modern trends and technology.

As the class has failed to attract many competitors a change to the current Street Pro style bikes of the ANDRA would allow some of the V Twins currently running in Mod Bike to step up to Group 2 with minimal and in some cases no changes.

Changing the foot peg requirement would allow the range of Buell motorcycles to compete as they have foot pegs behind the swingarm pivot as standard on all their road bikes.

There would not be any safety issues as bikes in this configuration already complete in Mod Bike and have an excellent safety record.

The impact on the current ST/B bikes of which there are 2 only would be minimal as one has a new owner and has already been changed to the proposed configuration and currently runs in Mod Bike. The other would require only minimal changes such as fitting an air shifter.

I believe that these changes would be beneficial for the category as it would attract a wider range of motorcycles and increase numbers for Comp Bike as bikes of this configuration are very popular both here and in the US.

PROPOSED ADMENDMENT:

I propose that the following be changed;

- **Weightbreak changed from 5.85 to 5.5lbs/cub.**
- **Engine, omit the words steel connecting rods only.**
- **Gear Shifting, changed to allow air or electric gear change devices.**
- **Foot Pegs, Delete the requirement for foot pegs to be forward on the swingarm pivot.**
- **Frame, change the wording mass-produced to commercially available.**

CLASSES AFFECTED:

Super Twin Bike only

Does this rule protect the safety of participants and spectators?

Implementation of these amendments will not change and current safety risks for either competitors or spectators. Motorcycles of this configuration currently compete here and in the US and Europe regularly and have not had any safety problems.

Is this rule a positive step for the sport?

I believe that this will be a positive step for the sport as it will attract larger fields for Comp Bike which is currently struggling for numbers.

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

As these amendments will increase numbers in Comp Bike it will allow more events to run the bracket as currently not all events run Comp Bike due to lack of numbers so all the classes of motorcycles in Group 2 will benefit.

Does the rule ensure increased opportunity for even competition?

These amendments will open the class to a wider range of motorcycles that currently do not have a place in Group 2. The elimination of the foot shift only requirement will give the class a more even playing field for the riders.

Is the rule practical and enforceable?

The class originally had a number of limitations on what would normally be modified for drag racing so in that sense these amendments are practical and from a Tech Inspectors perspective easy to enforce.

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

As this amendment only effects two competitors and one of those has already been changed to this configuration it in effect will only effect one motorcycle and the cost to upgrade that bike would be under \$500 so it think it is very reasonable.