

Subject: **Transbrake buttons with delay built into their operation.**

Firstly I want to declare a 'conflict of interest' as a Group 2, Super Stock competitor.

There are currently and have been Competitors in Super Stock running Transbrake buttons that have adjustable delay of up to 0.8 of a second.

I initially raised this before I started racing Group 2 in order to determine what ANDRA considered legal and illegal knowing that the rule book states 'Any device installed for the express purpose of creating a delay between release of the brake, clutch or line lock button and movement from the staging beam is prohibited in Groups 1 and 2.'

Now that I am racing Group 2, I would like this clarified once and for all. I own one of these hydraulic buttons, but will not use it as I believe it is illegal according to our rules.

For some history on the subject I refer to the NHRA who runs Sportsman classes on a 0.500 full tree. (ANDRA run 0.400 full tree.) Before NHRA put a ruling on buttons there were buttons with super long travel (5 or 6" + travel to allow controlled time between taking your thumb off the button to the point that the plunger released the switch) and plungers that were slowed down with an adjustable hydraulic piston. The NHRA were mindful that racers needed delay in order to cut a light on a 0.500 tree so they have a list of 'approved' Transbrake buttons on their website. (List attached.) The NHRA ruling is now that the switch cannot be over 3" in overall length and not have any hydraulic delay incorporated into it. For a switch to go on the NHRA list it needs to be approved by their tech department.

Note, not all of the switches on this list have delay in them. Some are instant, but some do have an adjustable amount of delay built into them.

So my question is, what do ANDRA consider to be legal when the rules state that 'any device with the express purpose of creating a delay is not allowed'?

My opinion is that only switches that are instant and have no delay are acceptable as per our current rule book, but as a group the NRC need to get something down on paper. This could be done as a rules submission for the 2012~2013 rule book, or if we can come to an agreeable solution prior to February's meeting, I cannot see why it cannot be issued as an immediate rule clarification and incorporated into the 2012~2013 rule book.

For what it is worth, the switch I am running in my car has no delay (it is a mechanical switch and not an electric switch) and is on the NHRA's approved list. The electric switch I was using on the car was bouncing and causing issues with the 2-step and transmission so I replaced it with the mechanical switch. If we wait until the NRC meeting in February I will bring all the switches with me.

Kind Regards,

Darren Parker

ANDRA Vic/Tas Division Delegate

ANDRA Vic/Tas NRC Rep.