

2.3 Chain Guards

NRC Outcome: Approved / Approved with Modification / Not Approved

NOTES:

RULEBOOK REFERENCE:

3.3 MODIFIED BIKE ELIMINATOR, pages 94-95.

3.9 COMPETITION BIKE ELIMINATOR, pages 111-121.

RULE SUBMISSION INTENT:

To standardise the requirements for all motorcycle classes that have extended swingarms (and exposed chains).

PROPOSED ADMENDMENT:

Existing Text

Modified Bike: Chain Guard: Stock chain guard may be retained at a minimum.

Competition Bike – Street Bike: Chain Guard: Chain guard required. Stock chain guard may be retained.

Competition Bike – Altered Bike: Chain Guard: Exposed chains must be covered on their top run between the centre lines of the sprockets. Minimum material specifications for chain guards is 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel or Alloy.

Competition Bike – Super Twin Bike: none listed, but the same as Competition Bike, Street Bike.

Competition Bike – Competition Bike: Chain Guard: Exposed chains must be covered on their top run between the centre lines of the sprockets. Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel or Alloy.

Proposed Text

All of the above to be the same.

Chain Guard: Exposed chains must be covered on their top run between the centre lines of the sprockets. Cover must be fastened to the main frame.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel or Alloy.

“Stock chain guard may be retained” can still be stated for Competition Bike – Street Bike and Competition Bike – Super Twin Bike.

CLASSES AFFECTED:

All Group 2 and 3 motorcycle classes.

Chain Guards.

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| <i>How does this rule protect the safety of participants and spectators?</i> |
| Eliminates exposed chains and increases chain coverage, therefore provides additional protection to both riders, startline staff and spectators. |
| <i>How is this rule a positive step for the sport?</i> |
| Increases participant protection and creates parity across all bike categories. |
| <i>What is the positive impact of the rule on other classes and brackets?</i> |
| Increases participant protection and creates parity across all bike categories. |
| <i>How does the rule ensure increased opportunity for even competition?</i> |
| Not applicable. |
| <i>Describe how the rule is practical and enforceable.</i> |
| Easily enforceable through Tech Inspections and pre/post-race scrutineering. |
| <i>Describe how the cost of complying with the rule is reasonable for competitors.</i> |
| Additional cost is minimal to those competitors affected. |