

**Damien McKern Rule Submission
October 2011 – Fire Systems**

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

Submission Author:
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Involvement in Drag Racing:

The submission Author is an active competitor in the Super Compact Bracket, having been an ANDRA Licence holder for 9 years and securing 2 National Super Compact Championship

Proposed amendment to existing rule:

The proposed amendment to the existing rule is to require fuel injected methanol power vehicles to carry on board fire systems for safety reasons. Proposed amendments are shown below as, Original text in black, **Strike out means delete**, **Additional text in blue**.

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Fire Extinguishers (Reproduced second paragraph only)

Although each track is required to provide adequate, fire protection equipment, each participant or vehicle crew is required to have a loaded, serviceable fire extinguisher in their possession, carried in the tender vehicle or otherwise available for immediate use. Vehicles fitted with hand held fire extinguishers within the drivers cabin must use a bracket manufactured as fit for purpose. Dry Chemical type extinguishers (1.2kg/2.5lbs minimum size) are recommended. Front engine Top Fuel Dragsters, Top Fuel Dragsters, **electronically fuel injected methanol powered enclosed body vehicles**, and any supercharged vehicle with an enclosed fibreglass or composite body running quicker than 8.99 (1/4 mile), are required to carry an on-board fire extinguisher system, with a minimum capacity of 9kg (20lbs) using one of the following suppression agents.

Reasons why the rule amendment should be considered

Methanol powered vehicles using a carburettor may run fuel pressure from 9psi to 15psi whilst methanol powered fuel injected vehicles frequently run fuel pressure from 80psi to 120psi. In the event of a fire, particularly with a quicker vehicle, fuel is sprayed significant distances and the usage of a hand held fire extinguisher is impractical whilst the vehicle is at speed.

Combining these potentially lethal factors, the addition of an on-board fire extinguisher system would enable the driver whilst remaining in the vehicle to effectively combat the fire and ensure their own safety and that of officials.

CRITERIA

Does the rule protect the safety of participants and spectators?

YES

The key reason for introduction of the rule is the protection of participants and spectators

Is the rule a positive step for the sport?

YES

As fuel injected vehicles become more common in the sport, this rule increases the safety of competitors and helps to combat the risk of a death or serious injury.

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

YES

Yes, this rule change is designed to enhance the safety of competitors, both in their own vehicle and the competitor in the other lane who may be struck by a burning vehicle.

Does the rule ensure increased opportunity for even competition?

YES

Currently some vehicles have efficient on-board fire extinguisher systems, particularly in the super compact bracket where nearly all vehicles are electronically fuel injected methanol powered vehicles, whilst some do not. Those that carry the safety equipment are disadvantaged in terms of weight against those without. On this basis, there is no performance disadvantage from having a safety advantage.

Is the rule practical and enforceable?

YES

This rule would require the addition of an on-board fire extinguisher system which is easily identifiable and enforceable

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

YES

Whilst there may be additional cost to some competitors, this cost is generally immaterial when compared to the cost of building a competitive fuel injected methanol powered sedan or funny car. It can also be noted that too high a price can not be placed on competitor safety.

Hoping this Rule Submission receives favourable consideration.

Yours faithfully

Damien McKern