

RULE SUBMISSION TEMPLATE

Rule Proposal Title

Proposal to allow Billet Cylinder Heads into Altered Bike.

Author Name and Membership Number

Postal Address

Email Address

Phone Number

Rulebook Reference

From Pg 112, 2023/2024 ANDRA Rulebook.
Eliminator: Competition Bike.
Class Designation: Altered Bike.

What is the intent of this Rule Proposal?

The Intent of this Proposal is to highlight the need, and to be able to further the R&D of Altered Bike/s, under Competition Bike Eliminator, due to OEM parts manufacture being discontinued by Major Motorcycle Manufacturers on a World Scale.
This proposal is also being submitted to bring Altered Bike Classes into the 21st Century; and to hopefully bring Altered Bike to a similar level of available R&D as Competition Bike & Pro Stock Bike, as the OEM Parts mentioned above are readily available, and are currently being used in the USA, Canada, Europe Drag Racing Theatres.

Proposed Amendment

As stated in the current 2023/2024 ANDRA rulebook, under Class Regulations, Pg 113:

"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 Amendment:

"Any Engine Modifications permitted. Aftermarket Cylinder Blocks Permitted. Aftermarket Cylinder Heads 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."

Classes Effected

Open to all altered Bike Classes.
A/AB, B/AB, C/AB, D/AB, AA/AB, BB/AB, CC/AB, DD/AB; as per the ANDRA Rulebook, Pg 112,

How does, or can, this rule proposal protect participants and spectators?

There are no immediate or inherent Dangers to Spectators, nor Participants as such with the current ANDRA Rulings for Altered Bike.

This Proposal also adds no inherent Dangers to Spectators or Participants, infact, the available aftermarket Parts; (in this Proposal being Billet Cylinder Heads), offer a Stronger and more developable Part, over the OEM Package.

How is this rule proposal a positive step for ANDRA Drag Racing?

Drag Racing is constantly Evolving, and has done so since Day 1, and will continue to evolve. All Motorcycle Brackets are Evolving, what was popular yesterday, is not so popular today. (This is also relevant to Car Brackets).

There is a shift in mentality on a National Scale as to what type of Bike is Popular within Drag Racing at Competition Level; The Older Style of Wheelie Barred "Competition Bikes" is fading away as the Older Generations Hang up their Leathers, and are being replaced by Machines with Extended Wheelbases, ECU's, Power Adders etc, which still hold a "Streetbike" Resemblance.

With Multi Axis Milling Machines becoming more popular, a new Industry has formed making Aftermarket Parts, these Including Billet Clutch Baskets, Engine Cases, Cylinder Heads, Internal Parts etc, the list of available accessories in Billet Form is almost unending, its available from all over the W'orld and is being used all over the World.

The Suzuki & Kawasaki Brands are Major Players in Motorcycle Drag Racing; from T/F to Modified Bike, in past Years these two Manufacturers have been stopping OEM Production of Essential Parts that are being used & modified for Racing Purposes of their "Old School" Motorcycles, thusly leaving an extremley large hole in availability of parts for anyone with a Pre 1995 based Racebike.

Relevant to this Proposal: Cylinder Heads: Any Motorcycle Head, wether Stock or Highly Modified has had Thousands of heat Cycles put through it over the years, thusly making the Alloy/s of the Head Pourous & Soft.

In some cases with the above "Pourous" Heads, Seats have been known to pull out of the Heads themselves, threads strip or become inherently weak, Cam Caps Break or Strip from their positions, Retainers, Rockers, are all getting harder to source on a World scale.

The new Billet Heads of today are being made of Stronger & more Resiliant Alloys, which in turn promotes Longevity and more Exacting Tolerances as part of the Manufacturing process.

(Unlike the Cast Alloy Heads used today which were made in the Early 80's)

Allowing Billet Heads will bring the allowable R&D Parameters inline with Competition Bike & Pro Stock Bike; Noting there is no such rule in Modified Bike disallowing the above Modifications. Allowing Billet Heads will allow further R&D in the Bracket, and is not limited to any one Bracket withing Altered Bike.

What is the positive impact of the rule proposal on other Classes and Brackets?

Allowing Billet Heads will allow for more R&D in Altered Bike, bring it into line with Comp Bike & PSM, it may even show Quicker & Faster Times/Mph over the 1/4 given time.

Allowing such parts as Billet Heads will solve the current never ending search for parts on a World Scale, and allow us to purchase "Off the Shelf" Parts suitablec to our Machines.

Presentation should also be considered here, as any type of Billet Aftermarket Part is attractive to the eye, and can only increase the looks & Value of any bike. (For some of us, Customising and having our bikes look as good as possible is almost as important as ET's/MPH)

How does the rule proposal ensure increased opportunity for even competition?

In Altered Bike the playing field isnt even.
We have Old School Bikes with Carbs & MSD Ignitions and Manually Shifted Gears.
We also have Modern Hayabusa's / ZX14 Kawasaki's with EFI running fully Programmable ECU's, with Traction & Wheelie Control, along with Auto Gear Shifting.
Both of the above being able to have Power Adders, if desired.

This proposal is open to all Competitors, wether you are Old or New School.
Allowing Billet Heads will not even out the Competition, nor has it been Submitted to try & do so.

Describe how the rule proposal is practical and enforceable.

Proposal should be Enforced as per Current Rulings.
Having a Billet Cylinder Head on your Motorcycle cannot be hidden.

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

There is no need to comply, there is no need to actually run a billet Head, should you not wish to.
What it does do, is it aids in the Current Group 2 Racer to get another Step closer to Group 1, should he/she be aspiring to do so.

RULE PROPOSAL PAYMENT

PAYMENT OPTIONS

NAME	
ADDRESS	
CITY	STATE
ZIP	COUNTRY
EFT DATE	