

Rule changes for 2013

The following is a list of intended rule changes for introduction in the 2013 season, or for introduction or consideration at a later time;

Non-Championship and Exhibition Vehicles

ALL Exhibition classes that run Supercharged, Turbo, Nitros, Nitro applications require Group 2 UDL Licence. All exhibition vehicle drivers will be required to have an ANDRA licence of a level to a similar race vehicle class.

Exhibition vehicles will require Technical Inspection and Logbook to be eligible to run at any ANDRA sanctioned event.

Penalties will be introduced to cover exhibition vehicles depositing foreign matter on the track.

Wording for UDL Grp2 and Grp3 licences rewritten in rulebook to provide better clarity.

Junior Dragster Exhausts

All junior dragsters are required to have exhaust pipe or muffler fitted with a 45 degree angled exhaust tip welded on the end with the exhaust tip directed downwards. Exhausts must be as near as practical to horizontal (parallel to ground) and parallel to the vehicle centreline.

Junior Dragster Qualifying and Seeding

JD class cut-off times are based on;

A/JD=8.00, B/JD=8.50, C/JD=11.90

Vehicles running between the following class times during qualifying will be placed at the bottom of the field until being able to post a qualifying time within the class limits;

A/JD - 7.900 - 7.999

B/JD - 8.400 - 8.499

C/JD - 11.800 - 11.899

- **JD Top Qualifier and seeding allocations** will be based on the competitor who is closest to their respective class cut-off regardless of class.
- **JD Qualifier Allowance – First Offence Warning**

A first offence warning will be introduced during qualifying sessions. A two-tenths of a second margin will be allowable during qualifying sessions only. Competitors will not be disqualified if one of their runs during qualifying is within two-tenths of their respective class;

A/JD – 7.80, B/JD – 8.30, C/JD – 11.70

This allowance is for one run per qualifying session only. Multiple infractions within the two-tenth tolerance will result in disqualification. Any competitor running faster than the two-tenth allowance will be disqualified immediately with no further action taken.

Altered Bike

A new class named Altered Bike will be added to the Group 2 Competition Bike Eliminator

Rule Intent

A workgroup is to be sourced from all divisions, to deal with capturing the original rule intent on historic rulings. Long-term, a supporting document will be produced to cover 'Rule Intent' to supplement the ANDRA Rulebook.

Age Limits

Junior Dragster Crew Members aged between 8 and 14 years must be supervised by an adult crew member.

Abuse of Officials

Existing rule to be reworded to read 'At any time' and 'Offenders will be subject to tribunal action.'

Grand Final Event

Concept supported but not practical at this time

Blue Card / Police Checks

Concept supported, will be investigated further prior to implementation

SSL Licence Issuing

Reference to 'Permanent' racing number to be removed, and replaced with 'Temporary race number'. SSL renewals not to be made at track. SSL application at track is for 'new' applicants only. Penalties will be imposed on false declarations.

Radio Headsets for ANDRA Officials

Operations Manager is investigating funding.

Burnout Disqualification

Rule to be reworded so that 'Any recognised start-line official' can enforce the burnout rules.

PDF Rulebook

General Regulations and Licencing requirements will be made available in electronic format for downloading from the ANDRA website.

Top Bike #1 Plate Honours

Concept for a separate Number 1 plate to be awarded to TB/T champion was not supported as this is not done in similar eliminators such as Top Alcohol.

New Class - 4cyl Forced Induction Dragster

Rule submission for a new class to accommodate 4 cylinder forced induction dragsters will require further work before implementation. Implementation is expected for the 2014 season.

Top Sportsman Eliminator – Closing speeds of vehicles

The possibility of another GRP3 eliminator and or modifying current GRP3 eliminator ET cut-offs to resolve issues of closing speeds is under review, with possible changes to take place for 2014 season.

SCO Cut-Offs

The proposed change to SCO cut-offs to lower the limit to 6.00 was not supported in order to maintain gap between Competition Eliminator.

Group 2&3 Handicap Name, Group 2 Handicap Factor and Group 2 Bonus Points

All Group 2 classes will have a handicap factor of 0.5 seconds

Group 2 Index to be renamed Group 2 Class Handicap

Group 3 handicap to be renamed to DYO Handicap

Bonus points for Group 2 for Top Qualifier and Record Setting (ET and MPH). 10 Points to be awarded to Top Qualifier, 5 Points for ET Record, 5 Points for MPH Record. Group 2 Top Qualifier and Record Setting bonus points will not be counted towards John Storm Memorial trophy.

Any new class will not have its minimum affected by hierarchy until such time as a record is set in that class for the first 2 years.

Points Allocations in smaller fields

Points system to be altered to allow for smaller fields, however Super Stock, Super Compact and Competition Eliminators must remain separated (no mixing of fields). Minimum of 6 qualifiers in class.

Reaction Times will be displayed

Proposal that reaction times should not be displayed to racers during eliminations.

The concept of separate viewing boards visible only to spectators could be a solution, but the application of this is not practical as separate viewing boards would need to be supplied by tracks.

SCO Pro Tree

Not supported in handicap classes, Pro Trees are intended for 'Heads-Up' Eliminations only. ANDRA Board to discuss further at a later time.

Top Bike – New class for alcohol fuelled bikes - Procomp

Not supported, Top Fuel by definition is Nitromethane based.

Nitro Fuelled Motorcycles – New class for Comp Bike

Not supported, competition bike already provides a pathway to Top Bike, Nitro should be reserved for Group 1 only.

Top Doorslammer / AP Body rules

The ANDRA Board has endorsed the ATDA vote for a 45 inch front overhang, which will be introduced from start of 2013 season.

Existing body rules for Altered Production and Top Doorslammer to be reviewed and aligned to allow transition between Group 1 TD and Group 2 AP by 2015.

Wording for AP and TD wheelbase requirements will be reworded as;

“OEM vehicle wheelbases with less than 115 inches may be lengthened between OEM and 115 inches,

OEM vehicle wheelbases with more than 115 inches may be shortened between OEM and 115 inches,

Vehicles with OEM wheelbase above 115 inches must not exceed the OEM wheelbase”

Rules Submission Policy

Policy to be reviewed and altered to; ‘allow ANDRA Board to introduce changes to rules at any time in the interests of progression of the sport’.

UDL Licence requirements

Minimum age for UDL will be lowered to 17 years of age. No requirement for holding a civil drivers licence. A separation of UDL into Group 2 UDL and Group 3 UDL, to distinguish the two levels of UDL.

Issuing of Tech Stickers and new vehicle builds

New processes for technical inspections and new vehicle build inspections are being developed for introduction during the 2013 season.

Illegal component usage

Consultation will take place with racer groups to determine a list of allowable and illegal components based on common practices within each eliminator. A list of allowable and illegal devices / components for each eliminator will be published on the ANDRA website. Any vehicles found to have any illegal devices fitted whether active or not will be disqualified and face tribunal action.

Altered Production Weightbreaks – AA/APIA and AA/API

A revised weight-break of 6.50 lbs./cu. Will apply to AA/APIA and AA/API from the commencement of the 2013 season.

The maximum weight for Altered Production vehicles running in A/AP, A/APA, B/AP, B/APA, C/AP and C/APA is now 2600lbs.

New Class for Super Compact

Introduction of a new class to accommodate V8 EFI / Turbocharged / Nitrous vehicles for 2013 season. NRC will develop class requirements.

Oz Modified Tread Width

Tyres stamped as 28x9 are allowed a maximum tread width of 9.5 inches

Oz Modified Minimum Weights and additional classes

Maintain AA/OM minimum weight at 2400lbs - (Strikeout Triple Rotor - insert 6 cylinder (4.0 litre max)

Strikeout BB/OM

Introduce new class CC/OM for 4 cylinder with minimum weight to 2100lbs.

Introduce new class RR/OM for Twin Rotor minimum weight of 2100lbs.

Introduce new class RRR/OM for Triple Rotor minimum weight of 2400lbs.

Sports Modified Minimum Weights and additional Classes

Maintain AA/SM minimum weight at 2400lbs for 6 cylinder (4.0 litre maximum), restricted to 2 wheel drive.

Maintain BB/SM minimum weight at 2200lbs for Triple Rotor, restricted to 2 wheel drive

Increase CC/SM minimum weight to 2200lbs for Twin Rotor / 4 Cylinder, restricted to 2 wheel drive.

Introduce new class DD/SM for 6 cylinder (4.0 litre maximum) with a minimum weight of 2800lbs for All Wheel drive. DD/SM class handicap set to 8.06.

Introduce new class EE/SM for 4 cylinder with a minimum weight of 2400lbs for All Wheel drive. EE/SM class handicap set to 8.44.

Delay Devices

Rulebook to be reviewed on the Delay Devices section.

Traction Control

'Closed loop functions, reactive controls (including traction control) or slew rate ignition control are not allowed in any form' in any class.

Street registered vehicles built after December 2012 will require ESC (electronic Stability Control) fitted as mandatory under ADR (Australian Design Rules), vehicles meeting this requirement will be acceptable in ANDRA street classes not exceeding 10.00 seconds (1/4 mile) or equivalent. Vehicles meeting these requirements will not be considered to have any performance advantage over vehicles that do not have ESC as standard.

Fire Suppression System requirements

Fire extinguisher system section to be reviewed, references to particular systems removed, Any fire suppression system allowed providing it meets federal regulations. An allowance for manufacturers to appoint Australian service agents to carry out inspections and certifications will be made.

New ruling; 'Any enclosed vehicle faster than 8.00 seconds (1/4 mile) must have a serviceable fire suppression system of a minimum 5lb capacity (10lb recommended) installed unless specified otherwise by class regulations'. Current ruling for 8.99 composite bodies will still apply. Vehicles fitted with 'Halon' systems will require individual exemption from the Australian Federal Government Environment Department;
<http://www.environment.gov.au/atmosphere/ozone/ods/halon/essential-uses.html> prior to being allowed in competition.

ECU Section

'No reactive functions allowed', 'All functions must be preset before the run'.

Motorcycle Boot and Clothing Requirements

Short boots that extend to above ankle are accepted in bike classes providing the rider's pants extend to cover part of the boot and prevent exposure of skin. Clothing should include full length pants, no shortened pant types allowed.

Altered Nose Cones

It has been raised that several competitors are running altered nose cones that do not comply to current rules.

Nose cones that extend rearward of vertical centreline of the front wheel are not acceptable.

All altered nose cones must meet the current rules from the commencement of the 2013 season.

SFI Supercharger requirements

Reword supercharger section to reflect that SFI spec 34.1 requires housing restraints to be fitted, but restraints for intake hats are not mandatory. Recertification of PSI superchargers is not mandatory.

Holley Replacement Carburettors

G/Gas, C/D, C/A Classes will be permitted to use following NHRA approved 0-3310 direct replacement carburettors;

Quick Fuel SSR-780 M and SSR-780-VS

Must still comply with current ruling.

Clutch Setups

Where applicable, Clutch ruling to remain at maximum of a 6 finger clutch. Where a Crowerglide clutch is used it must have an over Centre neutral position that is Foot operated, no other option is acceptable.

Billet Engine Parts

The NRC will be investigating the use of billet components for Sports Compact applications.

Pro Charger use

Overdrive limits listed under Superchargers are not practical for Pro Charger type superchargers. Further investigation to establish control measures for parity are underway.

Helmet Requirements

AS1698:1988 standard was superseded by AS/NZS1698:2006 in 2006 as such the earlier standard is no longer valid and as such AS1698 helmets are not allowed.

Safety Equipment Standards

Recognition of FIA, SFI and ADR standards to be applied to all safety equipment sections where appropriate.

Startline Crew Numbers

Top Fuel, Nitro Funny Car – 12 including driver

T/A , T/D, Pro Stock, Top Bike, Pro Stock Motorcycle – 7 including driver / rider

All Group 2 and Supercharged Outlaws – 6 including driver / rider

All other Group 3 and All Group 4 – 4 including driver / rider

SFI Chassis Specifications

ANDRA will be reviewing current SFI specification levels required of Group 1 categories and it is anticipated that the levels will be improved during the 2013 season with advance warning given to competitors of any changes.

Oz Mod Chassis Review

Close scrutiny on the condition and compliance of Oz Mod vehicles will be an emphasis of ANDRA stewards during the 2013 season.

Race Seats / Upholstery / Door Trims / Harnesses

Sections on seat, harness, upholstery requirements will be revised and improved.

Rollcage materials

ERW tubing will be no longer permitted for use in manufacturing roll cages on all new structures built after December 31, 2012. Only Cold Drawn Welded Mild Steel (CDW), Cold Drawn Seamless (CDS) or 4130 Chrome-Moly will be acceptable.

Powder coating is an accepted form of surface treatment.