

3.9 COMPETITION BIKE ELIMINATOR

- ◇ NOTE: A limit of only two (2) classes per Eliminator per season may be contested.
- ◇ NOTE: Two-stroke motorcycles are not permitted. Capacity limits apply to the actual displacement of the engine. That will be doubled in the case of Rotary engines for the purpose of classification.
- ◇ NOTE: Competitors wishing to avoid having their engines inspected at events are encouraged to have their engines verified and sealed prior to the event by an ANDRA Official.
- ◇ NOTE: All General Regulations must be read and complied with where applicable.

3.9.1 STREET BIKE

CLASS DESIGNATION: /SB - CLASS INDEX - FULL TREE START

ELIMINATOR:

COMPETITION BIKE



Competition Bike Eliminator, Street Bike - Daniel Natalotto (High Octane Photos)

Class Description;

The Street Bike classes cater for Naturally Aspirated production touring machines as supplied by the manufacturer, modified to the limits described in the Class Regulations. Treaded street tyres must be used.

Class Details;

Class	4 Cylinder	Triple Cylinder	Twin Cylinder
A/SB	1061 cc and over	1101 cc and over	1201 cc and over
B/SB	801 cc to 1060 cc	901 cc to 1100 cc	1001 cc to 1200 cc
C/SB	641 cc to 800 cc	721 cc to 900 cc	801 cc to 1000 cc
D/SB	Up to 640 cc	Up to 720 cc	Up to 800 cc

Engine: Stock crankcase covers with stock dimensions required.

Any internal modifications permitted provided original cylinder/s and crankcase castings are retained.

Modifications to crankcase covers permitted only to the limit necessary to facilitate remote starter use. Stock crankcase width must be maintained.

Any cylinder head available from the bike manufacturer permitted.

Any motorcycle engine sump/ oil pan permitted.

Provision for engine sealing required.

Ignition: Any ignition system permitted provided external appearance of the machine is unaltered.

Magnetos are prohibited unless fitted as original equipment.

Exhaust: Any exhaust system permitted.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only.

Taps must be installed in fuel lines except on EFI factory engines that are fitted with operating factory tip over sensor.

ECU: Any OEM or Aftermarket ECU permitted with any/all ECU functionality permitted.

Carburetors: Any motorcycle carburetors permitted.

Fuel Injection: Any OEM motorcycle Electronic Fuel Injection permitted. Any OEM motorcycle Throttle body and any OEM motorcycle ECU permitted. Refer Definitions, "OEM".

Liquid Overflow: Liquid Overflow required.

Appearance: All machines must bear full street equipment including instruments, mudguards, wiring harness, etc.

Original headlight and tail light must be used and operative.

Factory production fuel tank for model used is required.

Mirrors and other obstacles in the proximity of the rider must be removed.

Models that have a fairing and screen fitted standard must use them or replicas. Screens must be thin and flexible.

Removal of Indicators optional.

Replacement of existing instruments with aftermarket units permitted.

Replacement replica guards permitted.

Street appearance. Tank location may not be changed.

Ballast: Ballast is prohibited.

Handlebars: All tubular handlebars must be plugged on ends.

All bikes must have a self returning twist grip throttle.

Clip on bars permitted. Handle bar grips must be no more than 152 mm (6 inches) in front or behind the fork stem with a minimum of 380 mm (15 inches) width and no more than 305 mm (12 inches) above the seat.

Z" bars are prohibited.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Seat: Original seat base to be retained.

Class Regulations;

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.

Class compliance is the competitor's responsibility and engine specifications will be checked prior to the Vehicle Logbook being issued and the bike racing in Competition Bike.

Sealing: Provision for engine sealing required.

ECU: Any OEM or Aftermarket ECU permitted with any/all ECU functionality permitted.

Electronics: Any Electronic Management permitted.

Ignition: Any ignition system permitted.

Exhaust: Any exhaust system permitted. Refer Engine, Exhaust.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only. Taps must be installed in fuel lines except on EFI factory engines that are fitted with operating factory tip over sensor. Refer Fuel.

Induction: All classes are permitted to use any motorcycle carburettors or electronic fuel injection system.

Liquid Overflow: Required. Refer Ancillary Components, Liquid Overflow.

Supercharging: All motorcycles fitted with Superchargers must have a minimum 3.0 mm (1/8 inch) thick Steel or 5.0 mm (3/16 inch) thick Aluminium cover fitted in order to protect the rider in the event of a Supercharger explosion. Approved ballistic blankets are also acceptable.

Power Adders: All classes where regulations permit are limited to one form of power addition.

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.

Class compliance is the competitor's responsibility and bodywork specifications will be checked prior to the Vehicle Logbook being issued and the bike racing in Competition Bike.

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.

Fuel Cell: Fuel cells where fitted must be mounted in any suitable location under the bodywork.

Instruments: Removal or replacement of existing instruments with aftermarket units permitted.

Seat: Seat may be moved, but must have a minimum height from the ground of 508 mm (20 inches).

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.

3.9.3 SUPER TWIN BIKE

CLASS DESIGNATION: ST/B - CLASS INDEX - FULL TREE START

ELIMINATOR:

COMPETITION BIKE

Class Description;

All machines must bear full street equipment including lights, instruments, mudguards, wiring harness, etc. Aftermarket headlight, taillight and instruments permitted. Indicators and mirrors may be removed. Full size fuel tank for frame used mandatory. All rider and General Regulations applicable to 'Street Bike' Eliminator must be complied with as a minimum.

Weightbreak: 5.85 lbs/cube, 148 cubic inch maximum.

ECU: Any OEM or Aftermarket ECU permitted with any/all ECU functionality permitted.

Engine: US V-Twin only, up to 148 cu ins (2425.28cc). Provision must be made for engine sealing. Mass produced cast aftermarket engine cases, cylinders and cylinder heads permitted. Billet barrels permitted.

Electrical: Full charging and self-starting system required.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Exhaust: Any exhaust system permitted. Refer Engine, Exhaust.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only. Taps must be installed in fuel lines except on EFI factory engines that are fitted with operating factory tip over sensor. Refer Fuel.

Induction: OEM or mass-produced aftermarket EFI system designed as a direct replacement for Harley Davidson EFI permitted.

Carburettors: Any motorcycle carburettor/s permitted.

Transmission: Aftermarket transmission of up to six speeds permitted. Automatic transmissions prohibited.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms. Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium. Stock chain guard may be retained at a minimum on unmodified motorcycles.

Gear Shifting: Air (pneumatic) or electronic gear change devices permitted.

Clutch: Aftermarket V-Twin clutch permitted using primary chain or Belt.

Wheels: Minimum wheel diameter 16 inches (406 mm). Aftermarket wheels permitted.

Tyres: DOT rated motorcycle tyres with minimum tread depth of 1.6 mm (1/16 inch) required. Slick and tyres marked "Not for Highway Use" prohibited.

Handlebars: Handlebars must be no more than 457 mm (18 inches) above seat.

Frame: OEM, mass-produced or commercially available aftermarket frame permitted.

Ballast: Removable ballast to a maximum of 12.00 kg (26.45 lbs).

Suspension: Required. Minimum travel of 50 mm (2 inches) front and 25 mm (1 inch) rear required. Minimum fork tube diameter of 32 mm (1 1/4 inches).

Wheelbase: Maximum wheelbase of 1778 mm (70 inches).

Wheelie Bars: Wheelie Bars are prohibited.

Self Starting: Required. Push starts are prohibited. Refer Support Group, Self Starting.

Night Lighting: Required.

Clothing: The wearing of club "colours" in conjunction with leathers or otherwise is expressly forbidden. Refer Protective Clothing.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

Class Regulations;

Engine: Any engine modifications permitted, except V/CB and VV/CB.

ECU: Any OEM or Aftermarket ECU permitted with any/all ECU functionality permitted.

Exhaust: Any exhaust system permitted.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only (except NB/T which is restricted to Methanol or Nitromethane only).

Fuel Shutoff: Where fuel injection is used, a handlebar mounted fuel shut-off is required. NB/T Require a handle bar mounted fuel shutoff.

Induction System: AA/CB, AA/CBN, BB/CB, BB/CBN, CC/CB, CC/CBN, DD/CB, DD/CBN, PP/CB, PP/CBN are permitted to use any carburettor or mechanical fuel injection system.

A/CB, B/CB, C/CB, D/CB, P/CB, are permitted to use any motorcycle carburettors, mechanical or Electronic Fuel Injection system.

NB/T required to use any carburettor.

Electronic Fuel Injection: EFI permitted in AA/CB, AA/CBN, BB/CB, BB/CBN, CC/CB, CC/CBN, DD/CB, DD/CBN, PP/CB, and PP/CBN.

Mechanical and Electronic Fuel Injection prohibited in NB/T.

Liquid Overflow: Required.

Supercharger Protection: All motorcycles fitted with Superchargers must have a minimum 3.0 mm (1/8 inch) thick Steel or 5.0 mm (3/16 inch) thick Aluminium cover fitted in order to protect the rider in the event of a Supercharger explosion. Approved ballistic blankets are also acceptable.

All classes where regulations permit are limited to one form of power adder.

Controls: All tubular handlebars must be plugged on ends. All bikes must have a self returning twist grip throttle.

NB/T Dual cable push-pull throttle required.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Controls: Clip on bars permitted. Handlebars must be no more than 152 mm (6 inch) in front of or behind the forks and no more than 760 mm (30 inch) wide.

Ballast: Permitted to a maximum of 12.00 kg (26.45 lbs). Refer Frame and Chassis, Ballast.

Footrests: Must not be located behind the rear most extremity of the machine frame.

Frame: Any bike using a non-unit motor must use either a full cradle frame or engine plates so that the frame will not be weakened in the event of an engine/ crankcase failure.

Streamlining: Permitted provided the covering over the front wheel is not lower than 152 mm (6 inches) from the ground.

Wheelbase: Maximum 1778 mm (70 inches) for V/CB and VV/CB only.

Tyres: Maximum tyre width for V/CB and VV/CB only of 10 inches (254 mm). Maximum tyre width for NB/T only is 11 inches (280 mm).

Transmission: NB/T restricted to single speed only.

Excepting NB/T any OEM or aftermarket transmission of up to six speeds.

Delay Devices:

Any device (including buttons with an adjustable throw, or hydraulic adjustment) installed for the express purpose of creating a delay between release of the brake, clutch, transmission brake or line lock button and movement of the vehicle from the staging beam, is prohibited in Group 1 and Group 2. Delay/ crossover devices which are operated by a function of the driver are permitted in Group 3 and Group 4. Delay devices are not permitted in Supercharged Outlaws, Super Street, Modified Bike and Junior Dragster. Throttle Stops are not permitted in Super Street, Modified Bike and Junior Dragster. A removable mechanical throttle stop, beyond the control of the driver, limiting the throttle blade opening, may be used in Supercharged Outlaws only during burnout procedures.

4.8.4 TRACTION CONTROL

Reactive controls (including traction control or slew rate ignition control) are not allowed in any form in any class, **except for all Group 2 motorcycle classes where it is permitted.**

- ◇ **NOTE: Street registered vehicles built after December 2012 will require ESC (Electronic Stability Control) fitted as mandatory under ADR (Australian Design Rules), vehicles meeting this requirement will be acceptable in ANDRA Super Street Classes 10.000 seconds (1/4 mile) / 6.369 seconds (1/8 mile), or slower. Vehicles meeting these requirements will not be considered to have any performance advantage over vehicles that do not have ESC as standard.**

4.8.5 IGNITION

All vehicles in competition must have a positive action ignition switch in good working order, located within easy reach of the driver/ rider. Magneto button type switches are not permitted. Magneto wiring must be routed outside the frame rail or enclosed in a 16 inch (406 mm) length of 3.0 mm (1/8 inch) minimum wall thickness Steel tubing when passing near the Flywheel/ Bellhousing area.

4.8.6 BATTERIES

All wet cell batteries must be located outside of the driver or passenger compartments and must be securely mounted. Dry Cell or Lithium Polymer (LiPo) battery packs may be located in passenger compartment area providing they are encased in a sealed box that is securely mounted to the vehicle and is vented externally of the vehicle. Box must be made of a minimum 3 mm Aluminium (or other material of equal or greater strength) and may have a panel or lid fitted for access providing the lid or panel has an air-tight seal and is securely fastened to the box, examples of this include the Moroso sealed battery box part no. 74050. Unless otherwise specified in Class Regulations, any number of batteries may be fitted, provided the combined weight of all batteries does not exceed 68 kg (150 lbs). A 75 mm (3 inch) equilateral triangle, coloured blue, or another contrasting colour where necessary, is required on all vehicles fitted with a battery or batteries to accurately indicate their location/s.

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