

Submission Title: Altering ET limits in SCO

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RULEBOOK REFERENCE:

Supercharged Outlaws Eliminator – Page 93

Championship Eliminators – Page 68

RULE SUBMISSION INTENT:

The intent of the rule submission is to lower the dial-in limits to 6.00-7.50 to keep pace with current technological improvements being employed in today's race cars. Many naturally aspirated cars are now running in the sevens with ease so Supercharged Outlaws ET limits need to be stepped up to ensure the category remains entertaining and relevant. Many race cars capable of times quicker than 6.50 do not necessarily fit in to Group Two competitively so this gives them a place to compete.

PROPOSED ADMENDMENT:

Allow a reduction in the dial for SCO to 6.00-7.50 (1/4 mile or equivalent).

2.10.3 – Supercharged Outlaws: Alter all references to 6.50 to 6.00 and all references to 7.99 to 7.50.

3.7 – Supercharged Outlaws: Alter all references to 6.50 to 6.00 and all references to 7.99 to 7.50.

CLASSES AFFECTED:

Supercharged Outlaws

Does this rule protect the safety of participants and spectators?

Yes, due to the potential in closing speeds of vehicles operating in other categories, this will provide a place for cars quicker than the current 6.50 limit a place to run against cars of equivalent capability rather than being pitted against a car that is potentially up to several seconds slower.

Is this rule a positive step for the sport?

It promotes recognition of current technology and updates the SCO bracket to modern expectations of supercharged vehicles. It will result in SCO being a more entertaining category.

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

Yes, it will offer a different group of vehicles a place to race and increases the crowd entertainment perspective in SCO. Audiences expect performance to go with the noise and smoke.

Does the rule ensure increased opportunity for even competition?

SCO will remain a DY0 category. Most competitors in SCO are now running beneath 7.50.

Is the rule practical and enforceable?

Yes.

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

Yes, most current vehicles will be capable of making the step up in performance. The performance step is needed to maintain the relevance of the category to modern spectators.