

**Damien McKern Rule Submission
October 2011 – Oz Modified**

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

Submission Author:
Damien McKern, Licence Holder 1526

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 allow for the addition of two new classes allowing vehicles of various differing configurations to race with a representative index. Proposed amendments are shown below as, Original text in black, **Strike out means delete**, **Additional text in blue**.

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Oz Modified Eliminator

Minimum Weights

AA/OM	Strike out Triple rotor / 6 cylinder (4.0 litre max)	2400lbs minimum
	Strike out BB/OM	
CC/OM	4 cylinder	2100lbs minimum
RRR/OM	Triple rotor	2400lbs minimum
RR/OM	Twin rotor	2100lbs minimum

Reasons why the rule amendment should be considered

Currently the indexes and classes allow for two classes with vehicles grouped that have significantly different performance characteristics.

Three rotor vehicles have been proven to make in excess of 1250 rear wheel horse power where six cylinders have recorded in excess of 1500 rear wheel horsepower. Additionally recent performances have shown experienced competitors have run a best of 7.777 at 181mph in class legal configuration for three rotor vehicles whilst six cylinders have recorded 7.53 at 190mph, indicating an enormous performance disparity. Separation of the indexes allows each different configuration to run competitively on its own index and encourages participation and competition.

Similarly we have seen two rotor vehicles run as fast at 7.71 at 178mph whilst the fastest four cylinder competitor, Damian Foley, has recorded a best time of 8.7, showing a performance disadvantage of over a second. To my knowledge we have yet to see a four cylinder BB/OM vehicle run in ANDRA National competition, in my opinion due to their lack of competitiveness.

It is suggested that the index for AA/OM remain at 8.15 whilst the index for RRR/OM be set at 8.27 to reflect Damien McKern's time of 7.777 plus 0.50 seconds. It is suggested that the index for RR/OM be set at 8.45 to reflect the current BB/OM index set as a minimum whilst the CC/OM index be set at 9.2 to reflect Damian Foley's best time of 8.7 plus half a second.

I have recommended that the designation BB/OM be dispensed with such that crowd recognition allows them to associate RRR and RR in Oz Modified with three or two rotors, CC/OM to be consistent with both the sports compact and super sedan, whilst leaving AA/OM to mirror the AA/OM in sports compact. It was thought that renaming these vehicles to BB/OM could cause confusion with vehicles previously sign written or indexed.

CRITERIA

Does the rule protect the safety of participants and spectators?

YES

Safety to participants and spectators is unchanged.

Is the rule a positive step for the sport?

YES

Yes, this encourages the competition of various configurations and potentially increases the number of entrants in the fledgling super compact bracket. Currently four cylinder Oz Modified vehicles are numerous and frequently seen at events such as the jamboree, but the nature of their current index has seen them absent in Group 2 competition

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

YES

Yes, by encouraging additional competitors this will increase the competition and also spectacle of Sport Compact, thus strengthening the bracket

Does the rule ensure increased opportunity for even competition?

YES

4 cylinder and three rotor competitors will now have the opportunity to compete on their own index and will be unaffected by the performance of 6 cylinder and twin rotor vehicles respectively, which historically have been significantly quicker

Is the rule practical and enforceable?

YES

The Rule is practical only requiring different class designations on impacted vehicles

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

YES

There is no additional cost to competitors.

Hoping this Rule Submission receives favourable consideration.

Yours faithfully

Damien McKern