

3.3 JUNIOR DRAG BIKE

CLASS DESIGNATION: /JB - DIAL YOUR OWN HANDICAP

JUNIOR DRAG BIKE



Junior Drag Bike (A/JB) - Lawrence Raschella #7333

(Ben Alexander / Snapshot Media)

Class Description;

Junior Drag Bike (/JB) was created by ANDRA for competitors between the ages of 11 and 17 inclusive, racing production street motorcycles of any age, modified to the limits described in the class regulations. Purpose-built Drag Racing motorcycles with fully fabricated frames may be granted homologation approval only upon ANDRA approval of application.

The dial your own handicap system is used and Junior Drag Bikes are limited to competition over 1/8 mile only.

Class Details;

Two (2) classes and performance levels are provided.

A/JB: For riders between the ages of 13 and 17 years inclusive, limited to an ET no quicker than 8.400 seconds (1/8 mile) and top speed not faster than 80 mph (129 kph).

B/JB: For riders between the ages of 11 and 17 years inclusive, limited to an ET no quicker than 10.400 seconds (1/8 mile) and top speed not faster than 70 mph (113 kph).

Engine capacity may be altered within both A/JB and B/JB class limits however, no motorbike that was originally manufactured with a capacity of less than 120cc or more than 340cc is permitted for both A/JB and B/JB, however, the Harley Davidson X 350 motorcycle (353 cc) is permitted.

- ◇ **NOTE: All motorcycles must be ADR approved. Supermotard style motorcycles also permitted. Two-stroke engines and off-road motorcycles are not permitted.**
- ◇ **NOTE: Capacity limits apply to the actual displacement of the engine.**
- ◇ **NOTE: Paired runs between Junior Drag Bike vehicles and those from any other category is prohibited.**
- ◇ **NOTE: All General Regulations must be read and complied with where applicable.**

Performance Testing: Junior competitors need to be appropriately licenced for Performance Testing. Testing runs must be individually noted in the Competitor Passbook and may be run at a combination of events at multiple tracks.

Firstly the junior needs to apply for and obtain a probationary B/JB licence, then carry out the B/JB Licence Testing as per the Junior Competitor Licence Testing Procedure. The two full 660-ft passes in the licence testing must be solo passes and be representative of the class to the satisfaction of the Officials at ANDRA sanctioned events to be eligible for competition in B/JB. Copies of the signed Junior Competitor Passbook pages and the two timeslips must be forwarded to ANDRA (info@andra.com.au) prior to any side-by-side B/JB competition/racing occurring.

Once the junior has been issued with an endorsed B/JB licence and has competed in at least one event, the junior can then apply for and obtain a Probationary A/JB licence to carry out the A/JB testing below.

Competitors testing for A/JB licence must complete six (6) runs between 9.400 seconds and 10.399 seconds (which may be carried out with side-by-side passes) to the satisfaction of the Officials at ANDRA sanctioned events to be eligible for competition in A/JB. Copies of the signed Junior Competitor Passbook pages and the six timeslips must be forwarded to ANDRA (info@andra.com.au) for the endorsed A/JB competition/racing licence to be issued.

Qualification: The top qualifier will be the competitor that achieves a time closest to their qualifying class limit than the other competitors, without breaking out. This qualifying method will be continued throughout the field e.g. A B/JB run-ning a 10.510 second pass will qualify above a A/JB running a 8.520 second pass.

Class	Qualifying Index (seconds)	Allowance in Qualifying Only		
A/JB	8.500	8.499 to 8.400 permitted* during qualifying	8.399 to 8.300 permitted only once during qualifying only	Quicker than 8.300 will result in disqualification from the event
B/JB	10.500	10.499 to 10.400 permitted* during qualifying	10.399 to 10.300 permitted only once during qualifying only	Quicker than 10.300 will result in disqualification from the event

- ◇ *Permitted, however will be placed at the bottom of the Qualifying list.
- ◇ If repeated multiple times and no valid Qualifying time is achieved, then they can be seeded into Racing / Competition at the discretion of the Meeting Director.

Class	Racing / Competition Class Limit (seconds)	Allowance from Class Limit
A/JB	8.400	Quicker than 8.400 will result in disqualification from the event
B/JB	10.400	Quicker than 10.400 will result in disqualification from the event

- ◇ **NOTE:** Please be advised that it is the responsibility of parents / legal guardians of Junior Drag Bike Eliminator competitors to withdraw your racer / racers completely from any event, where they run quicker than the allowable ET cut off, as detailed above. If this is not done, a penalty of two meeting suspensions will be imposed and any points gained at that event will be forfeited. Repeat offenders will face up to 12 months suspension and up to a \$1000 fine. After the event is completed, all run sheets will be checked, and any team found to have breached this rule will be notified.
- ◇ **NOTE:** Persistent breaches of exceeding class limits will be considered a contravention of regulation, and Tribunal Action may result.
- ◇ **NOTE:** There will be a onetime only allowance for excessive wheel standing during qualifying rounds. Any vehicles running outside this allowance, will be immediately disqualified and take no further part in the event. Excessive wheel standing is defined as a deliberate and sustained wheel stand, and can be determined by the ANDRA Chief Steward, any designated observer, or the Meeting Director.

Riding to/from the Pits and Paddock: Under no circumstances are any Junior Drag Bike competitors to ride their race vehicle under its own power through the pit/ paddock area. Junior Drag Bike competitors may ride their race vehicle under its own power from a designated meeting point outside of the pits/ paddock to the staging lanes whilst being led by the appointed escort. The appointed escort is to ensure any/ all Junior Drag Bike competitors are in the correct and designated area in staging lanes prior to their race. After any/ all Junior Drag Bike competitors have exited the racing surface, as per the ANDRA Junior Competitor Exiting Racing Surface Procedure, they must stop at a designated meeting point just off the return road and wait for the appointed escort before riding back down the return road under their race vehicle's own power. The designated meeting points must be clearly signed and marked and not be in a position to impede access for emergency vehicles. Appointed escorts and any/ all Junior Drag Bike competitors shall comply with all signage at the venue and must follow the directions of any/ all Track Officials and/ or ANDRA Officials. The ANDRA Junior Drag Bike Procedure for Riding to/ from the Pits/ Paddock is available on the ANDRA website (on the Technical Documentation page) and must be followed in conjunction with any/all track/ facility specific Supplementary Rules for Junior Competitors returning to the pits/paddock. The parent / legal guardian accepts all responsibility for ensuring that this procedure and all other regulations are followed. Any divergence from the agreed procedure must be agreed to in writing by ANDRA prior to any event.

Class Regulations;

Engine: OEM engine for model used is required. Any internal modifications are permitted provided original cylinder/s and crankcase castings are retained. Pure water required where engines utilise water-based coolants. Glycol based coolant additives are prohibited.

Engine capacity may be altered within both A/JB and B/JB class limits however, no motorbike that was originally manufactured with a capacity of less than 120cc or more than 340cc is permitted for both A/JB and B/JB, however, the Harley Davidson X 350 motorcycle (353 cc) is permitted.

Ignition: OEM ignition only.

Induction: Factory (or OEM) induction required for model used.

Onus of proof is on the entrant.

ECU: An OEM ECU is required where factory fuel injection is retained but may be supplemented with aftermarket non-reactive controllers, specifically accepted by ANDRA, that enhance existing functions.

Onus of proof is on the entrant.

Fuel: All classes restricted to petrol only.

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

Liquid Overflow: A liquid overflow is required.

Lock Wiring: Lock wiring or other means must be applied to secure all plugs or caps to restrict the discharge of any lubricating, cooling or hydraulic fluids.

Exhaust: All Junior Drag Bikes are required to have an effective silencing device which limits noise levels to a maximum of 95 dBA measured at 4000rpm at a distance of 30 metres directly to the rear of the vehicle. Measurement is to be taken in a location where ambient noise registers less than 60 dBA.

Aftermarket exhaust system exiting to factory location is permitted.

Handlebars: Clip on bars are permitted.

Handle bar grips must be no more than 150 mm (6 inches) in front or behind the fork stem with a minimum of 380 mm (15 inches) width and no more than 300 mm (12 inches) above the seat.

All tubular handlebars must be plugged on ends.

Throttle: All bikes must have a self-returning twist grip throttle.

Throttle Stops: The use of a throttle stop device is permitted.

Delay Devices: The use of a delay devices is not permitted.

Two-Step Rev Limiters: Clutch-activated rev limiters are not permitted.

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

Windscreens: Must be thin and flexible / shatterproof.

Steering: Steering dampers are required.

Suspension: Stock operating suspensions and steering for model used is required. The suspension must retain a minimum of 25 mm (1 inch) of downward suspension travel front and rear.

External straps or devices used to limit the downward travel of forks are permitted but must be recognizable as fit for purpose.

Ride Height: Lowering permitted. Motorcycles must have a minimum of 50 mm (2 inches) of ground clearance measured with the rider and relevant equipment in place and 15 psi in the rear tyre.

Minimum Height: Both of the rider's feet must reach firmly to the ground with all controls in comfortable reach.

Minimum Weight: 264 lbs (120 kg) including bike, rider and apparel.

Ballast: Ballast is prohibited.

Wheels: Standard wheels for the model used are required as a minimum. Aftermarket wheels produced for motorcycles are permitted. The minimum diameter is 305 mm (12 inches).

Tyres: Treaded motorcycle road tyres with a minimum tread depth of 1.6 mm (1/16 inch) are required. Slicks and tyres marked "Not for Highway Use" are prohibited.

Brakes: OEM brakes for model used are required.

Transmission: Each individual shift must be manually controlled by the rider's foot. Air or electric gear change devices are prohibited. Automated shifters and/or timer type shifting devices are prohibited. Any final-drive ratio is permitted. Ignition/fuel interruption to facilitate gear change is permitted.

Clutch: Clutch must be of original type for engine used. Springs and friction plates may be substituted. Centrifugal assistance is prohibited. No means of delaying clutch engagement is permitted.

Chain Guard: A chain guard is required. A stock chain guard may be retained. 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) x 3 mm (1/8 inch) Steel or Alloy.

A toe Guard or "Shark Fin" is required.

Swing Arm: The swing arm may be extended or replaced with aftermarket item to a maximum of 100 mm (4 inches) longer than stock. Bracing must be designed to limit the effect of torsional forces. Bolt-on swing arm extensions are prohibited.

Wheelie Bars: Permitted, but are required upon testing, to be capable of supporting the weight of the bike with the rider in position.

Construction: The original OEM frame is required. No frame modifications are permitted, except for wheelie bar attachment.

Appearance: All bodywork must match frame model used. All machines must bear resemblance to the original production machine. Models that have a fairing and screen fitted as standard must use them or replicas. The factory production fuel tank for model used is required.

Bodywork: Replacement replica body work is permitted.

Seating and Upholstery: The original seat base is to be retained. Trimming of upholstery to a minimum of 25 mm (1 inch) at the front half of the seat is permitted.

Headlight/s and Night Lighting: The original headlight or facsimile is required. A tail light must be fitted and be operative.

Indicators: Removal of indicators is permitted.

Self Starting: Required. Push starts are prohibited.

Kill Switch: A positive action, not button, ignition kill switch 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.

Helmet: Required. Full faced helmets only.

Permitted to use FIA 8859-2015, FIA 8860-2018, SNELL SA2020, SNELL M2020, SNELL SA2015, SNELL M2015, SFI 24.1, SFI 31.1, SFI 41.1, AS/NZS 1698:2006, ECE 22.05, ECE 22.06.

Clothing: Full leather gloves, full leathers (or material of similar or greater durability) and full leather boots extending at least 150 mm from the base of the heel required as a minimum. Two-piece leathers (or material of similar or greater durability) may be used but must be fastened and joined prior to rider being placed in the hands of The Starter.

Back Protector: Riders must wear a commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine.

Homologation Approval: All purpose-built Drag Racing motorcycles are required to have Homologation Approval from ANDRA prior to Technical Inspection.

Junior Drag Bike Crew Members: Junior Drag Bike crew members aged between 8 and 14 years must be supervised by an adult crew member.

Licence Requirement: ANDRA Junior Competition Licence is required as minimum. The Junior Competition Licence is issued to applicants between the ages of 11 and 17 years, for participation in Junior Drag Bike.

All new JCL applicants must include a copy of the applicant's birth certificate, and consent of the parent or legal guardian, who must be a current Full Member of ANDRA, is required. Existing participants who turn 18 during a recognised series will be permitted to complete that series.

A medical examination is also required at the time of a JCL application and every 2 years thereafter.

Parent / Legal Guardian: A parent or legal guardian must consent to and be responsible for the actions of the Junior Competition Licence holder. The parent or legal guardian must be a current Full ANDRA Member as a minimum. Only a current full ANDRA Member may witness a Junior Competition Licence holder entry and ESP form.

Technical Inspection and Vehicle Logbook: Required.

