

## **RULE SUBMISSION – NOVEMBER 2011**

This rule submission is submitted in line with the requirements outlined in the ANDRA 2011/2012 Rule Book, section 1.8.5.

### **Submission Author:**

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### **Involvement in Drag Racing:**

I have been a member of the Australian National Drag Racing Association for close to 20 years competing at National Events under the former Super Sedan bracket and more recently moving to Group 2 in the AA/SC classed bracket. Drag Racing is essentially part of my career having built many competitive cars within these brackets over the given time. I was recently nominated to represent Group 2 at the 2011 ANDRA Summit highlighting my close affiliation with the organisation.

### **Submission Request:**

To introduce a new Engine type(V8 EFI Turbocharged) to race within the **Super Compact Eliminator Class/ Sport Compact** bracket.

### **Proposed Amendment to ExistingRule:**

The introduction of a new engine type within the bracket (V8 EFi Turbocharged) to support the growing new generation of hi tech turbo Efi powered race machines. The proposal would see the turbocharged V8 Efi group divided into 2 classes.

- > V8 Turbocharged E.F.I eg) VT/SC
- > V8 Nitrous E.F.I eg) VN/SC

### **Proposed Amendments are Outlined Below:**

**Class Designation:** /SC

**Eliminator:** Super Compact

**Class Details:** VT/SC (V8 Turbocharged EFI)  
VN/SC (V8 Nitrous EFI)

### **Minimum Weights:**

- > VT/SC 2600 pounds (up to 500 cubic inch engine)
- > VT/ SC 2700 pounds (over 500 cubic inch up to 640 cubic inch engine) max is 640 cubes

### **Class Regulations:**

**The current class Regulations as outlined on pages 142-145 (ANDRA 2011/2012 Rule Book) are to be retained in all areas with allowances in the areas below to accommodate the additional proposed new V8 EFI turbo powered vehicles.**

**>Engine:**

Engine swaps permitted. Any production V8 permitted. Maximum 2 power adders, except where a billet block **AND** Billet head exist. In this instance maximum 1 power adder only. To exemplify this, in the instance where a billet block is used in conjunction with an OEM head or vice versa 2 power adders are still permitted.

**>Body Specs:**

To include any V8 production automobile post 1990

**>Wheel Base:**

115"

**Racing Agenda:**

**>Index:**

In line with current performances ie) Rob Campisi - a set index should target 6.4

**Reasons for Rule Amendment Consideration:**

The Sports Compact arena is arguably the New Generation of Drag Racing.

Why New Generation?...The hi-tech injection systems utilised are those that exists in our modern production sports cars, and because of this the "New Generation" of supporters have an affiliation and understanding of the engine foundations. As such, the sport needs to support this class of racing, encourage its continued growth and foster this exciting new fellowship of enthusiasts that obviously love the sport and can now relate to what it is they love to watch!

This growth can only exist if we embrace a wider scope of race machines that too demonstrate this "New Generation" hi tech EFI turbo style of racing. Currently we have a group of V8 Turbocharged EFI racers that have no real place in their current brackets. These race machines should be racing along- side their existing turbocharged EFI neighbours. This amalgamation would increase the Super Compact field numbers and overall competition. It would become a true spectacle of Turbocharged EFI racing all in one!

**Thoughts:**

Does the rule protect the safety of participants and spectators?

**YES (Currently these hi-powered turbocharged V8 vehicles are racing in the Super Sedan category against significantly slower cars – the likelihood of a serious incident occurring with 2 vastly different performing cars - is a serious safety concern for one or the other Racer? – i know it has been a sentiment of mine for some time)**

Is the rule a positive step for the sport?

**YES absolutely – it's almost essential, just a natural progression!**

**By introducing the new classes, these V8 Turbocharged EFI machines could be better showcased, competing on a more even playing field.**

Is the impact of the rule on other classes and brackets a positive one?

**YES – greater opportunities to be truly competitive.**

**Sports Compact has struggled in recent times to have fields at national events. By adopting the new classes it is hoped those with eligible V8 powered vehicles looking on, would be enticed to compete. Super Sedan typically has strong numbers so it would not impact of the field – only assist in a more even distribution of racers in classes.**

Does the rule ensure increased opportunity for even competition?

**YES – as suggested, the rule change would allow existing competitors to slot in to classes that would better suit their potential performances.**

Is the rule practical and enforceable?

**YES - The rule change is practical and enforceable by current policies.**

Is the cost of complying with the rule reasonable for competitors?

**YES There is only minimal additional cost to competitors in having signage and log books changed to the new classes as well as ANDRA membership fee increase?**

I sincerely hope that the proposal is reviewed favourably. I am very passionate about the sport as most competitors are, and want to see changes made and adopted for the benefit of all involved. I know of approximately 4 cars currently in the build, and an additional 5 cars already racing that this change directly applies to – these racers would rejoice for a postive outcome.

Yours faithfully

Joe Signorelli