

4.3 Oil Catch Can Capacity – Motorcycles.

RULEBOOK REFERENCE:

4.6.2 LIQUID OVERFLOW, page 225.

RULE SUBMISSION INTENT:

To reduce the minimum required capacity of the oil overflow tank from 2 litres to 1 litre for all motorcycle classes with the exception of Blown injected nitro.

Most motorcycles hold less than 3 litres of oil. Some less than 2 litres. The intent of this proposed rule is to reduce the amount of space required for oil catch cans. This will make a difference for those street bikes, altered competition bikes that don't require a catch can of that volume.

PROPOSED ADMENDMENT:

Existing Text;

Any power added vehicle faster than 9.00 seconds (1/4 mile) / 5.70 seconds (1/8 mile) must have a breather or oil tank, with a minimum capacity of 4 litres for cars and 2 litres for motorcycles.

Proposed Text;

Any power added vehicle faster than 9.00 seconds (1/4 mile) / 5.70 seconds (1/8 mile) must have a breather or oil tank, with a minimum capacity of 4 litres for cars.

Motorcycles must have a breather or oil tank, with a minimum capacity of,

- 2 litres for motorcycles with a Supercharger plus injected Nitromethane fuel.***
- 2 litres for motorcycles non-Power Added with injected Nitromethane fuel.***
- 1 litre for motorcycles with any Power Adders (Nitrous Oxide, Turbocharger/s, Supercharger/s).***
- 1 litre for motorcycles with carbureted (non-injected) Nitromethane fuel.***

Or

Any power added vehicle faster than 9.00 seconds (1/4 mile) / 5.70 seconds (1/8 mile) must have a breather or oil tank, with a minimum capacity of 4 litres for cars.

Motorcycles must have a breather or oil tank, with a minimum capacity of,

- 2 litres for motorcycles with injected Nitromethane fuel, non-Power Added or Supercharged.***
- 1 litre for all other motorcycles (any Power Adder and/or carbureted (non-injected) Nitromethane fuel).***

CLASSES AFFECTED:

Modified Bike, Competition Bike, Top Fuel Motorcycle

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<i>How does this rule protect the safety of participants and spectators?</i>
Not applicable.
<i>How is this rule a positive step for the sport?</i>
By addressing this issue, participants are provided with greater capacity to set up the already restricted space in their motorcycle. This benefits the racer and therefore is a positive step for ANDRA Drag Racing. It will not cost the racer any money to modify their bike to meet the requirements of the rule.
<i>What is the positive impact of the rule on other classes and brackets?</i>
It is for all motorcycle classes with the exception of Blown injected Nitro and therefore has a positive affect for all motorcycle racers.
<i>How does the rule ensure increased opportunity for even competition?</i>
Not applicable.
<i>Describe how the rule is practical and enforceable.</i>
It is a simple change for motorcycle licence holders. It is easily enforceable through tech inspections and scrutineering.
<i>Describe how the cost of complying with the rule is reasonable for competitors.</i>
There will be no cost associated. If competitors choose to keep their existing set up it will not affect compliance with the rule. Competitors will be able to purchase off the shelf product and will not have to custom manufacture.