

Nepleslian Airbike Circuit

Propeller division

Electric classes

(thrust prop size): 51 cm or 20" (single motor, Ground)

61 cm or 24" (single motor, Tree)

76 cm or 30" (dual motors, Sky)

84 cm or 33" (dual motors, Space)

102 cm or 40" (dual motors, Star)

127 cm or 50" (single motor, Galaxy)

The EP (electric/propeller) circuits have the most racers, classes and profit. The technology is simple but modifiable enough to keep the audience interested. Corruption has plagued the 84 and 102 cm circuits, which make the most money for criminal syndicates such as the [Black Syndicate](#).

Favorite stars

"Jimmy Valentine" (51 cm) Yevgeyny Dujoc (61 cm) "Tenloss" (76 cm) "Black Spyder" (84 cm) "Killer Roc" and "Rio" (102 cm) "John Valentine" (127 cm).

Favorite bikes

Zen Arms R1-xx through R3-xx (racing) and their K3-xx (general purpose); Yohama YZF-Rxx; Hundah CRC-xx and Suzuka GZY-xx.

Combustion classes

500 cc (single motor)

1000 cc (single motor)

2000 cc (dual motors)

3000 cc (1000 lift, 2000 thrust)

4000 cc (1500 lift, 2500 thrust)

The CP (combustion/propeller) circuits despite the ancient technology, are for the rich who can afford the fuel, engineering and pilots. These are dangerous machines, put under more stress than they were designed for. The powerful keep the circuit alive.

Stars

“Jerry Valentine” (1000 cc) Nash Hollingstead (2000 cc) Rolf Wagner (4000 cc)

Bikes: Zen Arms C1000, C2000, C4000 (speciality bikes).

Restrictions

Electric

Powerplants: Electric motors cannot produce more than 150 kilowatts.

Fuel: No more than four batteries, 50 volts each.

Wings (if applicable): 0.8m (one side).

Chassis: No restrictions.

Frame material: No more than 80 percent of the surface area around the frame can be abrasion-resistant fibers (carbon fabric or titanium-laced thread).

Combustion

Fuel: Gasoline fuel cells only. No more than two for time strikes, four for planet scrapes.

Chassis: Up to 60 percent (roughly the size of the fairing) can be used for extra fuel. The WINGS cannot carry extra fuel.

Controls: Maximum of two airfoils, placed anywhere on the vehicle. No other controls are allowed.

Propellers: Sizes are restricted to 84 cm thrust.

Jet turbine division

The original straight-line racers, the JT circuits aren't quite as profitable as the prop classes, but the machines are more impressive and serve as proving grounds for new technology. Many can tear down a

track at more than 1,000 kph. Racers must wear specialized gear to pilot them. Known as the “vibrator division” within the industry due to the chassis design mandated by the Authority (though aerodynamics demanded it more than the Authority did).

Classes

6,000 foot-pounds (single turbine)

13,000 foot-pounds (dual turbines)

Restrictions

Propulsion: Turbines must be no less than 1.14m long by 0.20m radius and no more than 1.18m long by 0.28m radius.

Fuel: Hydrogen fuel cells only.

Chassis: Cylinder (vibrator) types only. No less than 480 kilograms dry weight. Fibers only allowed on grips and gear.

Turbine placement: Single turbine-craft must have the turbine within the frame. Dual turbine-craft have no restrictions.

Regulators: No restrictions.

Controls: No more than three airfoils (two wings and one tail). No other controls are allowed.

Stars

“No One's Business” (6,000) Lawrence Redding (13,000)

Bikes: LR-06 and LR-13 (created by Lawrence Redding).

Ion thruster division (Starbikes)

When the races gained enough prestige to be considered for broadcasting on Yamatai, the Authority began advertising in select markets for sponsors. Sure enough, several wealthy [Yamataians](#) and [Human](#) decided to sponsor teams. The initial draw was simply funding an EP or CP team, but a demand for more technically capable machines arose – ones that could be built with Yamatai in mind. Bikes propelled by ion thrusters were used in space as zippy dingys more than anything, but the Nepleslian manufacturers each modified a range of them into space racers. The IOD (ION Division) continues to be a successful venture.

Circuit rules: the IOD is special because instead of points solely being awarded based on what track is being raced on (harder track=more points), ARA judges closely scrutinize a wide array of sensor arrays placed on each track to see how well a racer is doing. Points may be awarded for a good trick, a sharp cornering, a well planned pass, et cetera. These points have decided races before, but the lion's share of the points comes from crossing the finish line.

Classes

Modified class: Stock chassis (no vibrators) with retrofitted powerplant, fuel and controls. An eclectic bunch, many M-class racers come from the open class with enough earnings to modify an old favorite.

Open class: No restrictions except size and that you must use ion thrusters. A maker can cram whatever they want into the chassis of their choice, though the size restrictions were implemented with a traditional airbike frame in mind.

Restrictions

Size: Can be no more than 2.7m in length, 1.6m at its widest point, and 1.5m tall. Width includes wings.

Stars

“Ziggy” (M) “Flare” (M) “Midus” (M) “Jenny (Valentine)” (M) Rick Fisher (O).

Bikes: Zen Arms S2-05. The M-class seems to enjoy the Yohamas for their sharp, aerodynamic body style.

OOO Notes

Approved by [Wes](#) on January 11, 2006

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Last update: **2023/12/21 04:23**

