

**3.10.2 MODIFIED PRODUCTION**  
**CLASS DESIGNATION: /MP, /MPA**  
**CLASS HANDICAP SYSTEM - FULL TREE START**

**ELIMINATOR: JACKIE WATT CONSULTING/ FARDELLA RACING SUPER STOCK**



Super Stock Eliminator, Modified Production – Louis Svingos, #3512  
 (Outlaw Images)

**Class Description;**

Cars in Modified Production are street appearing production cars available to the general public, similar to Production vehicles but using highly modified Naturally Aspirated V6 or V8 engines.

Modified Production is for true "back half cars" only, and all major modifications can only occur behind the front door.

The original floor pan /chassis rails must remain unmodified forward of the rear of the front door, other than modifications permitted in the following class regulations.

Liberal rear suspension modifications are permitted.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or prior to the issue of, or renewal of the Vehicle Logbook.

Class compliance is incumbent on the following class regulations being met in their entirety.

**Class Designations;**

A/MP, A/MPA, B/MP, B/MPA, C/MP, C/MPA, D/MP, D/MPA

The suffix A denotes vehicles using OEM planetary transmissions (refer Definitions, "OEM Planetary Transmission") and torque converters, which will use a different Class Handicap.

**Class Details / Weightbreaks (including driver);**

Designation	Weightbreak
A/MP & A/MPA	207.60 kg/litre (7.50 lbs/cube) or more
B/MP & B/MPA	235.28 kg/litre (8.50 lbs/cube) or more
C/MP & C/MPA	262.96 kg/litre (9.50 lbs/cube) or more
D/MP & D/MPA	290.63 kg/litre (10.50 lbs/cube) or more

### Class Regulations;

**Electronic Management:** Electronic gear shifting devices permitted.

**Engine:** Restricted to V8 or V6 engines.

Aluminium Alloy (non-billet) engine blocks permitted in all Super Stock, Modified Production classes.

Any modification is permitted and aftermarket cylinder heads allowed.

Engine swaps permitted, providing that the firewall is not recessed to facilitate fitment.

**Exhaust:** Any extractor or exhaust system may be used, terminating at sill panel level, with the gases being directed away from the car and tyres. Maximum of four outlets permitted. Exhaust may exit through inner fenders, but these may not be trimmed for more than 50 mm (2 inches) clearance around pipes. Refer Engine, Exhaust.

**Fuel:** All classes restricted to Ethanol, Methanol or Petrol only. Refer Fuel.

**Ignition:** Any ignition system permitted.

**Induction System:** Any carburettor, mechanical or electronic fuel injection system permitted. Competitors using EFI must use ANDRA approved ECU software.

**Power Adders:** Not permitted.

**Bellypan:** Not permitted.

**Delay Devices:** Not permitted.

**Electrical:** Each car in this class must have a full working wiring harness.

**Fuel System:** Fuel Systems: Fabricated fuel tanks permitted, mounted in rear / boot area permitted, front accessory tanks mounted in engine bay permitted but must draw its fuel supply from rear tank.

**Radiator:** Must run full stock size radiator. The radiator may be relocated forward of original position without unnecessary removal of supports and surrounding panels.

**Instruments:** Each car must have a full stock dashboard, original instruments may be replaced with aftermarket components within factory dash arrangement and addition supplementary instruments may also be installed.

**Upholstery / Seats:** Original trim shall be maintained. Door trims may be modified for minimal clearance for the rollcage. Carpet and roof lining are optional.

Customised seats permitted providing the front seats are replaced with no less than two bucket seats that are fully upholstered. Rear seat optional.

**Driver Location:** Driver must be in stock location.

**Windshield and Windows:** Must be in good condition and may be fully operative. All non operative windows must be permanently closed.

Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace the original glass.

Windscreen if replaced must be clear colourless Polycarbonate not less than 3.0 mm (1/8 inch) thickness and installed using factory type mouldings.

**Weight Removal:** The removal of inner panels from bonnet, boot lid and other areas is strictly prohibited. Bonnet hinges may not be removed and may only be modified for clearance of ancillary components.

**Ballast:** Permitted. Refer Frame and Chassis, Ballast.

**Bonnet Scoops:** Permitted. Bonnet scoops must not exceed 254 mm (10 inches) in height.

**Chassis:** The OEM stock automobile frame (chassis rails) for body used must be retained, (and may not be removed/replaced/reconstructed) forward of the rearmost point of the front door.

Chassis may be reconstructed rearward of the rearmost 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 inches) x 75 mm (3 inches) material, or any permitted material suitable for construction in the Rollage and Chassis section running longitudinally between the OEM stock front frame (chassis rails) and rear sub frame (back half).

The fitment of any additional floor bars and/or floor reinforcement (including floor bracing rollage components) forward of the rearmost point of the front door lower than sill height, are deemed to be floor/chassis strengthening members and will render the vehicle non-compliant for Modified Production.

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

**Body:** Must be an OEM production car body.

Modifications altering the contour of the body are not permitted.

Original grille must be retained, but may be covered from behind to prevent air from passing through.

Full stock headlights and tail lights must be retained, but need not be operative.

The replacement of panels with fibreglass or composite material, Aluminium or other materials is only permitted for pre-1986 vehicles and limited to bonnet and front guards, otherwise not permitted except as noted in these rules.

Floor may be reconstructed from rearward of the rear most point of the front door, in Steel of the same gauge as original.

OEM floor from forward of the rearmost point of the front door may only be removed and reinstalled\* (using the same techniques and material as the OEM) for rollage installation and/or any necessary repairs required after an accident causing damage to the floor and/or genuine rust repairs.

\*reinstalled can mean either of the following;

- Reinstalled and reconstructed using the same OEM parts that have been removed from the race vehicle.
- Reinstalled and reconstructed using OEM parts from a same year/make/model donor car.

In all cases, where the floor from forward of the rearmost point of the front door is removed and reinstalled, an application in writing, along with the relevant images and measurements, to technical@andra.com.au is required prior to any floor work starting. The images and measurements provided must then be verified by an ANDRA Official afterwards when the floor work is completed to confirm class compliance.

Inner front wheel arch area may be clearanced to accommodate industry standard front tyres up to 26 inches (660 mm) in diameter.

Front transmission tunnel may be removable and reconstructed forward of the front universal joint. The new transmission tunnel should attempt to maintain appearance of original contour with allowance given for swapping between transmission types and makes. The maximum length of any reconstructed tunnel is 44 inches (1117 mm) from the rear of the engine block and any alterations to the existing tunnel is limited to the area within 44 inches (1117 mm) from the rear of the engine block.

Convertibles, Panel Vans, Utilities (Utes) and closed Sports Cars may compete in this class providing all requirements are met. All competitors utilising a Utility (Ute) type body configuration must ensure that the tailgate remains closed during competition.

Aftermarket panels must retain OEM appearance and OEM shape. Single or multi-piece front clips prohibited.

**Bumpers:** Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

**Rear Axle:** Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted.

**Wheelbase:** Must meet manufacturer's specifications, and must not vary from left to right more than 25 mm (1 inch).

**Steering:** Properly fitted rack and pinion steering may replace other types. Left or right hand drive permitted.

**Self Starting:** Required. Push starts not permitted.

**Night Lighting:** Required.

**Transmission:** Aftermarket or OEM manual transmissions to a maximum of four forward speeds permitted in the relevant classes.

Transmission must remain in conventional location determined by engine used.

Automatic transmissions using a clutch in place of the torque converter are acceptable in manual classes.

All automatic classes limited to automotive based OEM planetary transmission (refer Definitions, "OEM Planetary Transmission") of up to three speeds using a torque converter.

All /MP classes may use a 4 speed clutchless transmission with a weight penalty of 100 lbs (45.36 kg) to be applied.

All /MP classes may use a 5 speed clutchless transmission with a weight penalty of 150 lbs (68.04 kg) to be applied.

**Clutch:** Multi-Stage / Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot.

Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

**Wheels / Tyres:** Rear tyres may not protrude more than 50 mm (2 inches) past a 50 mm (2 inch) flared guard measured at top of tyre.

Fenders may be cut to accommodate tyres.

**Brakes:** Four wheel hydraulic brakes required as a minimum.

**Suspension:** Front suspension may be raised or lowered and limiters may be used, but all pivot points must remain unaltered.

Replacement of suspension components with stronger units permitted, but lightening of original units not permitted.

Sway bar may be removed. Crossmembers / K-Frame may be replaced or the original may be modified for adequate sump / ancillary clearance, where strength is not compromised and suspension mounting points remain in their original positions relative to the vehicle.

Original suspension components may be strengthened.

Rear suspension must be operative automotive type equipped with a minimum of one hydraulic shock absorber per wheel. Fabricated rear suspensions permitted.

**Rollcage:** The fitment of an SFI specification chassis/rollcage, will render the vehicle non-compliant for Modified Production due to the addition floor bracing required for SFI compliance.

**Licence Requirement:** Group 2 UDL as a minimum.

**Technical Inspection and Vehicle Logbook:** Required.