

Submission Title: New Class A/MR

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BIO:

I've been competing in Modified or Competition eliminators since 1995 and have been Crew chief or crew member on at least 4 other Track or National record setting Modified or Competition cars with-in that time also. I currently campaign a Spitzer 34 Chevy roadster in Modified that I imported last year.

RULEBOOK REFERENCE:

Modified Eliminator – Page 90

RULE SUBMISSION INTENT:

The proposed rule is set out below as I believe it could appear within the rule book. For the purposes of this proposal I have used a pic of one of the applicable vehicles, currently running Super Gas in this country.

MR Class Description

Modified Roadster provides one class for the vehicles running in Modified using the dial your own handicap system and qualifying between 7.50 and 10.99 seconds (1/4 mile).

Any competitor running an ET quicker than the class limit during the course of any event will be excluded from that event. No further penalty will be exacted at the time however persistent breaches will be considered a contravention of Regulation 1.9.2.4 on page 28 and Tribunal action may be initiated.

Replica Production Automotive type sedans, coupes and utilities and derivatives, deemed as Roadsters, may have bodies produced in any year. Sedans, coupes and vans with cut out roof NOT permitted. Roadster body styles may enclose the driver's compartment where driver access is not restricted. With the exception of 1948 and earlier style bodies, no external panels such as bonnet or fenders may be removed. All bodies must incorporate a wind deflector in front of the driver as minimum as per general regs 4.13.9 page 215
Suspension, radiator, head lights and multiple tail lights optional refer general regs 4.8.9 on page 204
All side steer cars must have a chassis complying with SFI 10.4 as a minimum.
All centre steer cars must have a chassis complying with Roll cage 4.14.9 on page 223

Modified Roadster



Modified Roadster – David Gaudie

Class Designation: /MR

MR CLASS DETAILS

/MR Unsupercharged modified roadsters with engines up to 12 cylinders, any induction and engine location in front of the driver.

CLASS REGULATIONS

Refer to Supercharged Outlaws Eliminator and Modified Eliminator General Class Requirements 3.9 on page 95.

NOTE: All General Regulations must be read and complied with where applicable

The purpose of this proposal is to introduce a class for the roadster style cars with 1949 or later style bodies, as currently run in NHRA Super Gas and Street Roadster, within the Group 3 DY0 racing structure in addition to the existing Group 4 fixed index system. They are currently excluded from Super Sedan by not having a roof or doors and excluded from Modified by having a body style later than 1948.

There are a multitude of late model bodies available for this style of car beyond the 34/37 Fords and 34/38 Chevys currently accepted by ANDRA. I think sportsman racing in this country would benefit from being able to attract as many racers as possible and the later style bodies may do that. With the choices of 53-67 and 00-08 Corvettes, 55-57 Shoebox Chevys and Thunderbirds, 67-69 and 2010 Camaros, 67-69 and 00-08 Mustangs & many others besides there are opportunities to attract a lot of different cars.

A secondary outcome of introducing this rule is it would address the current situation within the ANDRA rule book where Group 3 altered does not have a direct alignment with Group 2 altered in that Group 3 altered allows for only centre steer vehicles. This results in roadsters that are legal as altered in Group 2 being illegal in Group 3 unless modified to comply with /HR rules, the only occurrence of this in the whole rule book.

I am purposely aiming this solely as remaining Modified class and not extending it to Outlaws and Competition. I have done this keeping in mind that the great majority of the roadsters currently running in the US are only certified under the SFI system they use to run 7.50 and slower.

I feel they should run as NA cars only and should not run quicker than 7.50 unless they have been certified to one of the quicker chassis specs. Given almost all are built without floater hubs I personally don't believe there is any place or need for them in Outlaws nor in Gr2. Given that both B/A and A/A records are well below the 7.50 cut off it seems pointless to allow them there and following that cars currently in C/AA are in the 1600lb range and roadsters are generally 2000lb or heavier it's seems pointless they run there either.

With the chassis ET limitations being a safety issue, I propose it be clear within the rule that breaches of the 7.50 minimum will result in exclusion from the event, with possibly more severe consequences for repeated breaches. I have used the wording directly from /JD regarding penalties for breaching the ET minimum.

PROPOSED ADMENDMENT:

To introduce a new class Group 3 class, Modified Roadster.

CLASSES AFFECTED:

Modified Eliminator

Does this rule protect the safety of participants and spectators?

No Change - The proposed new class introduces no reduction in safety to racers or spectators, the earlier body styled cars current compete with in Modified already and the chassis of the late body cars are of the same design.

Is this rule a positive step for the sport?

Yes, I believe it is, it allows a wider variety of cars to compete and it allows cars that are currently legal in and available from the US to race with minor or no modifications when they arrive.

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

Yes, the proposed new class has no effect on any other bracket. It hopefully adds cars to the Modified bracket but does have the potential to reduce numbers of race cars in the A/HR class, though they would remain in the Modified bracket.

Does the rule ensure increased opportunity for even competition?

Yes on 3 levels. Firstly as it adds only to a Group3 bracket the DYO system maintains even completion within the bracket. Secondly as it opens up opportunities for post 1948 bodied roadsters which are currently excluded from both Super Sedan & Modified. Lastly it removes the time & expense in adding frivolous headlights/taillights etc to pre1948 bodied roadsters under the pre-text of them somehow being road going hotrods.

Is the rule practical and enforceable?

Yes, both easily. There is nothing more difficult or tricky within this proposal than within existing rules.

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

Yes, by removing the need for the early body style cars to run A/HR it actually reduces the racers costs by not changing/adding lighting and windscreens. There should be no additional costs to the tracks as firstly the new class is within the format of an existing bracket so there is no extra prize money involved and secondly because the class has a fixed ET minimum there are no track records to deal with. There is a minor additional cost to ANDRA as there will an extra page required in the rule book ,but I believe that to be all as with the fixed ET minimum there are no National records to deal with.