

Submission Title: New Class H/MP

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I have 45 years of competing in drag racing, which includes 30 years of racing in both Stock and Super Stock eliminator. Currently I compete in F/GAS. I am a previous and current NSW delegate.

RULEBOOK REFERENCE:

Modified Production – Pages 117-120

RULE SUBMISSION INTENT:

October 2002 saw the classification of all super stock classes as S/K in lieu of the previous hierarchy of GAS, Modified Production (M/P) and Modified Sedan (M/S) class distinctions. This change surprisingly saw the deletion of any class equivalent to what was D/MP (10.55 lbs/cubic inch) even though other similar heavy weight break classes such as F/GAS and C/MS did continue to this day with an equivalent in the new class hierarchy.

The decision not to create a D/MP equivalent eliminated vital choices for existing racers of traditionally heavy weight break / smaller capacity classes in the development opportunities of their race cars to run in what was an "M/P" configuration.

It also removed the ability of a racer to relatively easily change class downwards by adding ballast in the event that their index was bombed in lieu of a large capital investment to stay competing in the higher class. It also reduced choice for those racers wishing to compete in Super Stock at what was the traditional lower end of the bracket.

With ANDRA's recent review of Super Stock and creation of new classes to provide greater opportunities for racers the lack of a 10.55lb/ cubic inch MP class is a glaring omission.

All rules would be used as per the current A, B and C MP classes for both manuals and automatics with say the weight break of 10.50 lbs per cube in lieu of the previous 10.55. This change is proposed as it keeps all weight breaks from A, B, C and HM/P on a common standard of a 1lb per cubic inch differential between classes.

PROPOSED ADMENDMENT:

Reintroduction of a modified production class utilising the A, B and C requirements but based on a 10.55lbs/cubic inch weight break.

Reintroduction of a modified production class utilising the A, B and C requirements but based on a 10.55lbs/cubic inch weight break. Such a class existed prior to 2002 and was known as DMP.

ANDRA has however recently created a new DMP class but it does not mirror the original so I would suggest that the new class be called HMP. This classification is not currently in use and even though it has been utilised previously ANDRA has set a precedent by recently reintroducing a new D/MP class.

CLASSES AFFECTED:
Modified Production

Does this rule protect the safety of participants and spectators?

The proposal has no impact on the current safety levels provided by the rules and processes of ANDRA.

Is this rule a positive step for the sport?

Yes, it will provide both existing and future racers more choice and opportunities to race in a heavier class in super stock. It also compliments ANDRAS recent decisions regarding class structures to reinvigorate Super Stock.

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

Yes as it gives existing super stock racers greater flexibility of classes available to compete in and encourage new racers to compete in super stock.

Does the rule ensure increased opportunity for even competition?

Yes it is only another class within an existing bracket to cater for heavier vehicles making the competition even for all competitors.

Is the rule practical and enforceable?

Yes, Modified Production is a current ANDRA class with well-established rules. This proposal would simply see the reintroduction of a class that existed previously.

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

Yes for both new and existing competitors as all current M/P rules apply.

Super Stock is an integral part of drag racing and its competitors are amongst the most passionate. The acceptance of this rule proposal will support these racers and continue to reinvigorate the bracket along with the recent changes that ANDRA made with the introduction of more classes to give racers greater choice in competing.