

## **Submission Title: New Class N2O for Group 2**

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My name is Mike Nola and I am currently competing in Competition Eliminator. I have been Drag Racing for 30 years and of those the last 4 have been in Comp.

RULEBOOK REFERENCE:

RULE SUBMISSION INTENT:

Remove reference to Nitrous Oxide for AA/AP,AA/APA,BB/AP and BB/APA from the current Rule Book, as these will not be applicable any more.

### **AA/APN – AA/APNA**

Minimum weight 2400Lb, No weight break as per current AA/AP rules.

Example: Current N2O Pro Modified of 850 plus cubic inch currently run in the 5.8 to 6.0 second zone.

This makes the performance very similar to what's been achieved in AA/AP with Supercharged entries.

### **BB/APN – BB/APNA**

Minimum weight 2400Lb, Maximum Engine size 650 cubic inch.

Example: This would enable the use of the 632ci N2O engine, which is the most widely used nitrous combination in drag racing.

Performance from the typical 632ci is around mid 6 seconds, with the World Record being approx. 6.3 seconds.

### **CC/APN – CC/APNA**

Minimum weight 2400Lb, Maximum Engine size 450 cubic inch.

Example: This would allow for all smaller cubic combinations as an entry level to the class.

PROPOSED ADMENDMENT:

New Class Designation for N2O Cars Group Two Classes

**CLASSES AFFECTED:**

Competition Eliminator – Altered Production classes

I have compiled a small list of Nitrous car owners that support us in this rule proposal:

Craig Davies from Mackay imported 2<sup>nd</sup> hand Nitrous Pro Mod last year.  
Dave Hayes from Perth 648ci Nitrous Camaro, returning to racing on engine completion.  
Arthur Sagiariis from Custom Engines, Victoria, currently building '78 Camaro Nitrous car.  
Also was approached at the recent Australian Nationals by a chap who recently purchased ex C & V Performance Nitrous 632ci Pontiac and plans to race soon.  
Nitrous cars are out there and will come to race if they are catered for by providing a designated class for them to run in. In a bracket with dwindling numbers, this is surely a positive for the sport.

**Does this rule protect the safety of participants and spectators?**

**No Change** -- The rule change does not affect the safety of participants and spectators.

**Is this rule a positive step for the sport?**

**Yes.** It would add diversity to the class and in turn make it more interesting for the spectator. It encourages more N2O cars to participate and have a fair chance of being competitive. It also allows a N2O car to claim its own record, as this is a completely different vehicle from a Supercharged entry. Example: NHRA Pro Modified A/PM is a Nitrous car and AA/PM is a Supercharged car. This allows for completely separate records and factors

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

**No Change** - The rule does not affect other Group Two brackets and I believe it will encourage more entries.

**Does the rule ensure increased opportunity for even competition?**

**Yes.** This rule proposal is specifically about creating parity between completely different types of vehicles/combinations competing in Competition Eliminator.

**Is the rule practical and enforceable?**

**Yes.** As practical and enforceable as any other current class designation.

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

**No Change** - There is no cost to the competitor to comply with this rule.