

2.6 Single Magneto Injected Nitro Classes added to Competition Eliminator.

NRC Outcome: Approved / Approved with Modification / Not Approved

NOTES:

RULEBOOK REFERENCE:

3.11 COMPETITION ELIMINATOR, pages 146 - 176.

RULE SUBMISSION INTENT:

The intent of this proposal is to add the Single Magneto Injected Nitro Classes to Competition Eliminator.

The best reason is to reinvigorate Competition Eliminator. Blind Freddy can see that Comp is slowly dying with diminishing participation rates if something is not done Comp will become a defunct category. Comp is the transition category between all the DYO formats and the Professional classes. Adding Single Mag Injected Nitro to Comp Eliminator does not add one cent to the cost of hosting the event while putting more participants on the starting line who are not there now, and this will create full fields in the Comp Eliminator category. Full fields in any category is something that is sorely needed in Australian drag racing.

There are several single magneto injected nitro fuel race cars in Australia currently racing DYO only because DYO is the only format available to us. None of us tune to win in DYO, and since all of us tune to go faster, Comp Eliminator is where we should be competing.

Building a racers confidence and competence in injected nitro provides a steppingstone environment for moving into the professional categories. The single magneto injected nitro class structure provides a cost-effective operating environment to learn in.

Night time header flames is the holy grail for spectators. We can see this in the Professional category – Top Fuel. Single Mag Injected Nitro gives drag racing a more affordable header flame, more frequently.

PROPOSED ADMENDMENT:

This is a new rule submission to add Single Magneto Injected Nitro Classes to Competition Eliminator.

Due to the detailed nature of the amendment, please see the attached recommended class structure and governing operating conditions.

CLASSES AFFECTED:

New classes added - no existing classes effected.

Single Magneto Injected Nitro Classes added to Competition Eliminator.

How does this rule protect the safety of participants and spectators?

All current safety standards are in effect.

Single magneto injected nitro race cars are safer than supercharged nitro or twin mag injected nitro cars due to the fact that single mag injected nitro cars cannot burn the fuel volume that their big brothers can and as such seldom damage engines that could cause fires. The fuel volume carried is substantially less than the other nitro fuelled cars also diminishing the potential for a fire hazard.

In terms of flammability, Nitro has a much higher flash point than Petrol or Methanol which is therefore more difficult to ignite in an open atmosphere. If one wants to test this, pour each of the three fuels on the ground and try to light them with a match. This is a simple demonstration that I shown many times - each time the match goes out when trying to light Nitro which cannot be said for Petrol or Methanol.

Single mag injected nitro DOES NOT have a potentially explosive supercharger that could grenade on the track (or in the spectator area) unlike supercharged nitro or even other supercharged cars. Injected nitro is a far safer power adder.

These two points applies to both participants and spectators.

How is this rule a positive step for the sport?

Provides a stepping stone for racers to progress through from the DYO categories into the Professional Categories.

Nitro fuel is the fuel associated with drag racing – everyone wants to run nitro, everyone loves nitro.

Nitro adds excitement to drag racing. This anticipated to increase racer and spectator participation.

What is the positive impact of the rule on other classes and brackets?

As stated earlier, the currently diminishing racer participation in Comp will ensure its eventual demise and will therefore remove a place to compete for current participants.

The positive impact of adding single mag injected nitro to Comp Eliminator is quite simple. There would be increased participation in Competition Eliminator. Most participants currently in Comp will welcome the additional cars in the category. Adding this class will not affect the current Comp Eliminator competitors negatively – financially or otherwise. There are only positive effects by adding Single Magneto Injected Nitro. Why? This addition will ensure that Comp Eliminator will not be dropped from contention like it is currently which often happens due to such small competitor participation.

Comp Eliminator needs numbers and Single Mag Injected Nitro needs a home. Comp Eliminator is where Single Mag Injected Nitro belongs.

How does the rule ensure increased opportunity for even competition?

The proposed rules structure is designed to be simple to manage and implement for both the racer and ANDRA. First, limiting the technology to single magnetos in the proposed class addendum both keeps the cost within reason, and allows easy enforcement of the rules structure.

There is interest in the injected nitro category even without a current class to compete in. There are currently four cars in Australia dabbling with single mag injected nitro but are running either in an exhibition format or in a DYO format where permitted. Adding this single mag injected nitro class will allow at least those four cars to compete with other racers which will draw more potential people who are on the fence about switching to nitro.

Describe how the rule is practical and enforceable.

Adding Single Mag Injected Nitro to Comp is both practical and enforceable mostly due to the restricted technology parameters of the proposed classes. This proposal is for Dragsters both RED and FED and Alterededs but there is potential for putting Funny Cars into the Alterededs substructure in order to be more inclusive.

Single mag injected nitro will provide the opportunity to race nitro at an affordable cost. A review of the attached proposed class structure as suggested will reveal the simplicity of the enforceability of the proposed class structure. Anybody with at least a little mechanical knowledge can see if it's single or twin magneto. The weight breaks and pounds per cube is no more complicated than any other car in Comp Eliminator.

Describe how the cost of complying with the rule is reasonable for competitors.

The Single Magneto Injected Nitro structure as we have assembled it provides a path for current DYO cars to step up into Comp by providing a separate class for auto transmission cars, which is how most DYO cars are currently running. It is our experience that the auto trans cars will suffer a performance gap and as such a separate provision (class) needs to be made for them. After all, adding classes does not add one cent to the operation of Competition Eliminator.

With respect to the racer, the fact that there is a provision for many combinations of parts that racers in other categories already have makes complying with the rules for an extremely low cost a certainty. All a racer really must do to step into these new classes and move up from DYO to Injected Nitro Competition Eliminator is to purchase the correct fuel and change their tune-up.

Proposed Comp Classes

Rear Engine Dragster – Injected nitro classes

Chassis Configuration

- * Chassis must meet RED SFI 2.3H specification or FED SFI 2.4C
- * RED driver must sit in front of the engine.
- * No electronic controls for ignition, clutch or fuel management.
- * Billet aftermarket blocks not permitted. OEM bore centers required.
- * Maximum three forward gears
- * One magneto or ignition source only, one spark plug per cylinder
- * Only Single Stage Oil pumps allowed either external or internal.
- * Aftermarket cylinder heads permitted as long as they are commercially available and bolt to OEM engine block using original fastener positions.
- * Safety considerations the same as the supercharged methanol applications.

A/FDA (Hemi) 4.2 lbs per cube, Nitro Permitted, Single points mag or distributor only
B/FDA (Polyspherical) 4.1 lbs per cube, Nitro Permitted, Single points mag or distributor only
C/FDA (True Wedge) 4.0 lbs per cube, Nitro Permitted, Single points mag or distributor only
D/FDA (Inline 4 or 6) 7.0 lbs per cube, Nitro Permitted, Single points mag or distributor only

Any OEM Trans/Converter allowed, replacement cases permitted, no external control lock up converter.

A/FD (Hemi) 4.2 lbs per cube, Nitro Permitted, Single points mag or distributor only
B/FD (Polyspherical) 4.1 lbs per cube, Nitro Permitted, Single points mag or distributor only
C/FD (True Wedge) 4.02 lbs per cube, Nitro Permitted, Single points mag or distributor only
D/FD (Inline 4 or 6) 7.00 lbs per cube, Nitro Permitted, Single points mag or distributor only

Any Trans/Clutch Combination Single stage lock up clutches limited to two fingers

Front Engine Dragster – Injected nitro classes (“N” representing Nostalgia)

Chassis Configuration

- * Chassis must meet SFI 2.4C specification
- * FED driver must sit behind the rear axle.
- * No electronic controls for ignition, clutch or fuel management.
- * Billet aftermarket blocks not permitted. OEM bore centers required.
- * Maximum three forward gears
- * One magneto or ignition source only, one spark plug per cylinder
- * Only Single Stage Oil pumps allowed either external or internal.
- * Aftermarket cylinder heads permitted as long as they are commercially available and bolt to OEM engine block using original fastener positions.
- * Safety considerations the same as the supercharged methanol applications.

AN/FDA (Hemi) 4.2 lbs per cube, Nitro Permitted, Single points mag or distributor only
BN/FDA (Polyspherical) 4.1 lbs per cube, Nitro Permitted, Single points mag or distributor only
CN/FDA (True Wedge) 4.0 lbs per cube, Nitro Permitted, Single points mag or distributor only
DN/FDA (Inline 4 or 6) 7.0 lbs per cube, Nitro Permitted, Single points mag or distributor only

Any OEM Trans/Converter allowed, replacement cases permitted, no external control lock up converter.

AN/FD (Hemi) 4.2 lbs per cube, Nitro Permitted, Single points mag or distributor only
BN/FD (Polyspherical) 4.1 lbs per cube, Nitro Permitted, Single points mag or distributor only
CN/FD (True Wedge) 4.02 lbs per cube, Nitro Permitted, Single points mag or distributor only
DN/FD (Inline 4 or 6) 7.00 lbs per cube, Nitro Permitted, Single points mag or distributor only

Any Trans/Clutch Combination Single stage lock up clutches limited to two fingers

- *Separating the classes by chassis design creates a level playing field for both competitors.
- * Separating the clutch cars from the converter cars creates a pathway for new racers to enter the category.
- * Restricting the rules to eliminate high tech hardware leaves the door open to new competitors as well as minimize the operating expenses for current competitors.
- * Suggested National Record Minimums suggested here far exceed anything the current racers performance levels have achieved. There is a shortage of data available for single mag performances to use for this data. If you set the minimums to difficult you only kill the classes before they get to the starting line.
- * If ANDRA is so inclined opening this up to Alterseds would not be opposed, in fact it would be recommended. As a temporary measure it is suggested that Alterseds be allowed to compete as Front Engine Dragsters to introduce them to the category.

Rear Engine Dragsters Clutch			Rear Engine Dragsters Converter	
Class	Minimum		Class	Minimum
A/FDA	6.80		A/FD	6.70
B/FDA	7.00		B/FD	6.90
C/FDA	7.10		C/FD	7.00
D/FDA	8.00		D/FD	7.90

Front Engine Dragsters Clutch			Front Engine Dragsters Converter	
Class	Minimum		Class	Minimum
AN/FD	6.80		AN/FDA	6.90
BN/FD	7.00		BN/FDA	7.10
CN/FD	7.10		CN/FDA	7.20
DN/FD	8.00		DN/FDA	8.10