

**ANDRA 2018/2019 Rulebook Rule Submission Title:  
Engine Block Deck Height**

**SUBMISSION AUTHOR: INTERNAL**

ANDRA Number:

Address:

(email):

**RULEBOOK REFERENCE:**

3.10: MODIFIED SEDAN, Engine, page 123

**RULE SUBMISSION INTENT:**

To provide clarity around the ruling for block deck heights in all /MS classes – from existing engines in vehicles within A – H/MS(A) classes, as well as the new E/MSA class.

The proposed allowance of  $\pm 0.100$ " from the OEM specification would cover those engines already built and/or in use, as well as new blocks in existing cars/classes as well as new builds for E/MSA.

**PROPOSED ADMENDMENT:**

Existing Text;

Engine: The engine must be based on an assembly line V8 maintaining the original configuration, including bore spacing, deck height, camshaft height and pan rail width, with a recognised connection between the manufacturer of engine and body used. H/MS and H/MSA vehicles are limited to OEM LS1 and LS2 Aluminium cylinder blocks, with engine numbers submitted to ANDRA prior to competition. FWD vehicles produced after 1st January 1986, and generally available in Australia, may be converted to RWD.

Proposed Text;

Engine: The engine must be based on an assembly line V8 maintaining the original configuration, including bore spacing, deck height (**OEM  $\pm 0.100$ "**), camshaft height and pan rail width, with a recognised connection between the manufacturer of engine and body used. H/MS and H/MSA vehicles are limited to OEM LS1 and LS2 Aluminium cylinder blocks, with engine numbers submitted to ANDRA prior to competition. FWD vehicles produced after 1st January 1986, and generally available in Australia, may be converted to RWD.

**CLASSES AFFECTED:**

/MS – Modified Sedan

<b>How does this rule protect the safety of participants and spectators?</b>
N/A – Does not affect the safety of participants and spectators.
<b>How is this rule a positive step for the sport?</b>
Evens out competition within /MS.
<b>What is the positive impact of the rule on other classes and brackets?</b>
Reduces confusion of requirements in /MS classes.
<b>How does the rule ensure increased opportunity for even competition?</b>
Reduces the likelihood of engine builders exceeding the allowable tolerance to gain additional performance.
<b>Describe how the rule is practical and enforceable?</b>
This can be checked at Tech Inspections and/or before Engine Sealing.
<b>Describe how the cost of complying with the rule is reasonable for competitors?</b>
N/A – Does not carry any additional costs to competitors.