

Submission Title: Four Speed Clutchless Transmissions

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I have 45 years of experience competing in drag racing in both stock and super stock classes and currently compete in F/Gas. I am a previous and current NSW delegate.

RULEBOOK REFERENCE:

Modified Production – Pages 117-120

RULE SUBMISSION INTENT:

With the current performance of M/P cars it would be far safer to use a four speed clutchless transmission than the current clutch transmission which tends to unload the car on each gear change by having to depress the clutch. Some racers are pulling the gear change on these clutch type transmissions without using the clutch to obtain the same ET as clutchless so there will be minimal performance gain, if any, as stated by manufacturer findings (G-Force and Jerico). This becomes very expensive and damaging on the engagement dogs. However, if they miss the change, the car may become unstable. The introduction of a clutchless four speed in these classes would create interest from other racers wanting to run this class as they are currently using these four speed clutchless transmissions in some group 3 cars, which, makes these cars illegal in super stock.

Currently the manufacturers of four speed transmissions are cutting back on parts supply as most racers in the USA are using clutchless transmissions. The price of these transmissions are more competitive in the clutchless variety than in the previous clutch transmission as all the development is aimed at making the car stable and safer to drive.

The gas classes were given five speed clutchless transmissions in lieu of their five speed clutch transmission some years ago. This has proved to be no gain in the ET apart from a financial gain of not having to replace expensive engagement dogs.

If this proposal was accepted, the M/P classes could enjoy the same financial and safety benefits as their gas class counterparts.

PROPOSED ADMENDMENT:

Introduction of four speed clutchless manual transmissions, in all Group 2 M/P classes.

CLASSES AFFECTED:

All M/P Classes

Does this rule protect the safety of participants and spectators?

The proposal does impact and enhance the safety of participants however does not impact the current safety requirements set by ANDRA.

Is this rule a positive step for the sport?

Yes, it will provide both existing and future racers more choice and opportunities to race in a heavier class in Super Stock. It also compliments ANDRAS recent decisions regarding class structures to reinvigorate Super stock.

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

Yes as it gives Super Stock racers greater flexibility of classes available to compete in and encourage new racers to compete in Super Stock.

Does the rule ensure increased opportunity for even competition?

Yes it makes running costs on an equal basis with their five speed clutchless manual counterparts with no unfair advantage and competitors have the option to use either four speed clutch or clutchless transmissions.

Is the rule practical and enforceable?

Yes, Modified Production is a current ANDRA class with well-established rules. This proposal would simply see the introduction of four speed clutchless transmission.

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

Yes, both new and existing competitors as all current M/P racers would experience financial benefit to the cost of maintenance from this change.

Super Stock is an integral part of drag racing and its competitors are amongst the most passionate. The acceptance of this rule proposal will support these racers and continue to reinvigorate the bracket along with providing racers with greater choice of flexibility.