

**ANDRA 2018/2019 Rulebook Rule Submission Title:
/MP Sub Frame Connectors**

SUBMISSION AUTHOR: EXTERNAL

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RULEBOOK REFERENCE:

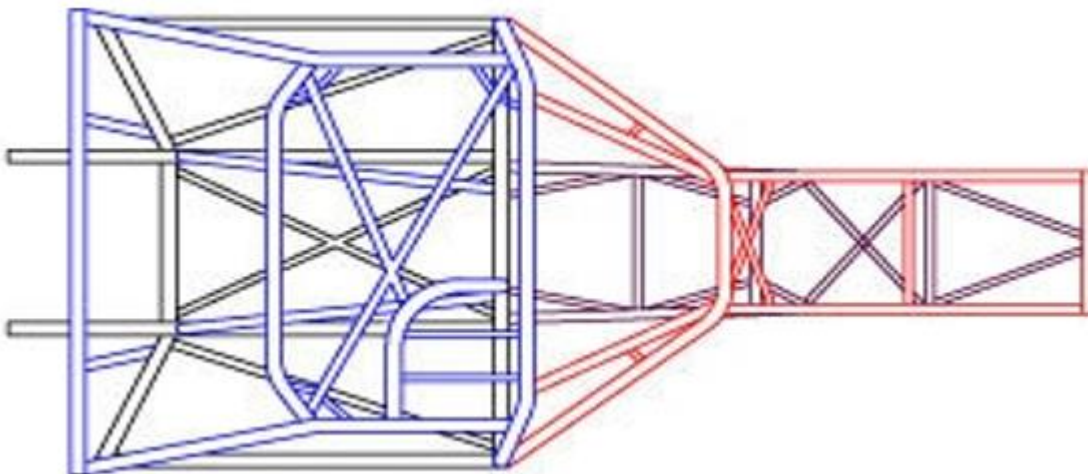
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RULE SUBMISSION INTENT:

Allow multiple sub frame connectors to be fitted.

Currently only 2 sub frame connectors (one per side) are permitted in the /MP classes. If memory serves me correct, the last time the /MP and /MS chassis rules were changed was in 2001. This allowed the floor to be modified from the "B" pillar rearwards.

This proposal is for multiple sub frame connectors to be allowed to be installed up to and including the SFI 25.2 specification, image below. SFI 25.5, 25.4 and 25.3. The sub frame connectors must still be fully welded to the floor as per the current rules and the original floor must be retained.



This will increase the safety and chassis strength needed for the performance levels these cars are now reaching. It will also future proof the cars for potentially more horsepower and torque.

PROPOSED ADMENDMENT:

Current Text;

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

A maximum of two front to rear frame strengthening members may be added to any Unibody constructed car and may be up to 50 mm (2") x 75 mm (3") material, or any permitted material suitable for construction in the Rollcage and Chassis section running longitudinally between the front and rear sub frame.

If material passes through the floor they must be welded to the floor leaving no holes

Proposed Text;

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

Two front to rear frame strengthening members may be added to any Unibody constructed car and may be up to 50 mm (2") x 75 mm (3") material, or any permitted material suitable for construction in the Rollcage and Chassis section running longitudinally between the front and rear sub frame. **Alternatively, frame strengthening members may be added and must comply with SFI 25.5, 25.4, 25.3 or 25.2 specifications. No other designs will be accepted.**

If material passes through the floor they must be welded to the floor leaving no holes.

CLASSES AFFECTED:

Group 2 – Super Stock – /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 a much stronger roll cage by tying the four corners of the passenger compartment together instead of relying on the factory floor. There will be no change for the spectators.

How is this rule a positive step for the sport?

This rule change will provide a place for the current breed of imported ¾ chassis cars that are currently racing in radial classes to compete in national events. It will again improve safety, and any safety improvement is a positive step.

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 should be no change to the evenness of competition.

Describe how the rule is practical and enforceable?

The rule change is easily enforceable with a simple visual check.

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 and rigidity.