

ANDRA 2018/2019 Rulebook Rule Submission Title: New Group 2 Classes (1 of 4)

SUBMISSION AUTHOR: INTERNAL

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(email):

RULEBOOK REFERENCE:

3.10.1: MODIFIED SEDAN, pages 121 to 127

RULE SUBMISSION INTENT:

Add D/MSA class. Expand on engine rules created for E/MSA classes into a bigger cubic inch /MSA version.

PROPOSED ADMENDMENT:

Add D/MSA class chassis and body rules as per current Super Stock E/MSA **(removed FULL chassis)**.

Use E/MSA specific engine rules at a weight break and size change. 7.25lbs/ cu, min weight 3045lbs.

Camshaft restricted to 55mm diameter core, **0.900 maximum valve** lift measured at the valve. Roller lifters permitted with a maximum 0.904 inch diameter.

Any OEM or non-billet aftermarket cylinder head permitted.

D/MSA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads D/MSA engine size restricted to 420.00 to 460.00 cubic inches. Maximum Bore Size 4.300. Maximum RPM limit for D/MSA is 9200 rpm. D/MSA vehicles must have the ability to provide evidence of compliance with RPM limit, which may be checked by ANDRA Officials at any time at their discretion.

D/MSA wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet/ vacuum pump.

D/MSA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

D/MSA restricted to a to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of **4500 Holley** bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted.

D/MSA automatic transmission only with no lock up convertor.

All cylinder head rules as per current /MS.

D/MSA no wheelie bars permitted.

Future Classes

Thought to be put into Boosted Ford and Nissan 6 cylinder versions of these /MS classes for future introduction.

CLASSES AFFECTED:

/MSA – Modified Sedan (Super Stock)

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

Nil Change.

How is this rule a positive step for the sport?

Restricted Engine classes particularly allowing LS combinations hopefully entice new competitors to Group 2. Since release of E/MSA ruleset much hype and new competitors modifying/ building combinations to suit. The engine combination with RPM limits etc is achievable.

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

Encourage new engine combinations and competitors into Super Stock.

How does the rule ensure increased opportunity for even competition?

Encourage new competitors into Group 2.

Describe how the rule is practical and enforceable?

Current /MS body rules, Engine combination to be sealed prior to competition which increases enforceability.

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

Limiting of bore size, camshaft size, cylinder heads, rpm limit etc. is aimed at reducing cost of compliance in these classes and ongoing costs.