ANDRA DRAG RACING
AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION LTD

11 McInnes Street, Ridleyton SA 5008
P 08 8271 5355 F 08 8271 6988
E info@andra.com.au
WWW.ANDRA.COM.AU
ACN 149 309 151

4.10.1 New Group 2 Class, D/MSA.

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.

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 tyre size may be no larger than 275/60R15 or 28x10.5 radial as labelled by manufacturer.
30x9x15 slick or radial slick is optional. No “W” tyres permitted.
Absolute dimensions with tyre at 15 lbs pressure and raised off ground shall be;
275/60 and 28x10.5" sizes: tread width = 10.5 inches, diameter = 28.5 inches.
30x9" size: tread width = 9.5 inches, diameter = 30.5 inches.

D/MSA no wheelie bars permitted.

CLASSES AFFECTED:

/MSA – Modified Sedan (Super Stock)

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4.10.1 New Group 2 Class, D/MSA.

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.

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4.10.2 New Group 2 Class, E/APA.

RULEBOOK REFERENCE:

3.10.3: ALTERED PRODUCTION, pages 139 to 140

RULE SUBMISSION INTENT:

Add E/APA class. Expand on engine rules created for E/MSA classes into full chassis sedans.

PROPOSED ADMENDMENT:

Add E/APA class full chassis and body rules as per current Super Stock AP. Use E/MSA specific engine rules at

6.5lbs/ cu minimum weight 2210lbs.

Camshaft restricted to 55mm diameter core, 0.800 maximum valve lift measured at the valve. Roller lifters permitted with a maximum 0.904 inch diameter.

Any OEM or non-billet aftermarket inline valve cylinder head permitted (canted valve, splayed valve or billet cylinder heads not permitted).

E/APA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads E/APA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080. Maximum RPM limit for E/APA is 9200 rpm. E/APA 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.

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

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

E/APA restricted to a to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of 4150 Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted.

E/APA automatic transmission only with no lock up convertor.

All cylinder head **and engine block rules as per current E/MSA requirements.**

CLASSES AFFECTED:

/APA, – Altered Production (Super Stock)

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ACN 149 309 151

4.10.2 New Group 2 Class, E/APA.

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 /AP 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.

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4.10.3 New Group 2 Class, D/AA.

RULEBOOK REFERENCE:

3.11.3: ALTERED, pages 147 to152

RULE SUBMISSION INTENT:

Add D/AA class. Expand on engine rules created for E/MSA classes into full chassis Altered.

PROPOSED ADMENDMENT:

Add D/AA class full chassis and body rules as per current Competition /DA. Use

E/MSA specific engine rules at 4.5lbs/ cu minimum weight 1530lbs.

Camshaft restricted to 55mm diameter core, 0.800 maximum valve lift measured at the valve. Roller lifters permitted with a maximum 0.904 inch diameter.

Any OEM or non-billet aftermarket inline valve cylinder head permitted (canted valve, splayed valve or billet cylinder heads not permitted).

D/AA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads D/AA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080. Maximum RPM limit for D/AA is 9200 rpm. D/AA 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/AA 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/AA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

D/AA restricted to a to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of 4150 Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted.

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

All cylinder head **and engine block rules as per current E/MSA requirements.**

CLASSES AFFECTED:

/AA – Altered (Competition)

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4.10.3 New Group 2 Class, D/AA.

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 Competition Eliminator.
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 /DA 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.

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4.10.4 New Group 2 Class, D/DA.

RULEBOOK REFERENCE:

3.11.5: DRAGSTER, pages 156 to 161

RULE SUBMISSION INTENT:

Add D/DA class. Expand on engine rules created for E/MSA classes into full chassis Dragster.

PROPOSED ADMENDMENT:

Add D/DA class full chassis and body rules as per current Competition /DA. Use E/MSA specific engine rules at

4.5lbs/ cu minimum weight 1530lbs.

Camshaft restricted to 55mm diameter core, 0.800 maximum valve lift measured at the valve. Roller lifters permitted with a maximum 0.904 inch diameter.

Any OEM or non-billet aftermarket inline valve cylinder head permitted (canted valve, splayed valve or billet cylinder heads not permitted).

D/DA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads D/DA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080. Maximum RPM limit for D/DA is 9200 rpm. D/DA 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/DA 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/DA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

D/DA restricted to a to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of 4150 Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted.

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

All cylinder head **and engine block rules as per current E/MSA requirements.**

CLASSES AFFECTED:

/DA, – Dragster (Competition)

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4.10.4 New Group 2 Class, D/DA.

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 Competition Eliminator.
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 /DA 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.