

**ANDRA 2020/21 Rulebook Rule Submission Title:
Altered Bike Chassis Requirements**

SUBMISSION AUTHOR: EXTERNAL

ANDRA Number:

Address:

(email):

RULEBOOK REFERENCE:

3.9.2: COMPETITION BIKE ELIMINATOR, ALTERED BIKE CLASS, pages 114 to 116

RULE SUBMISSION INTENT:

The intent of this submission is to allow “Old School”, or “Naked” looking bikes to compete within the Altered Bike Bracket/Classes, against today's modern chassis bikes, without compromising bike engineering/ build, and rider/or spectator safety.

This proposal has been brought forward because of the growing interest in Naked or Old School bikes, and the fact that the chassis of these bikes, that were originally built in the 80's are now in various forms of decay. Finding an OEM chassis without any metallurgy issues is extremely hard to acquire. Also, the horsepower in which these Altered Bikes can produce has far exceeded the strength parameters of the OEM chassis of the day.

PROPOSED ADMENDMENT:

1. Factory OEM frame required with limited modifications; engineered replica Chromoly frames permitted providing they are within OEM spec for dateline/ era/ period in which they represent.
2. It is a requirement that replica Chromoly frames are dimensionally equivalent to OEM of the dateline/ era/ period in which they represent, other than to accommodate a wider rear wheel.
3. Engines/ bodywork in replica Chromoly frames are to essentially be of the same dateline/ era/ period of the replica frame; The dimensional positioning/ angle/ mounting of the engine is to be of equivalent position and mounting angle to the OEM engine, as it would be in an OEM frame in which the replica frame represents.
4. Tabs, braces, mounts, gussets etc for replica frames may be fitted to enhance strength and durability, along with providing the ability to customise for accessory mounting.

Existing Text;

Frame: Factory OEM Frame required with limited modifications permitted.

Any brackets, tabs, braces, mounts, gussets etc. may be moved, modified, replaced, or removed providing frame strength is not compromised. Subframe and/or seat rails may be modified or replaced.

Proposed Text;

Frame: Factory OEM Frame required with limited modifications permitted.

Any brackets, tabs, braces, mounts, gussets etc. may be moved, modified, replaced, or removed providing frame strength is not compromised. Subframe and/or seat rails may be modified or replaced.

Engineered replica Chromoly frames permitted providing they are within OEM specification for dateline/ era/ period in which they represent.

Replica Chromoly frames must be dimensionally equivalent to OEM of the dateline/ era/ period in which they represent, other than to accommodate a wider rear wheel.

For replica Chromoly frames; tabs, braces, mounts, gussets etc for replica frames may be fitted to enhance strength and durability, along with providing the ability to customise for accessory mounting.

Existing Text;

Engine: Any engine modifications permitted. Aftermarket cylinder blocks permitted. Any cylinder head available from the bike manufacturer permitted. Any motorcycle engine sump/ oil pan permitted.

All classes must utilise factory engine cases for frame model used.

Proposed Text;

Engine: Any engine modifications permitted. Aftermarket cylinder blocks permitted. Any cylinder head available from the bike manufacturer permitted. Any motorcycle engine sump/ oil pan permitted.

All classes must utilise factory engine cases for frame model used. Engines in replica Chromoly frames are to be of the same dateline/ era/ period of the replica frame; The dimensional positioning/ angle/ mounting of the engine is to be of equivalent position and mounting angle to the OEM engine, as it would be in an OEM frame in which the replica frame represents.

Existing text:

Body: All bodywork must match frame model used.

All machines must bear resemblance to original production machine. Models that have a fairing and screen fitted standard must use them or replicas. Screens must be thin and flexible. Mirrors and other obstacles in the proximity of the rider must be removed.

Original headlight or painted on or adhesive stickers (simulated) required.

Extended rear bodywork sympathetic to model used permitted. Replacement replica guards permitted. Removal of OEM indicators permitted. Removal of OEM tail light permitted.

Replica fuel tanks or fuel tank shells permitted.

Proposed Text:

Body: All bodywork must match frame model used.

Bodywork on replica Chromoly frames are to be of the same dateline/ era/ period of the replica frame.

All machines must bear resemblance to original production machine. Models that have a fairing and screen fitted standard must use them or replicas. Screens must be thin and flexible. Mirrors and other obstacles in the proximity of the rider must be removed.

Original headlight or painted on or adhesive stickers (simulated) required.

Extended rear bodywork sympathetic to model used permitted. Replacement replica guards permitted. Removal of OEM indicators permitted. Removal of OEM tail light permitted.

Replica fuel tanks or fuel tank shells permitted.

CLASSES AFFECTED:

Competition Bike, Altered Bike: A/AB, B/AB, C/AB, D/AB, AA/AB, BB/AB, CC/AB, DD/AB

How does this rule protect the safety of participants and spectators?

Typically, chassis that fit into the "Old School" genre are made of tubular Mild Steel. These chassis or frames on average were built in and from the 1970's, and to this day a clean and straight chassis is hard to find. (clean and straight being unmodified, or without rust in the tubes).

As a result of allowing Chromoly chassis for Naked or Old School Bikes, the strength of the replica chassis will be infinitely stronger than an OEM chassis of its day, thusly allowing the required horsepower to be applied to the replica chassis to be competitive against the modern Hayabusa/ZX14 OEM chassis, without compromising anyone's safety.

How is this rule a positive step for the sport?

With the resurgence of interest in "Old School" bikes, such as GSX Suzuki, and if such a proposal were allowed, I'm of the opinion that more racers, and even future racers, with a particular interest in Old School, would be interested in making the transition from Modified Bike to Competition Bike Altered Bike.

Also, from a spectators perspective, take a look at the successes of Brad Mummert's GSX Suzuki in Pro Street in the States, because of the bike's Old School status, it now has an international following of people who love to see Old School bikes race against the modern Hayabusa's etc.

What is the positive impact of the rule on other classes and brackets?

Allowance of such replica chassis in Altered Bike would hopefully be an easier step up into Competition Bike from Modified Bike, or as an entry to the sport "off of the street".

This in turn may help reduce the desire for some current Modified Bike bracketed racers to stay just where they are, simply because of the costs involved in stepping up to Competition Bike.

Engine parts for these replica chassis bikes are easily obtainable and relatively cheap compared to more modern bikes, aftermarket parts are readily available worldwide.

How does the rule ensure increased opportunity for even competition?

Ruling to Altered Bike is to essentially remain unchanged, only the allowance of replica chassis is to be allowed, as per above, so the "even-ness of competition" should remain unchanged.

Describe how the rule is practical and enforceable?

Bracket will essentially remain unchanged, there will be no costs incurred to current Altered Bike racers.

Describe how the cost of complying with the rule is reasonable for competitors?

Nothing will change for the modern bike racer, so the proposed amendment is nullified toward them on a monetary front.

This proposed amendment is simply to allow older chassis bikes to safely compete against today's modern chassis bikes, which is good for those who wish to race an Old School bike in Competition Bike.