

Submission Title: 4 Cylinder Competition classes

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Active racer since 1994, Multi time Championship winner in Super Gas and Competition Eliminator, holder of many National Records, past President of Ballarat Drag Racing Club, life membership holder (20 years) of above mentioned club, current member of the ANDRA Handicap Review Committee.

RULEBOOK REFERENCE:

Competition Eliminator – Page 128-147

RULE SUBMISSION INTENT:

- To create specific 4 cyl N/A classes.
- These classes are well overdue within the category.
- To encourage growth within the bracket.
- To create a clear path for young racers stepping out of junior dragster who are looking for a relevant class to their personal interests/needs.
- To create a cost effective path into Comp for both existing and new racers. Many engine/car combinations available direct from the USA.
- Attractive development challenges for racers which actually have minimal impact to the performance of the vehicles which in turn will have less impact on the slower cars within the same class.
- Clear link between the current/future spectator and the engines available in road vehicles.
- The new classes would give the classic exciting underdog style race for the spectator when up against the faster existing cars. The only current class within comp (E/AA) suitable for a 4 cylinder is no longer attractive considering the times which have already been achieved using the allowable V8 engines, a 4cyl vehicle will be at least 2 tenths slower.

Negative impact of new classes –

The only issue I can see within this proposal is the class for the smaller engines will be relatively slow when compared to the faster categories within Competition Eliminator, obviously the speed difference could be reason for concern. If this is identified as a serious problem within this rule proposal then I recommend the removal of the “H” classes from the proposal and only move forward with the “F” and “G” classes.

In summary after speaking with many other comp racers and interested parties I hope this proposal is met with positive results.

PROPOSED ADMENDMENT:

Introduction of specific naturally aspirated 4 cylinder classes into Competition Eliminator.

▪ **Details of proposed new classes -**

My proposal is to create 12 new 4 cylinder naturally aspirated specific classes within Competition Eliminator. The classes would include separate weight breaks for small, mid and large style Automotive engines that would be required to cater for all competitors wishing to run such a vehicle. My calculations for weight breaks, engine size, vehicle build requirements and performances are based around information of similar NHRA classes and my own personal experience.

▪ **Suggested Classes –**

Altered

F/A – 5.5lb/ci – Manual trans – suggested min et 7.65 sec/index 8.15
F/AA– 5.5lb/ci – Auto trans – suggested min et 7.80 sec/index 8.30
G/A –7.0lb/ci – Manual trans – suggested min et 8.35 sec/index 8.85
G/AA– 7.0lb/ci – Auto trans – suggested min et 8.50 sec/index 9.00
H/A –10.0lb/ci – Manual trans – suggested min et 9.35 sec/index 9.85
H/AA– 10.0lb/ci – Auto trans – suggested min et 9.50 sec/index 10.00

Dragster

F/D – 5.0lb/ci – Manual trans – suggested min et 7.35 sec/index 7.85
F/DA– 5.0lb/ci – Auto trans – suggested min et 7.50 sec/index 8.00
G/D –6.25lb/ci – Manual trans – suggested min et 7.95 sec/index 8.45
G/DA– 6.25lb/ci – Auto trans – suggested min et 8.10 sec/index 8.60
H/D –9.0lb/ci – Manual trans – suggested min et 9.00 sec/index 9.50
H/DA– 9.0lb/ci – Auto trans – suggested min et 9.15 sec/index 9.65

I propose engine rules remain as open as possible to enable easy policing and to encourage individual development. Automotive style naturally aspirated engine only(No motorcycle engines), any number of valves in head, both overhead cam and pushrod style cam allowed, any cast iron/aluminium or billet head and engine block allowed, any induction system allowed including carburetor/s, electronic or mechanical fuel injection. All other class requirements to be as is in the current rulebook for Group 2 Altered/Dragster.

In summary after speaking with many other comp racers and interested parties i hope this proposal is met with positive results.

Regards

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Does this rule protect the safety of participants and spectators?

Yes

Is this rule a positive step for the sport?

Yes

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

Yes

Does the rule ensure increased opportunity for even competition?

Yes

Is the rule practical and enforceable?

Yes

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

Yes