

rule submission from:

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comp eliminator competitor, 1777 andra member ns166 for the past 4 years, been involved in sport compact racing since 2001

this rule proposal is for the weight break in comp eliminator for cars using efi.

regarding rules for comp eliminator aa/apia aa/api
currant rule is 7.5lb/cube

most of the cars in this class will be full chassis cars built to some sort of spec and mostly to sfi spec 25;1 e or c

any car built to sfi spec will be classed and have an sfi max weight that is the recommended max safty weight limit for that size tube and measurements of the chassis. and also be certified to a particular et eg 25;1e 6.0 et and 2750lb max

there is a problem with the currant rule 7.5lb/cube any car running boosted efi with an engine greater than 366.67 inches will be above this max weight listed by sfi.

my self in particular has to weigh in at 2812lb in a car that has sfi max weight limit @ 2750 and i only run 375inch motor. and to obtain this 2812lb i am bolting in an additional 476lb of lead onto the car...yet another saftey issue..andra rule book states that max of 200lb.

no chassis car with an engine bigger than 300inch will ever meet this rule of 7.5lb/inch and max of 200lb ballast.

apart from the safty aspect of it , it also deters andra racers than run in gp3 from ever progressing into group2 if they run boost and efi.

aa/ap car has a weight of 4.85lb/cube and aa/apa 4.60lb/cube if they add eletronic fuel injection into there engine they are penalised almost

3lb/cube...i hardley see that as reasonable.

NHRA run aa/ap and aa/apa cars at the same weight that andra do but they run there aa/apai and aa/api cars @ 4.95lb/cube and the index is 7.10

what i am propoosing is that andra addopt this currant NHRA rule for aa/apia and aa/api cars to not only bring them back into line with sfi safty regulations but also allow more andra racers with efi cars to try get into

gp2 comp eliminator bracket with out haveing and unrealistic weight limit to try and reach.

this will allow fellow competitors to make the step up to group 2 racing at no extra cost to them, it will allow bigger numbers in the field a big positive for the group 2 catagory.

its easily enforced, gives competitors a chance to step up a class as their racing progresses, huge safety factor and no extra cost to competitors or andra

also on another note is the boost limiting valve that it mandated by andra. they are not on the shelf available at turbosmart, you need to order one and they are also a dangerous way to try regulate boost. if you have a turbine shaft spinning in excess of 150k rpm generating 40psi of boost and then open a valve on the compressor side to decrease this boost level it will only allow the turbine shaft speed to increase suddenly this action alone is not ideal and eventually it will have a massive turbine falure and possabilly send a turbine wheel flying into the crowd,and oil under a car or at least onto the racing surface during the pass .

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