

Attn: WA ANDRA Division
Steve Power (ANDRA)

Subject: Rule submission T/D & AA/AP

I was recently asked by the ATDA to take a vote on this subject as you can gather I was the one T/D racer that voted against this. I have had the hardest role in building a AA/AP / T/D car. Endless calls to the technical advisor at the time, 3 years of working with ANDRA and my chassis shop and tens of thousands of dollars later. I couldn't afford to run T/D full time so I elected to spend to the extra dollars to build a legal car for both classes. I now have a 12" wider Camaro then other Camaro T/D racers extra width chassis etc. I have a disadvantage to other T/D cars but this was my choice. The extent I went to, take a mould of the car to add width to the body, shorter over hang and the list goes on.

I ask for you guys to really think about what group two is, it's basically for the guys that have a bigger budget then outlaw cars and less of a budget then group one Pro Series racing. Allowing these cars to come in will change what group two is about. In the re-sale market T/D cars could offload to beginner T/D racers or outlaw racers. Where do AA/AP racers sell their cars when you have the state of the art sleek shape T/D legal cars being able to compete in AA/AP, our cars would be worthless in the current market.

I along with other AA/AP racers have gone through the appropriate channels to build a legal car for more than one class. We have all done our homework first and not build then whinge later.

In closing please listen to current group two AA/AP legal car owners. I am 100% against this proposal. I understand they want a class to step back to possibly a new class with different weight break/ cubic inch/ pre 1970 bodies or later/ rootes or PSI can be formed.

Daniel Gregorini
T/D AA/AP 2299