

Dear Steve

On behalf of the ATDA I make the following submission to be considered by the NRC in formulating the rules of competition for the Top Doorslammer and AA/AP eliminators as soon as practicable.

The ATDA has taken a vote on this and only one (1) member has voted against it.

The ATDA requests that the NRC consult with the ATDA and AA/AP vehicle owners to agree on how the AA/AP body rules can be changed to allow (at least existing) TD vehicles to run in AA/AP and how future vehicles can qualify for both if they are legal for TD and the owners so desire to run in AA/AP. This is a request for change by consultation rather than a prescriptive rule change request as it is believed the latter approach would be short sighted and not necessarily in the best interests of the brackets concerned and the sport.

The effect of the current AA/AP rules is that retiring Top Doorslammer vehicles cannot necessarily be raced in AA/AP, making the car worthless except for the "dial your own" bracket SCO. Depending on the ultimate rules agreed, we ask that race vehicles which qualified prior to the AA/AP body rules being tightened be "grandfathered" the same way TD vehicles were when the TD Body rules changed. This is only fair.

Attached is a spread sheet I put together of the major differences in the rules, including competition. I may have misinterpreted some as I found the AA/AP rules poorly worded and confusing. For example, the AA/AP front overhang is anecdotally 36" but I can't find it anywhere in the Rule Book.

In support of this request many racers consider that AA/AP has moved away from its original purpose being "Altered production". Some race vehicles previously qualifying for AA/AP have been refused when renewing their log books. The reasons given have been that changes have been made and a stricter interpretation of the AA/AP rules adopted over the last few years. Basically, bad luck!

The ATDA appreciates that there may be reluctance by some AA/AP approved vehicle owners who may have endured frustration and disappointment in having their AA/AP vehicles approved by previous ANDRA Technical Officers. The sport is in a new era now so these issues should not be allowed to stand in the way of making a fairer set of rules for the benefit of both classes and ultimately the sport itself.

At the recent ANDRA Summit many participants believed ANDRA had too many classes and that they are difficult to understand for other racers let alone spectators. Commentators have referred to AA/AP as being the Group 2 equivalent of Top Doorslammer, in other words the same as AA is (actually) used as the description for the Group 2 Alcohol brackets. To be consistent and move in the direction the Summit is going perhaps AA/AP needs to be changed to AA/TD with Top Doorslammer replacing the term Altered Production?

Please contact me if you require any further information.

Regards

[Robin Judd](#) | President | [Australian Top Doorslammer Association Inc.](#)

## Comparison between TD and AA/AP rules

	AA/AP	TD
Weight - Post 1970	4.85lbs/cu.in	2700lbs min + 5.25lbs/cu.in
- Pre 1970	4.60lbs/cu.in	N/A
PSI Supercharger overdrive	72%	108%
Airfoil area	850squ.in	1000squ.in
spill plates	120squ.in	240squ.in
Chop	4"	4"
General	Pre 1970	25 years
Doors	2	2
Wheelbase	OEM or 115"	109" - 115" + grandfather rule
Windscreen	move fwd 6"	25 y/o foreign back 1"
Height	OEM less 4" min	45"
Width - rear	OEM	68" min
Width - front	OEM	63" min
Hinged taillights	No	Yes
Rear openings	N/A	max 160squ.in
overhang	36" (can't find in rule book)	40" max
Rear overhang	N/A	60"