Submission Title: Use of Aluminium Blocks in Competition

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RULEBOOK REFERENCE:

Competition eliminator pages 130-147 – 2013 ANDRA Rulebook

RULE SUBMISSION INTENT:

All vehicles competing in competition eliminator run under a set weight break comparative to the displacement of the engine. The eliminator currently allows the use of aluminium blocks in the top brackets being A/A, AA/A, A/D, AA/D, AA/AP, AA/G, AA/FC etc., they are also permitted in E and EE brackets in Altered and Dragsters and BB in AP.

The current rules for the different classes do not allow for competitors to change say from BB/A to AA/A without changing engine blocks. It is my belief that when all these classes were introduced a long time ago iron blocks were stipulated to keep the cost down for competitors.

With the large variety of factory OEM and aftermarket cast aluminium blocks available today this amendment is a natural progression of moving forward with the products and technology available.

With cast iron and aluminium blocks being available from various manufactures this gives the racer more options off engine blocks available to them while also increasing the opportunity to racers that might be restricted to running other eliminators due to having an aluminium engine block.

PROPOSED ADMENDMENT:

Allow the use of factory OEM and aftermarket cast aluminium blocks in all classes of Competition Eliminator.

This amendment is a natural progression of our sport moving forward with product availability and affordability.

CLASSES AFFECTED:

All Competition classes

Does this rule protect the safety of participants and spectators?
Yes, this amendment will have no impact as aluminium blocks are already permitted in other classes.

Is this rule a positive step for the sport?
Yes, this amendment increase's the opportunity for more vehicles to compete in different classes without the need to change engine blocks. Racers have more options and availability to them by being able to utilize both cast iron or cast aluminium engine blocks. It will allow lower classed vehicles the option to move up a class in the eliminator without the need to change or purchase a new engine block.

Is the impact of the rule on other classes and brackets a positive one?
Yes, this amendment will allow the racer to step up from a lower class without the need to change engine blocks and for a higher class vehicle to drop to a lower class also.

Does the rule ensure increased opportunity for even competition?
Yes, it will give the racer more opportunity on different classes to compete in without the need to change engine blocks. There is a weight difference between a cast iron and cast aluminium block of around 100lbs for a V8 small block and 120lbs for a V8 big block. (average estimates between different manufactures). This weight difference is of no advantage as all classes run to a set weight break. Allowing the use of cast aluminium blocks with the weight savings will only increase even competition for competitors with vehicles that are overweight for their class or currently using cast aluminium blocks and not eligible for current classes. There is no performance advantage to be gained by using a cast aluminium block over a cast iron block besides the weight saving which is ineligible as pointed out above.

Is the rule practical and enforceable?
Yes, no change and easier to enforce than currently is. IE a painted cast aluminium block looks just like a painted cast iron block.

Is the cost of complying with the rule reasonable for competitors?
Yes, most definitely. This amendment will allow competitors access to aftermarket cast aluminium blocks which are easily repaired in the event of damage as compared to cast iron blocks which are not so easily repaired. Aluminium blocks have the advantage of cylinder sleeves which can be easily changed without the need to re-machine the complete engine block. Cost is not a factor as competitors have the choice of using cast iron or cast aluminium blocks.