



ANDRA Extended Scrutineering Program

The ANDRA Extended Scrutineering Programme was introduced in 2003 after trials at major events. The system is intended to place more emphasis on the Entrant / Driver / Rider to present a vehicle that complies with all relevant safety and class regulations, and to make the pre-race scrutineering process more efficient. At larger events, a sample of the entry must undergo inspection by the Scrutineers while at smaller meetings all entries are checked.

POLICY CONTENTS

Section	Item
1	Definitions
2	Administration Procedure
2.1	Entry Administration
2.1.1	Function of Entry Administration
2.1.2	Other Event Officials Administration
3	Competitors Declaration
4	Audit Procedure
4.1	Random Audit
4.2	Reasonable Grounds Audit
4.3	Audit Documentation
4.4	Scrutineer Accreditation
5	Event Levels
6	Penalties
6.1	Minor Infringement
6.2	Major Infringement
	Event Administration Flow Chart
	Sample Competitors Declaration
7	7.3 National Index Policy

I. DEFINITIONS

In this Policy:

“Agent”	<i>means a party engaged by the Competitor to inspect an entered vehicle on behalf of that Competitor.</i>
“Chief Scrutineer”	<i>means the nominated head of the Scrutineering Officials.</i>
“Competitor”	<i>means the ANDRA Licence holder who participates in motor racing activity conducted by or under the auspices of ANDRA.</i>
“Competitor Declaration”	<i>means the documentation to be completed and signed by the Competitor declaring compliance to minimum Safety and Class Eligibility requirements as detailed in the ANDRA Rulebook. Junior Dragster Competitors will require the noted Parent or Guardian to sign the Competitor Declaration on their behalf.</i>

“Compliance Audit”	means the process of verifying an entered vehicle and associated equipment for compliance to minimum Safety and Class Eligibility requirements as detailed in the ANDRA Rulebook, as declared by a Competitor on the Competitor Declaration form.
“Compliance Sticker”	means the sticker issued by Track Administration to display on a vehicle that has been accepted to participate at an ANDRA event.
“ESP”	means the Extended Scrutineering Program
“Indemnity Statement”	means a document signed by the competitor stating that he or she is fully aware of, and accepts the risks and dangers associated with drag racing participation.
“Logging”	means the recording of a non compliance to ANDRA regulations in the Competitors Log Book.
“Major Infringement”	Means a Non-Compliance identified during a Compliance Audit that directly effects the Competitors Safety.
“Minor Infringement”	means a Non-Compliance identified during a Compliance Audit that does not directly effect the Competitors Safety
“Non Compliance”	means an item or component found to not meet the minimum Safety and Class Eligibility requirements as detailed in the ANDRA Rulebook
“Non Safety”	means any item that does not effect Driver safety
“Safety – Critical”	means any item that has a direct effect on the Drivers safety and the ability to avoid or survive an accident/incident.
“Safety – Non Critical”	means any item that does not directly affect Driver safety.
“Scrutineer”	means an accredited Official who is responsible for the conducting of Compliance Audits, under the direction of the Chief Scrutineer.
“Technical Inspection”	means a periodical detailed chassis and component inspection to scrutinize compliance to Safety regulations as specified in the ANDRA Rulebook
“Track”	means an ANDRA sanctioned Drag Racing facility

2. ADMINISTRATION

The ESP requires administration at various levels. Track Management are responsible for the identification of competitors requiring a Compliance Audit at pre-entry events, and will also require a process for random selection at events with entry on the day.

2.1 Entry Administration

The competitor entry process can be managed at a designated area, with easy access for all competitors and crews, to handle tasks such as entry form confirmation, Indemnity statement and wrist band issue, Credentials check, Competitor Declaration receipt and issue of the designated Compliance Sticker, where appropriate.

2.1.1 Function of Entry Administration Officials

The Entry Administration Officials must be fully conversant with the parameters and obligations associated with signing the required disclaimer, and be able to answer any queries from persons signing the Indemnity statement.

The functions of the Entry Administration Officials are to;

- Confirm the entry details of Competitors,
- Assist Competitors, Officials and Crews with completion of the Indemnity statement, issue the appropriate wrist bands / credentials, scrutinise ANDRA Licences and Logbooks, and confirm that both documents, where required, are;

- valid / current,
 - appropriate for the application (e.g. a GOL endorsed for Top Fuel for an entrant in the Top Fuel Bracket),
 - free from outstanding Logbook entries. (Where the most recent Logbook entry states “To be Audited”, a Compliance Label should not be issued, and the competitor should be referred to the designated scrutineering area/official for Compliance Audit/Inspection.
- Witness the signing of the Competitor Declaration and advise competitors on the parameters and obligations associated with signing the required documentation if requested.
 - Identify competitors who have been randomly selected for a Compliance Audit, and advise them to present to the scrutineering area/official for inspection.
 - Issue a Compliance Sticker, where appropriate.

2.1.2 Other Event Officials Administration

All relevant Track Officials must be advised of the format of Compliance Sticker for that event. They must then ensure that all competitors have the appropriate Compliance Sticker before taking part in competition or qualifying time trials.

3. COMPETITORS DECLARATION

- The competitor will be required to complete and sign a declaration at any ANDRA event.
- The declaration should include a checklist of declared Safety and Class Compliance items as required under the Rules and Regulations of ANDRA for the particular vehicle.
- The declaration can be incorporated into the Entry Form or alternatively a separate form can be used.
- When a competitor is selected for a Compliance Audit, a declaration must be presented to the Compliance Auditor at the time of inspection.

NB: All items on the Competitors Declaration MUST be marked with either a tick (✓), which indicates that the item is declared as checked by the competitor, or a cross (X) which indicates that the item is “Not Applicable” to the competitors vehicle.

4. AUDIT PROCEDURE

- The Extended Scrutineering Program (ESP) has replaced the practice of Scrutineering 100% of the vehicles at all ANDRA events.
- One of the motives for the ESP is to place the responsibility and legal liability for vehicle preparation and maintenance with the competitor.

- The ESP system also;
 - allows Scrutineers more time to perform more in-depth inspections, without the pressure of processing a large volume of vehicles, and;
 - reduces the amount of time required at the start of an event, and;
 - free's Track Officials to perform other duties.

4.1 Random Audit

- A process of random selection is required for this process. The use of a simple Microsoft Excel program or simply pulling the numbers out of a hat is the most efficient way to ensure a random process. Track Administrators should have access to a PC, so the first option would be the desired one. A random selection procedure ensures fair application of the audit process, without the suggestion of victimisation.
- Depending on the level of event, keeping in mind that any vehicle with a logging will also be required to present to scrutineering for inspection, the required minimum of randomly identified vehicles is 10% of entry or 20 vehicles. **The Random Audit figure is a MINIMUM. Tracks may choose to Audit 100% of entry, while still operating within this policy.**
- Class eligibility audits may also be performed during an event.
- Any vehicle found to be non-compliant will be logged and potentially disqualified from the event, for the infringement, along with further action as identified in section 6 of this document, depending on the severity of the offence.
- When logging an item in a competitors Logbook, the wording should be; **“To be Audited”**
- Consistency in this wording will help in the Administration process in identifying Competitors that require a Compliance Audit at their next event.

4.2 Reasonable Grounds Audit

- In circumstances where a vehicle is displaying poor handling, or it is observed that a vehicle clearly does not comply to one or more of the relevant minimum Safety and Class Eligibility requirements as detailed in the ANDRA Rulebook, the Senior ANDRA Steward or Meeting Director may direct the Competitor to the Scrutineering Area for a Compliance Audit.
- In this circumstance, the issued Compliance Sticker must also be removed at the time of advising the relevant Competitor. The Vehicle may take no further part in the event until scrutinised at a Compliance Audit and a new Compliance Sticker issued if appropriate. **It is the responsibility of the Senior ANDRA Steward or the Meeting Director or their appointed representatives only.**

4.3 Audit Documentation

The documentation used for Compliance Audit's must provide a record of all the Audits that were carried out during the course of an event. The records must give a clear paper trail showing compliance with all relevant minimum Safety and Class Eligibility requirements as detailed in the ANDRA Rulebook, and most importantly be easy to complete.

The minimum Documentation required is;

- A record of Audits carried out
- A record of Non-Compliances for the event,
- A Non-Compliance form to advise the Senior ANDRA Steward of the breach of regulations.

4.4 Scrutineer Accreditation

From October 2004 all Officials responsible for Scrutineering duties must be appropriately accredited by ANDRA, as authorised Compliance Auditors.

5. EVENT LEVELS (ESP REQUIREMENT)

The application of this policy in its entirety is subject to event level and track grading. The following applies;

Event Level	Audit Sample
• National Championship events	<i>10% of entry or 20 vehicles minimum</i>
• Regional Championship events	<i>10% of entry or 20 vehicles minimum</i>
• National Open events	<i>10% of entry or 20 vehicles minimum</i>
• Pro-Am events	<i>50% of entry or 50 vehicles minimum</i>
• Bracket events	<i>100% of entry</i>
• Test and Tune events	<i>100% of entry</i>
Track Grading	Audit Sample
• International	<i>10% of entry or 20 vehicles minimum</i>
• National	<i>10% of entry or 20 vehicles minimum</i>
• Regional	<i>Limited to 100% of entry</i>
• Temporary	<i>Limited to 100% of entry</i>

NB: Regional and Temporary sites are required to audit 100% of entries unless otherwise approved by ANDRA.

Requests for exemptions should be made in writing to the ANDRA Office.

6. PENALTIES

Vehicles found with a Non-Compliance during an inspection, irrespective of whether it was selected for the Audit or not, must be acted upon.

Where a defect could have reasonably been missed by the Competitor, and can be rectified within a reasonable timeframe, then the Scrutineer has the discretion to allow this with no further action.

NB: The goal is to ensure safety requirements are met, not to prevent vehicles from competing.

6.1 Minor Infringement

Where a Category Two or Three Non-Compliance is identified and found to be easily rectified, the competitor will have the infringement briefly noted in their Logbook along with the statement; **“TO BE AUDITED”**. **This Log Book statement will also result in the Competitor to being required to present to the Scrutineering Area at the next event for a Compliance Audit.**

6.2 Major Infringement

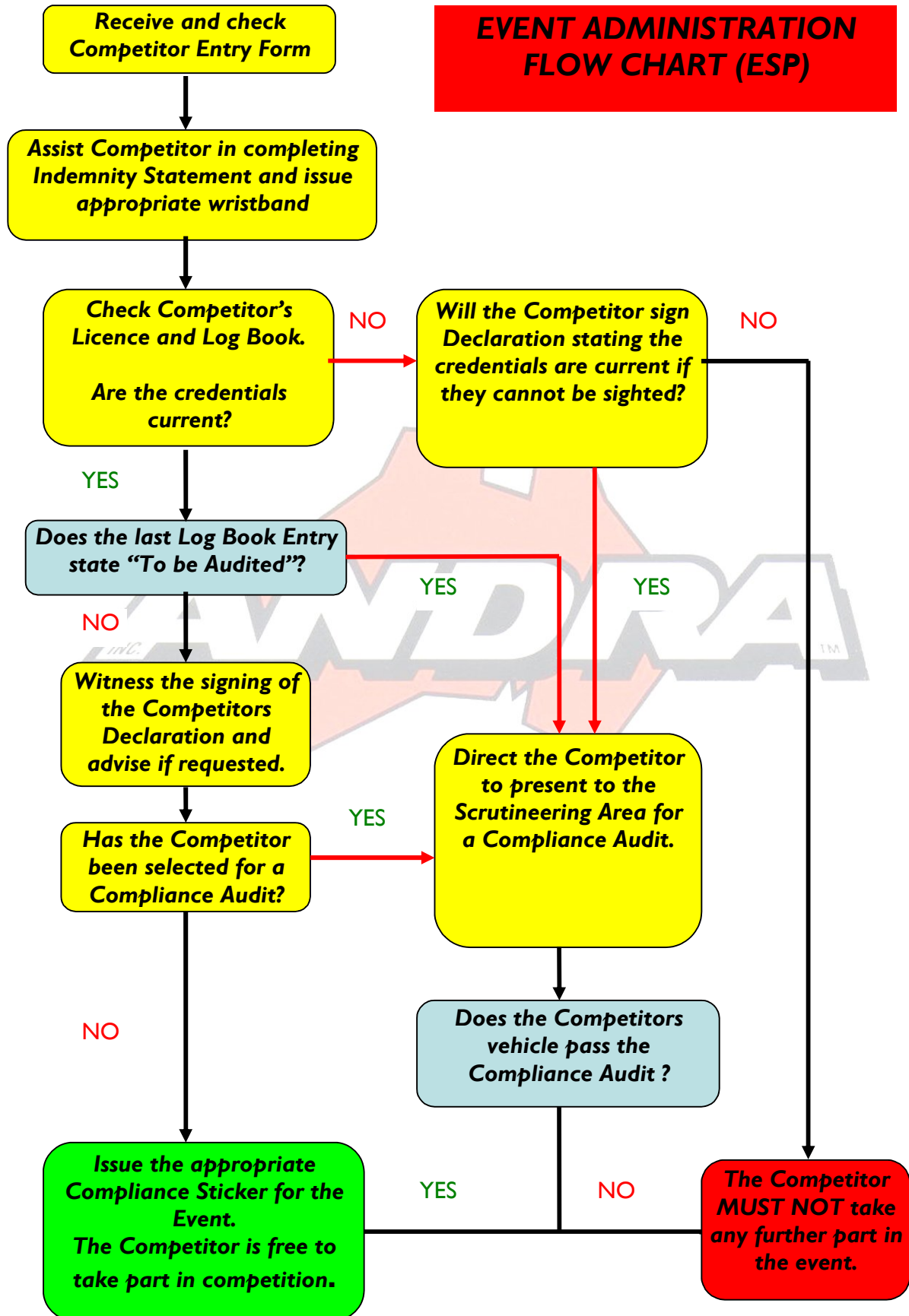
Where a Non-Compliance is either re-occurring, or a Category One infringement, the following should apply.

- The Chief Scrutineer and the Senior ANDRA Steward should be advised as soon as practical.
- All Major Infringements carry a mandatory “on the Spot” penalty as follows;
 - **First Offence – 3 month Suspension of Licence privileges and a \$500 fine**
 - **Second Offence – 12 months Suspension of Licence privileges and a \$1000 fine**
 - **Third Offence – Indefinite Suspension of Licence privileges and a \$5000 fine**

NB: All fines and suspensions are “On the Spot”. An Appeal to the fine and suspension must be lodged with ANDRA before the completion of the event concerned.

7. DOCUMENTATION

7.1 Event Administration



7.2 Sample Competitor Declaration

ESP - COMPETITOR DECLARATION

SECTION A

I _____ (please print)

of _____

hereby state that I or my agent have inspected the vehicle against all items ticked in Section B of this form and confirm that the entered vehicle complies with all relevant minimum Safety and Class Eligibility requirements as detailed in the ANDRA Rulebook. The vehicle will be made available for Compliance Audits as requested by the appointed Officials.

SECTION B

Category One – Safety Critical

- | | | |
|--|---|--|
| <input type="checkbox"/> Helmet | <input type="checkbox"/> Steering system | <input type="checkbox"/> Throttle Return |
| <input type="checkbox"/> Protective Clothing | <input type="checkbox"/> Suspension system | <input type="checkbox"/> Fire extinguisher |
| <input type="checkbox"/> Safety Harness | <input type="checkbox"/> Seat and mountings | <input type="checkbox"/> Fire System |
| <input type="checkbox"/> Roll over protection | <input type="checkbox"/> Wheels/Tyres | <input type="checkbox"/> Braking system |
| <input type="checkbox"/> Bellhousing/Auto Trans Shield | | |

Category Two – Safety Non Critical

- | | |
|---|--|
| <input type="checkbox"/> Engine & Transmission | <input type="checkbox"/> Fuel tank/lines |
| <input type="checkbox"/> Clutch & Flywheel | <input type="checkbox"/> Liquid Overflow |
| <input type="checkbox"/> Neutral Safety Switch (auto trans) | <input type="checkbox"/> Lower Engine Containment Device |
| <input type="checkbox"/> Battery/Battery Mounting | <input type="checkbox"/> Lubrication & Cooling System |
| <input type="checkbox"/> Battery Isolation Switch | <input type="checkbox"/> Firewall |

Category Three – Class Compliance and Non Safety

- | | |
|---|---|
| <input type="checkbox"/> Engine capacity & components | <input type="checkbox"/> Supercharger Overdrive |
| <input type="checkbox"/> Transmission Type | <input type="checkbox"/> Electronic devices |
| <input type="checkbox"/> Body Dimensions & Aerodynamics | <input type="checkbox"/> General vehicle presentation |
| <input type="checkbox"/> Fuel Blend* <input type="text"/> | <input type="checkbox"/> Licence Number & Class display |

✓ = Item checked X = Not applicable *Please note Fuel Blend

I am aware that where any breach of the Rules and Regulations of ANDRA is found during a Compliance Audit I render myself liable to Tribunal Action and/or appropriate penalties and my signature below indicates my acceptance of this undertaking.

Licence Number _____ Bracket _____ Class _____

Signature _____ Date _____

Witness _____ (please print)

Signature _____ Position _____ (please print)

National Index POLICY / PROCEDURES

7.3

- 1. PURPOSE:** The purpose of this procedure document is to clearly describe the calculation of National Class Indexes and operation of the Index Control procedure used for handicapping Group Two categories in Australian National Drag Racing Association competition.
- 2. SCOPE:** This procedure shall clearly set out the basis for calculation of National Indexes, time frames for their application, method of adjustment at national and event level, and operational procedures.
- 3. RESPONSIBILITY:** The ANDRA Technical Officer, who is responsible to the National Control Council, is responsible for the calculation of National Indexes, including the collation of the necessary statistics.

An Index Review Committee, appointed periodically by the ANDRA National Control Council (NCC), will monitor the operation of the system, making recommendations for change to the NCC, and undertaking tasks associated with maintenance of the system as directed by the NCC.

The NCC is the body responsible for instituting any changes to the system.

4. DEFINITIONS

- Group Two** Three categories of ANDRA Championship Drag Racing competing on class performance based handicaps.
- Class Record Minimum** An elapsed time figure established with the introduction of a new class, or in cases where a heavier or less powerful class of similar specification sets a lower elapsed time record.
- National Class Indexing System** The system by which class indexes are set for ANDRA Group Two competition at all events where these vehicles compete under ANDRA Permit.
- National Record** The best performance for each ANDRA Championship class, established at specified events using set criteria.
- ET** Elapsed Time for a vehicle traveling between the start line and finish line, measured electronically.

Index Control

A method of temporary adjustment to the National Class Index of an individual competitor during eliminations at an event, determined by that individual's performance.

5. HISTORY

In September 2005, the Class Index System covered by this document replaced an earlier event performance based process. The Index Control process applied during events was retained without changes. At the same time, a range of separate classes for vehicles in Competition and Super Stock using OEM based automatic transmissions and torque converters were introduced, with initial indexes set at .15 seconds slower than their manual transmission counterparts. The relationship between the automatic and manual classes was used for the initial setting of indexes only, and will not apply in the future.

6. NATIONAL CLASS INDEX CALCULATION

6.1 Naturally Aspirated Classes

For all classes in Competition Bike and Super Stock, and naturally aspirated classes in Competition Eliminator, a factor of 0.5 seconds will be added to the relevant ANDRA National Elapsed Time Record to produce the Class Index.

6.2 Supercharged Competition Classes

For all supercharged classes in Competition Eliminator, a factor of 0.6 seconds will be added to the relevant ANDRA National Elapsed Time Record to produce the Class Index.

6.3 Group One Classes

For Top Alcohol, Top Doorslammer, Top Bike, Pro Stock and Pro Stock Motorcycle, a factor of .05 seconds will be added to the relevant ANDRA National Elapsed Time Record to produce a Class Index for competition in ANDRA Group Two competition at non-championship events.

6.4 Application of New Index

Where the ANDRA National Elapsed Time Record is reset for any Group Two class, the adjusted Class Index will be applied to competition 10 days after the date of re-setting.

6.5 Publication

Revised ANDRA National Record listings, including Class Indexes for Group One and Two classes, will be circulated as soon as practicable after each record setting event unless no changes are necessary, and posted on the ANDRA Online website within seven days.

7. ANDRA NATIONAL RECORDS

7.1 Record Setting Criteria

All ANDRA National Elapsed Time Records will be set using the standard ANDRA criteria. Normal post race inspection will be compulsory and the record will be adjusted. In cases where the vehicle in question is found to be ineligible, the existing record will remain and the normal penalties will apply.

7.2 Record Hierarchy

Where class specifications vary only in aspects of vehicle weight or engine capacity, an elapsed time hierarchy will be applied. In cases where a heavier vehicle, or one with a smaller engine capacity resets an elapsed time record, the record for the class above, as defined in Section 7.6, will be reset to a minimum, with appropriate adjustment to the relevant Class Index.

7.3 Record Minimums – New Classes

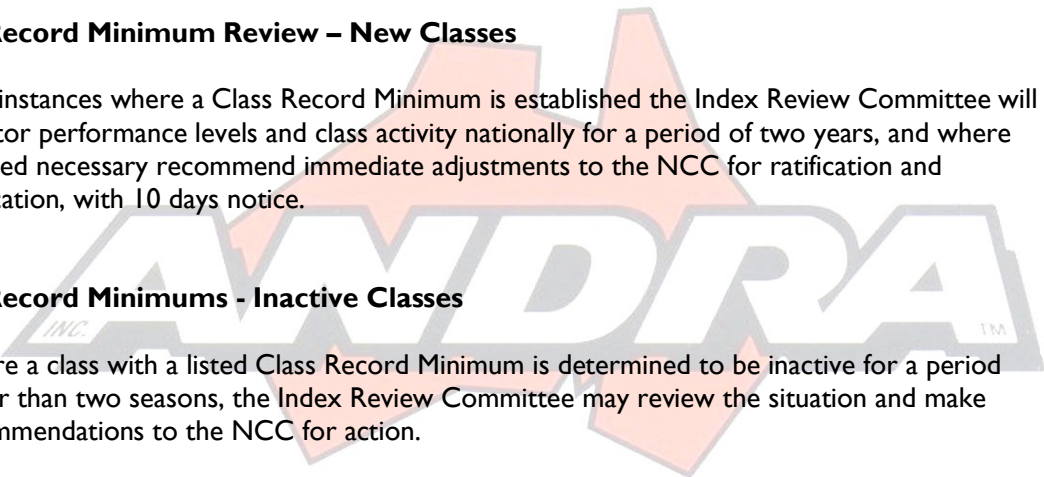
Where a new ANDRA Group Two class is introduced, or the specification of an existing class is altered in a way that may affect performance, the NCC may direct the Index Review Committee to consider the potential performance of the class and establish the initial Class Record Minimum, which will determine the initial index.

7.4 Record Minimum Review – New Classes

In all instances where a Class Record Minimum is established the Index Review Committee will monitor performance levels and class activity nationally for a period of two years, and where deemed necessary recommend immediate adjustments to the NCC for ratification and application, with 10 days notice.

7.5 Record Minimums - Inactive Classes

Where a class with a listed Class Record Minimum is determined to be inactive for a period longer than two seasons, the Index Review Committee may review the situation and make recommendations to the NCC for action.



7.6 Record Hierarchy (Table One)

COMPETITION		SUPER STOCK		COMPETITION BIKE	
Class	No Slower Than	Class	No Slower Than	Class	No Slower Than
AA/D	BB/D	A/G	B/G	AA/CB	B/CB
BB/D	CC/D	A/GA	B/GA	BB/CB	C/CB & A/AB
BB/DA	CC/DA	B/G	C/G & G/GA	CC/CB	D/CB & B/AB
CC/DA	Nil	B/GA	C/GA & G/GA	DD/CB	B/AB
A/D	B/D	C/G	D/G & A/MP	A/CB	Nil
A/DA	B/DA	C/GA	D/GA & A/MPA	B/CB	B/AB & B/SB
B/D	C/D	D/G	E/G & B/MP	C/CB	C/SB
B/DA	C/DA	D/GA	E/GA & B/MPA	D/CB	B/SB
C/DA	Nil	DD/G	Nil	P/CB	C/SB
AA/A	BB/A	DD/GA	Nil	A/SB	B/SB
BB/A	CC/A	RR/G	Nil	B/SB	C/SB
BB/AA	CC/AA	RR/GA	Nil	C/SB	Nil
CC/AA	Nil	E/G	F/G & C/MP	TB	AA/CB
A/A	B/A	E/GA	F/GA & C/MPA	PM	Nil
A/AA	B/AA	F/G	C/MS		
B/A	C/A	F/GA	C/MSA		
B/AA	C/AA	G/GA	Nil		
C/AA	Nil	A/MP	B/MP & A/MS		
AA/FC	BB/FC	A/MPA	B/MPS & A/MSA		
BB/FC	Nil	B/MP	C/MP & B/MS		
BB/FCA	Nil	B/MPA	C/MPA & B/MSA		
AA/AP	BB/AP & AA/G	C/MP	Nil		
BB/AP	BB/G	C/MPA	Nil		
BB/APA	BB/GA	A/MS	B/MS		
A/AP	Nil	A/MSA	B/MSA		
A/APA	Nil	B/MS	C/MS		
AA/G	BB/G	B/MSA	C/MSA		
BB/G	CC/G	C/MS	Nil		
BB/GA	CC/GA	C/MSA	Nil		
CC/G	Nil	H/MS	B/MS		
CC/GA	Nil	H/MSA	B/MSA		
TA	AA/D	PRO	B/G		
T/D	AA/AP				

8. EVENT INDEX CONTROL

The Index Control process is used to lower the individual handicaps of better performers during eliminations at each event, to deliver a fairer balance for competition. Qualifying at race events is not subject to Index Control. At the close of each event all competitors revert to the National Class Index.

8.1 Index Control

During an event, half of the amount that a competitor goes under the class National Index during the first round of racing (eliminations), will be subtracted from that competitor's National Index for the second round. This new index applies to the competitor in question only and not all vehicles in that class on the day.

This process continues through the rounds. Once the Index Control has determined a new index for the next round for any competitor, that index figure may not go backwards (ie softened) as the rounds progress.

National Class Index	9.0	Established at .5 or .6 seconds over the current National ET Record
Best Qualifying ET	8.6	

Round One Index	9.0	NB: Qualifying not included in calculation.
Round One ET	8.8	
Round Two Index	8.9	ie: $9.0 - [0.5 \times (9.0 - 8.8)]$,
Round Two ET	8.85	
Round Three Index	8.9	NB: Index does not go backwards during an event.
Round Three ET	8.6	
Round Four Index	8.8	ie: $9.0 - [0.5 \times (9.0 - 8.6)]$ Calculation is always based on National Class Index – <u>not the adjusted index from a previous round.</u>
Round Four/Final ET	8.6	

Index for next Event	9.0	There would be no change as none of the elapsed times during qualifying or eliminations were under 8.5.
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For clarity, the following example is provided;