

**ANDRA 2018/2019 Rulebook Rule Submission Title:
/MP and /MS Drive Shaft Floor Area Modifications**

SUBMISSION AUTHOR: EXTERNAL

ANDRA Number:

Address:

(email):

RULEBOOK REFERENCE:

3.10: SUPER STOCK ELIMINATOR, /MS MODIFIED SEDAN, pages 121 to 127

3.10: SUPER STOCK ELIMINATOR, /MP MODIFIED PRODUCTION, pages 127 to 131

RULE SUBMISSION INTENT:

Allow modification of the Driveshaft area of the floor.

Currently the floor may be modified from the rearmost point of the front door to the rear of the car. This rule change was in either 2000 or 2001. This leaves the area from the front drive shaft universal joint to the rear most point of the front door that cannot be modified. This is a small area of floor that cannot be modified. For example if you compare a 2012 Commodore to a 2012 Camaro there is a substantial difference in floor that can be modified. To fit a driveshaft that can handle the performance of the current breed of cars in this class the car has to have the rear of the car lifted to allow drive shaft clearance.

This proposal would allow for a larger drive shaft to be fitted allowing the car to sit lower, reducing the centre of gravity.

PROPOSED ADMENDMENT:

Current Text;

Stock automobile frame for body used must be retained forward of the rear most point of the front door.

Chassis may be reconstructed rearward of the rear most point of the front door.

Proposed Text;

Stock automobile frame for body used must be retained forward of the rear most point of the front door.

Chassis may be reconstructed rearward of the rear most point of the front door.

The driveshaft tunnel may be reconstructed to allow 2 inches (50.8mm) clearance to the drive shaft in all directions at maximum suspension compression. The competitor must demonstrate compliance if requested.

CLASSES AFFECTED:

/MS – MODIFIED SEDAN

/MP – MODIFIED PRODUCTION

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

This rule change will increase the safety of the competitor by providing space for a drive shaft required for the vehicle's performance. It will also allow the car to be lowered allowing a lower centre of gravity. There will be no change for the spectators.

How is this rule a positive step for the sport?

This rule change will ultimately make the cars more stable as they can be lowered in the rear.

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

There will be no impact on other classes or brackets.

How does the rule ensure increased opportunity for even competition?

There would be no change to the evenness of competition.

Describe how the rule is practical and enforceable?

There would be no change to the evenness of competition.

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

The cost of compliance would be minimal for the current breed of /MP cars as the rule change would not be compulsory. Any new cars being built can utilise the rule change for the added safety.