

ANDRA DRAG RACING



Rulebook Changes for 2013

The following is a list of items that have either changed or been added to existing rules for the 2013 rulebook as approved by the National Rules Committee, ANDRA Board or other committee as appropriate. All changed items for the 2013 rulebook will be highlighted in orange so as to identify the changes easily. It is anticipated that the rulebook will be posted to all current members at the end of September 2012.

Administration

- **Race Procedures**

Entry Form

ANDRA credentials must be current for the event, competitors with expired licences or logbooks will not be permitted to compete at the event.

Extended Scrutineering Programme

ESP recognises that 100% of vehicles may not need to be classified when the ANDRA ESP is applied. All competitors signing an ESP declaration are stating that their vehicle fully complies with ANDRA safety and class regulations relevant to the class entered. Competitors making false or inaccurate declarations will be subject to judicial action.

When required to present for random Compliance Audit, vehicles must be presented in complete form, with all equipment and components required or used during qualifying or eliminations in place. ANDRA nor its agents nor officials offer no representations or express or implied warranties that compliance with the rules and regulations published in this Rulebook or published during the course of the year will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. ANDRA reserves the right to amend Scrutineering procedures from time to time.

Class Compliance

Acceptance of the vehicle for competition in the nominated class by the ANDRA Classifier does not confirm or imply absolute compliance.

Classification

Engine capacity will be verified with the ANDRA Capacity Checking device, or direct measurement and calculation where necessary. Refer to Engine Inspection and Sealing Requirements bulletin for further information.

An Entrant/Competitor is not permitted to change their vehicle class after classification or after completing any runs in qualifying.

Component Substitution

With the exception of the chassis, any component of a vehicle may be replaced during competition, provided that the new components are inspected by an Official and/or passed by the ANDRA Classifier where safety or classification may be affected.

Component Suitability

In cases where a component of a vehicle becomes detached during an elimination run, and in the opinion of the Officials endangers any other person, the driver or rider will be disqualified. During qualifying, the run will be disallowed. Mandatory safety items that are designed to detach from the vehicle in an emergency (for example Funny Car Body Burst Panel) will not be subject to disqualification. All Group One and Two vehicles subject to engine or transmission limitations or weight breaks (lbs/cub) of any type, will be required to have provision for wire component sealing. Competitors must ensure that holes of suitable size and location are provided in relevant components. Refer to Engine Inspection and Sealing Requirements bulletin for further information.

Conduct of Events

The onus to ensure that this requirement is met, and all associated responsibilities, lies with the relevant competitor.

Interpretation of Rules

If an ANDRA member claims that there is any ambiguity in these regulations, they shall present their claim in writing to the National Technical Manager, who shall investigate the claim. No claim shall be presented during the running of any event or during the five day period preceding any ANDRA Championship event. Any claim proving a requirement for a change to the rules will be subject to the minimum 28 days of notice before the rule change becomes effective, unless the rule change is for an immediate safety measure.

Event Hierarchy

The following table is an order of authority (highest being number one), when qualifying or racing is underway, considering all are present during an ANDRA event. Some roles have jurisdiction only to their relevant tasks and may not make judgments on non-related matters, if these situations arise the next person in the hierarchy will take on the responsibility.

1. Meeting Director	2. Starter
3. Chief Steward	4. Grp1 Steward
5. ANDRA Steward or National Classifier	6. Division Director
7. ANDRA Operations Manager or ANDRA Technical Manager	8. Track Manager or Event Promoter

ANDRA Stewards

- i) conduct fuel and weight testing of vehicles;
- j) observe and report on infringements of rules;
- k) conduct reporting for record setting purposes.

Accidents

The Chief Steward or an appointed agent, must record details of all structural damage to the vehicle/s in the ANDRA Log Book and complete a detailed incident report which must be forwarded to the ANDRA Head Office.

◇ NOTE: An ANDRA Steward may impound any vehicle or part thereof involved in any incident at an ANDRA Drag Racing event. The vehicle may take no further part in any competition until the damage is rectified to the satisfaction of the ANDRA Stewards. These will only be released after the Steward(s) are satisfied that an adequate inspection has taken place.

◇ NOTE: | ANDRA reserves the right to render unusable, any safety harness, helmet and other safety apparel considered to have incurred excessive load, heat or measure as a result of an incident.

◇ NOTE: Any competitor with a substantial injury as the result of an accident/incident must provide a Medical Clearance before resuming competition.

Staging

a contestant's vehicle engine must start, stage under its own engine power and receive the start. This rule also applies to solo runs.

In all cases, any vehicle that has not completely staged will be disqualified, and no further penalty shall be exacted

The use of one mirror to aid the driver in staging is permitted, mirror must be permanently mounted and made from a material that is not likely to shatter or become a projectile in the event of an accident.

All staging must be carried out in a forward direction, reverse staging will result in disqualification. Vehicles may be reversed completely out of pre or full stage and re-staged.

Where available, track equipment should employ the use of the automatic disqualification 'blue' light feature to detect deep staging in Group Four competition.

All staging must be carried out under the vehicles engine power with engine running and must be capable of driving into stage without assistance. Motorcycle riders are permitted to stage by using their feet provided motorcycle is capable of staging under vehicles engine power.

Post Race Inspection

Drivers / Riders of any vehicle bettering or running a pass capable of supporting their respective National Record.

Competitors must report to the ANDRA Stewards at the checking station/point for post race inspection and advise ANDRA Stewards immediately if they have completed a pass capable of supporting a national record,

Disqualification

The ideal outcome of any race is to have one winner and one loser, however situations arise where both racers are disqualified during the same elimination race. There are varying degrees of rules infractions, with policy being that the driver committing the major infraction will be disqualified and the other driver with the lesser offence is reinstated, providing the grounds for disqualification were equal for both competitors.

Mandatory safety items that are designed to detach from the vehicle in an emergency (for example Funny Car Body Burst Panel) will not be subject to disqualification.

Any infractions specifically listed as grounds for disqualification in other sections of the ANDRA Rulebook.

Group 2 Class Handicap

ANDRA has established a system of National Class Handicaps for Group Two classes. All classes in Competition, Super Stock, Super Compact and Competition Bike will have 0.50 (five tenths) added to the relevant ANDRA National Record.

National Records

In Group Three categories claiming of records is optional.

Failure to report to the ANDRA Stewards for post race or spot checks and failure to notify of National record eligibility, is considered an admission of guilt and will result tribunal action against the competitor.

In the instance that a competitor fails to present, or make the Officials aware of any runs capable of supporting a National Record, on verification of correct fuel, weight and capacity by Officials, a new class National Record may be set as the Class minimum without the entrants name posted against the record.

• Policies and Procedures

ANDRA Homologated Fuel Policy

To control the use of aftermarket speciality hydrocarbon fuels and promote clean air, this policy relates to the control mechanisms for lead content and composition of hydrocarbon, ethanol and methanol fuels used in drag racing and associated activities staged under ANDRA Permit. The full policy can be viewed at www.andra.com.au

ANDRA Rules Submission Procedure

a) The submission must be received by the ANDRA Office no later than December 1st 2012.

Rule Submissions lodged prior to December 1st 2012, will be stored by the ANDRA Technical Manager until December 1st 2012. The author will be contacted at this time to confirm that they still wish to submit the rule proposal.

- Rule Submissions are formally actioned between December 1st and February 1st.

• ANDRA Tribunal Procedures

Further restrictions or clarifications, in more particular detail, are published from time to time in;

- Technical Bulletins,
- Policy amendments ,or
- Track Supplementary Regulations (so called because they are “supplementary” to the ACR’s - track regulations must not override any ANDRA Competition Rules.)

Protest Procedure

Where a protest is received and accepted by ANDRA officials within 30 minutes of the incident a competitor subject to disqualification or protest must be notified within 30 minutes of ANDRA officials accepting the protest form and payment,

Allegations will not be discussed or acted on until a formal protest has been lodged.

If a Protest is considered by the Steward to be frivolous, or if the author of the Protest has acted in bad faith, he or she will suffer forfeiture of the protest fee All awards, points allocations and/or records will remain pending, upon the outcome of a Protest or Appeal, and will be held until finalisation and presented according to the final decision

Breach of Rules

Any of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a Breach of the Rules will result in tribunal action being taken against the offender

using or offering or threatening violence by any means, verbally offensive or abusive behaviour, towards any Official, Competitor or other person at, or arising from an event, or officials decision. Actions of this nature, at any time, will be subject to tribunal action and/or referred to state or federal authorities.

- **ANDRA Awards**

Multiple references to Rocket Allstars Championship cahnged to 'Aeroflow Sportsman Drag Racing Championship'.

Locations for awarding Christmas Trees, Best Engineered, Professional Racers Cup and Longest Distance Travelled Awards to be held at the Australian Nationals, the Winternationals and the Westernationals.

Competitor Info

- **Off-Street or 'Grudge'**

Off-street events are a great place to start racing. As long as you don't run quicker than 12.00 (or 11.00 for later model cars fitted with 4 wheel disc brakes and air bags) over the quarter mile in your car, or 9.50 on a unmodified factory-built motorcycle,

- **ANDRA Racing Credentials**

Licence Level	Included Membership
GOL - Group One Licence	Full Membership
UDL - Unlimited Drag Racing Licence	Full Membership
SSL - Super Street Licence	Associate Membership
JCL - Junior Competition Licence	Associate Membership
DDL - Divisional Day Licence	Associate Membership*

The licence hierarchy allows that the holder of a higher level licence (as per the table above) be allowed to compete using the higher level licence including Junior Dragster Eliminator if age eligible.

Junior Competition Licence - JCL

competitors whose licence expiry falls due during the remainder of the series may complete that series by applying to ANDRA for a pro-rata extension to their current JCL not less than 21 days prior to the expiry date.

Super Street Licence - SSL

Applicants may apply for an ANDRA SSL upon turning seventeen years of age, licence will be fully endorsed only after successful completion of Performance Testing at Level Three.

Unlimited Licence - UDL

Applicants may apply for an ANDRA UDL upon turning seventeen years of age, licence will be fully endorsed only after successful completion of Performance Testing at Level Three.

Group 3 UDL

The Group 3 Unlimited licence is compulsory for all classes in Modified, Super Sedan, Modified Bike and Super Gas and is required for all other cars running quicker than 11.00 seconds (1/4 mile) / 7.00 seconds (1/8 mile), all other motorcycles quicker than 10.00 seconds (1/4 mile) / 6.40 seconds (1/8 mile).

Group 2 UDL

The Group 2 Unlimited licence is compulsory for all classes in Exhibition, Competition, Super Stock, Super Compact, Competition Bike and Supercharged Outlaws.

Group One Licence - GOL

In Top Fuel, Nitro Funny Car, and Top Bike classes;

- New applicants must hold a fully endorsed Unlimited Licence.
- The GOL will only be endorsed after successful completion of performance testing in the vehicle specified.

Exhibition Vehicles

ALL Exhibition classes that run Supercharged, Turbo, Nitrous, Nitro applications are required to hold a Group 2 UDL Licence as minimum. All other exhibition vehicle drivers will be required to have an ANDRA licence of a level to a similar race vehicle class in ANDRA competition.

- **Vehicle Log Books**

all Group 1 and Group 2 vehicles must supply photos of the vehicle from several angles, a completed body specification sheet (where applicable), and nomination of intended class of racing.

- **Performance / Licence Testing**

Performance Testing

Performance Testing is carried out in circumstances where the racer/ vehicle combination has changed, for example the racer is a current holder of the appropriate level of licence for the vehicle and class, but they require familiarisation with a new vehicle setup. Performance testing must be carried out in a vehicle eligible for the class. Performance testing may be carried out at National events prior to or during qualifying runs, at the discretion of the Meeting Director and Chief Steward.

Where the driver/rider/vehicle combination changes, drivers and riders with a current fully endorsed licence for the relevant class must complete one solo pass, which may count for qualifying purposes, to the satisfaction of the appropriate ANDRA Official prior to paired competition.

Licence Testing

Licence Testing is carried out when the racer is not a current holder of the required level of licence. Licence testing is carried out to determine that the racer can control the vehicle in set conditions as listed below; Licence Testing must not be conducted at National Championship Events, it is the competitors responsibility to ensure they have attained the appropriate level of licence and have completed all licence testing requirements, prior to completing an entry form to any national level event.

- **ANDRA Championship Drag Racing**

Racing must be over the Timed Distance of one quarter of a mile (402.33 metres), 1000 feet (304.8 metres), or one-eighth of a mile (201.16 metres), or otherwise by special approval from the ANDRA Board.

Reaction times will not be displayed to racers during elimination rounds.

Group Two

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

During the first two years, any new class will not have its minimum affected by hierarchy until such time as a record is set in that class.

Group One Championship

Three Round Format:

A three round format may be adopted for single day events. The three round format uses a compulsory qualifying session, an elimination round and finals to determine a winner. All racers must attempt a run for the compulsory qualifying session. Based on qualifying times recorded, bracket qualifiers will then be seeded with quickest against slowest, second quickest against second slowest and so on, for the elimination round. Top qualifier will earn a bye run for the elimination round if there is an uneven field. The two winners with the quickest times from the elimination round will compete in the final. A consolation final will also be held for the next two quickest winners.

Aeroflow Sportsman Drag Racing Championship

NOTE: The rules covered here for the Aeroflow Sportsman rounds will be applicable to the 2013 racing season only. These rules may be revised for the 2014 season.

- **Points Cap:**

In Groups Two, Three, and Four, competitors may score points at any round. Prior to the final event of an eliminator, the total points for each entrant will be capped at a maximum of 300 points. This will determine the qualifying order within each Division. Points accrued at the final event will be added to these, to determine the overall results.

Points Allocation:

NOTE: Points Allocation where standard field numbers cannot be met, may be altered to suit. A minimum of 6 qualifiers in each class must be met. Super Stock, Super Compact and Competition eliminators must remain separate with no mixing of fields.

Group 2 Performance bonus points:

points will be allocated for setting an Elapsed Time Record or Top Speed (MPH) Record or Top Qualifier in Group 2 Classes;

- **Top Qualifier 10 points**

- **ET Record 5 points**

- **MPH Record 5 points**

NOTE: Group 2 Performance Bonus Points will not be counted towards the John Storm Memorial Trophy.

- **Low ET / Top Speed Tie Break:**

Where the Low ET or Top Speed is matched by another competitor during the event, refer to the tie break process used for National Records.

- **Travel Bonus Points:**

A 50% bonus for points scored at the Western Nationals and Hidden Valley round, where at least one other Aeroflow Sportsman Round is contested in the same season. 50% Bonus may only be used once and only from the first attempt at either track.

- **Pre-Qualifiers:**

The top ten points earners nationally, in Groups Three and Four, will be guaranteed a place in eliminations for their respective brackets at the final event of the season. In all cases, bracket seeding will be determined by qualifying at the event. All pre-qualifiers must attempt at least one qualifying runs to remain eligible for eliminations. In eliminators that require a set performance to be achieved in qualifying (i.e. Supercharged Outlaws 6.50 - 7.99), competitors who fail to complete at least one run during qualifying to satisfy the requirement, will not progress to elimination rounds.

- **Aeroflow Sportsman Drag Racing Championship Signage**

Failure to display such signage (during eliminations rounds) may result in exclusion from participation at the event.

- **Non Championship Competition**

- **Exhibition Vehicles**

ALL Exhibition classes that run Supercharged, Turbo, Nitrous, 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.

- **ANFA - Australian Nostalgia Fuel Association**

From 2013, ANDRA will recognise ANFA (Australian Nostalgia Fuel Association) as an affiliated organisation. ANFA organise and regulate races for nostalgia fuel categories under their own regulated rules (refer www.anfa.com.au), the ANFA rules have been formulated to compliment ANDRA rules where possible, however in every instance the ANDRA rules will take precedence when racing is conducted at an ANDRA sanctioned event.

Class Regulations

- **Junior Dragster Eliminator**

Class Requirements

A **one-time-only** allowance of one tenth of a second during qualifying rounds only for breaching class limits. Vehicles running quicker than the qualifying class limits will be placed at the bottom of the field until being able to post a qualifying time within their qualifying class limits. Any vehicles running faster than the one tenth allowance more than once will be immediately disqualified and take no further part in that event. Persistent breaches of exceeding class limits will be considered a contravention of 1.6.2.4 on page 28, and tribunal action may result.

Class	One tenth allowance (during qualifying rounds only)	Qualifying Class Limits	Elimination Class Limits
A/JD	not faster than 7.800	8.000	7.900
B/JD	not faster than 8.400	8.500	8.500
C/JD	not faster than 11.800	11.900	11.900

The Top Qualifier for the /JD Eliminator will be decided by the quickest Elapsed Time not quicker than 8.00 seconds recorded by any /JD at that event.

JD Crew Members

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

Silencers:

All junior dragsters are required to have an exhaust pipe or muffler fitted with an angled exhaust tip welded to the end, the tip must incorporate a 45 degree bend and the exhaust outlet must be directed downwards so as to 'baffle' the sound output. Exhausts must be as near as practical to horizontal (parallel to ground) and parallel to the vehicle centreline.

- **Modified Bike**

Helmet:

Motorcycles slower than 10.00 seconds (1/4 mile) are permitted to use an AS/NZS 1698:2006 standard full face helmet with visor. Helmet must not be more than 10 years old from Date of Manufacture.

Clothing:

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.

- **Street Bike**

Clothing:

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 Bike**

Complete new class. The Altered Bike classes cater for highly modified production motorcycles as supplied by the manufacturer, modified to the limits described in the class regulations. Supercharging is permitted in some classes.

A/AB	160.54 kg/litre	(5.80 lbs/cub) or more.
B/AB	188.22 kg/litre	(6.80 lbs/cub) or more.
C/AB	215.90 kg/litre	(7.80 lbs/cub) or more.
D/AB	243.58 kg/litre	(8.80 lbs/cub) or more.
AA/AB	199.30 kg/litre	(7.20 lbs/cub) or more turbocharged / supercharged,
	171.62 kg/litre	(6.20 lbs/cub) or more nitrous oxide.
BB/AB	226.98 kg/litre	(8.20 lbs/cub) or more turbocharged / supercharged,
	199.30 kg/litre	(7.20 lbs/cub) or more nitrous oxide.
CC/AB	254.66 kg/litre	(9.20 lbs/cub) or more turbocharged / supercharged,
	226.98 kg/litre	(8.20 lbs/cub) or more nitrous oxide.
DD/AB	282.34 kg/litre	(10.20 lbs/cub) or more turbocharged / supercharged,
	254.66 kg/litre	(9.20 lbs/cub) or more nitrous oxide.

- **Super Twin Bike**

Clothing:

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.

- **Competition Bike**

Clothing:

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.

- **Modified Sedan**

- Cylinder Head**

- a) All permitted cylinder heads must have a standard port configuration and valve angle ('configuration' includes valve stem angle and port arrangement).
 - b) Inlet and exhaust ports may be enlarged, but no material (metallic or otherwise) may be added to the casting inside the ports or combustion chamber, except in the case of genuine repairs where material may be added with the only purpose to replace the original metal.
 - c) Genuine repairs are limited to only two cylinders in any one casting. Genuine Repairs are defined as a repair for the intent of maintaining original design specifications, and must be localised to the specific area of the fault. Replacement of valve guides and seats is permitted.
 - d) Sealing agent, gasket or any other material must not protrude, into any inlet or exhaust port past the original face.
 - e) Exhaust flange adaptor plates may be fitted to the original exhaust faces, but no part of the adaptor, header flange, flange gasket, or exhaust may protrude in to the port past its original outside face.

- **Modified Production**

Conversion of FWD platforms to RWD in A/MP, A/MPA, B/MP, B/MPA, C/MP and C/MPA and Modified Sedan (ACR 3.12 and 3.13) are limited to post 1986 vehicles generally available for retail sale in Australia.

- **Gas**

- Cylinder Head**

- a) All permitted cylinder heads must have a standard port configuration and valve angle ('configuration' includes valve stem angle and port arrangement).
 - b) Inlet and exhaust ports may be enlarged, but no material (metallic or otherwise) may be added to the casting inside the ports or combustion chamber, except in the case of genuine repairs where material may be added with the only purpose to replace the original metal.
 - c) Genuine repairs are limited to only two cylinders in any one casting. Genuine Repairs are defined as a repair for the intent of maintaining original design specifications, and must be localised to the specific area of the fault. Replacement of valve guides and seats is permitted.
 - d) Sealing agent, gasket or any other material must not protrude, into any inlet or exhaust port past the original face.
 - e) Exhaust flange adaptor plates may be fitted to the original exhaust faces, but no part of the adaptor, header flange, flange gasket, or exhaust may protrude in to the port past its original outside face.

- Induction System**

G/Gas will also be permitted to use following approved 0-3310 direct replacement carburettors;

- Quick Fuel SSR-780-AU-M and SSR-780-AU-V

- **Altered Production**

A/AP & A/APA 124.9 kg/litre (4.50 lbs/cube) or more, unsupercharged, **2600lbs** maximum weight.

B/AP & B/APA 166.1 kg/litre (6.0 lbs/cube) or more, unsupercharged, **2600lbs** maximum weight.

C/AP & C/APA 207.6 kg/litre (7.5 lbs/cube) or more, unsupercharged, **2600lbs** maximum weight.

AA/API & AA/APIA **179.92** kg/litre (**6.50lbs**/cube) turbocharging / centrifugal supercharging pushrod EFI V8 engines,

NOTE: Existing body rules for Altered Production and Top Doorslammer will be reviewed and aligned to promote better transition between Group 1 TD vehicles and Group 2 AP vehicles by the 2015 season.

Wheelbase:

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

- **Altered**

Replica Production Automotive type sedans or coupes and derivatives, deemed as Hot Rod, must have been originally produced in 1948 or earlier and are not required to have centre steer.

Cylinder Heads

Replacement of valve guides and seats is permitted.

Induction System

C/A will also be permitted to use following approved 0-3310 direct replacement carburettors;

- Quick Fuel SSR-780-AU-M and SSR-780-AU-V

Aerodynamic Aids / Nose Cone

Nose cones that extend rearward of vertical centreline of the front wheel are not acceptable. Refer "General Dimensions" on page 217

- **Dragster**

Cylinder Heads

Replacement of valve guides and seats is permitted.

Induction System

C/D will also be permitted to use following approved 0-3310 direct replacement carburettors;

- Quick Fuel SSR-780-AU-M and SSR-780-AU-V

- **Sports Modified**

Minimum Weights:

AA/SM	6 cylinder (4.0 litre max) 2400lbs minimum (restricted to two wheel drive)
BB/SM	Triple Rotor 2200lbs minimum (restricted to two wheel drive)
CC/SM	Twin Rotor / 4 cylinder 2200lbs minimum (restricted to two wheel drive)
DD/SM	6 cylinder (4.0 litre max) 2800lbs minimum (restricted to all wheel drive)
EE/SM	4 cylinder 2400lbs minimum (restricted to all wheel drive)

- **Oz Modified**

Minimum weights:

AA/OM	6 cylinder (4.0 litre max) 2400lbs minimum
CC/OM	4 cylinder 2100lbs minimum
RR/OM	Twin Rotor 2100lbs minimum
RRR/OM	Triple Rotor 2400lbs minimum

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

Tyres

Tyres stamped as 28x9 permitted - Maximum tread width of 9.5 inches.

- **Pro Stock**

Roll Cage

NOTE: 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 through consultation with racers groups with advance warning given to competitors of any changes.

- **Pro Stock Motorcycle**

Cylinder Head

Permitted

- Suzuki and Kawasaki permitted to use OEM or aftermarket two or four valve cylinder heads.
- V-Twin engines permitted to use OEM or aftermarket four valve cylinder heads only.
- Any cylinder head modifications permitted that do not affect general external appearance.

Protective Clothing

Permitted

- 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.

- **Top Alcohol**

Roll Cage

NOTE: 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 through consultation with racers groups with advance warning given to competitors of any changes.

- **Top Doorslammer**

All vehicles applying for alterations will be assessed for class compliance as a complete vehicle and not just the alteration.

Body

NOTE: Existing body rules for Altered Production and Top Doorslammer will be reviewed and aligned to promote better transition between Group 1 TD vehicles and Group 2 AP vehicles by the 2015 season.

Front Overhang:

From the commencement of the 2013 season, the maximum front overhang (measured from the axles centre of the forward-most wheel to the furthestmost edge of the front bumper) for all vehicles is 45 inches (1143mm), inclusive of any permitted lip. For existing, ANDRA approved vehicles (pre-01/10/2012) may extend front overhang to 45 inches (1143mm) with the use of an attached extension (Dobber Plate) only on application and approval from ANDRA.

NOTE: All vehicles applying for body alterations to front overhang other than the addition of an attached extension (Dobber Plate) will be assessed for class compliance as a complete vehicle and not just the alteration.

Rear Deck Wings

must not be higher than the highest point of the roof.

Rear Air Foils

Air foils or spill plates must not be higher than the highest point of the roof and must not be wider than the widest point of the body.

Wheelbase

All vehicles must have a wheelbase of minimum 109 inches (2743mm). 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

Roll Cage

NOTE: 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 through consultation with racers groups with advance warning given to competitors of any changes.

- **Exhibition Nitro Funny Car**

- Safety Shutoff**

It is optional for Top Fuel Dragsters and Nitro Funny Cars to employ the use of any Automatic Safety Shutoff System.

NOTE: If an Automatic Safety Shutoff System is fitted to a vehicle it must be in working order. Wiring and system components must be fully visible and traceable by ANDRA officials. System components may be removed, tested or scrutinised by ANDRA officials at any time at the discretion of the Chief Steward or Group 1 Steward.

- **Top Fuel**

- Frame/Chassis**

NOTE: 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 through consultation with racers groups with advance warning given to competitors of any changes.

- Safety Shutoff**

It is optional for Top Fuel Dragsters and Nitro Funny Cars to employ the use of any Automatic Safety Shutoff System.

NOTE: If an Automatic Safety Shutoff System is fitted to a vehicle it must be in working order. Wiring and system components must be fully visible and traceable by ANDRA officials. System components may be removed, tested or scrutinised by ANDRA officials at any time at the discretion of the Chief Steward or Group 1 Steward.

General Regulations

NOTE: Any vehicles found to have any illegal devices fitted whether active or not, will be disqualified and face tribunal action.

NOTE: Except where permitted by class regulations, any competitor found to be employing reactive traction or slew rate control systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.

A number of definitions have been added to the Definitions section.

Irrelevant SFI specifications have been removed from SFI listing.

- **Engine**

- Component Sealing**

NOTE: Competitors wishing to avoid having their engines inspected at events are encouraged to have their engines verified and sealed prior to the event by an ANDRA Official.

- **Fuel**

- Fuel Systems**

metal fuel lines (Mild Steel, Aluminium or Stainless Steel)

- **Power Adders**

- Superchargers**

Recertification of PSI Superchargers is not mandatory.

PSI Supercharger 206 models A, B & D and blueprinted versions are permitted

NOTE: restraints for intake hat are not mandatory

- **Electrical**

- ECU Software**

The software loaded must be specific for the ECU. Functions must be easily identifiable in the field using a lap top computer to verify software and data stored.

- Data Logging / Recording**

Competitors engine / data loggers may be viewed by ANDRA Officials at any time.

- Electronic Control Units**

ECU's (Electronic Control Units) permitted for use will only control fuel and ignition relative to preset engine conditions, and must not allow the use of traction control or any other function that can alter the performance of a vehicle that is a reaction to any event that takes place during a run down the track. Every function, tuning or otherwise of any ECU used must be preset prior to the run. Closed loop functions, reactive controls (including traction control or slew rate ignition control) are not allowed in any form.

NOTE: 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.

- Delay Devices**

Any device (including buttons with an adjustable throw, or hydraulic adjustment) installed for the express purpose of creating a delay between release of the brake, clutch, transmission brake or line lock button and movement of the vehicle from the staging beam, is prohibited in Groups One and Two.

Delay devices are not permitted in Supercharged Outlaws, Super Street, Modified Bike and Junior Dragster. Throttle Stops are not permitted in Super Street, Modified Bike and Junior Dragster.

A removable mechanical throttle stop, beyond the control of the driver, limiting the throttle blade opening, may be used in supercharged outlaws only during burnout procedures. All other class regulations apply.

- Traction Control**

NOTE: 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.

Batteries

Dry Cell or LiPo battery packs may be located in passenger compartment area providing they are encased in a sealed box that is securely mounted to the vehicle and is vented externally of the vehicle. Box must be made of a minimum 3mm aluminium (or other material of equal or greater strength) and may have a panel or lid fitted for access providing the lid or panel has an air-tight seal and is securely fastened to the box.

- **Drivetrain**

Clutch

Except where allowed by class regulations, all lock-up clutch setups may have a maximum of a 6 finger clutch. Where a Crowderglide clutch is used it must have an over Centre neutral position that is Foot operated, no other option is acceptable.

- **Frame & Chassis**

Ground Clearance

Vehicle body movement during staging can occur which may break beams, addition vehicle ground clearance should be allowed to compensate for any variation.

- **Interior**

Trim

Where permitted by class regulations door trims, dashboard crash pads and other trim maybe removed, but in all cases must be either re-trimmed with metal and any sharp edges are to be covered ensure driver safety at all times.

Window Nets

All window nets must be positioned forward of the drivers seating position so as to contain the driver in the event of an accident.

- **Body**

Competition Numbers

Numbers and class designations must be of sufficient size and in a prominent location and contrast their background so as to be easily distinguished from the control tower and displayed on both sides of the vehicle.

Minimum height and width of numbers for all vehicles is listed below. The minimum width of numbers must be 50% of the height (although numbers and class designation on front windscreens may be smaller). Class designation should be a minimum of approximately 50% the size of race numbers.

	Race Number	Class Designation
Cars	150mm x 75mm	75mm x 37.5mm
Motorcycles	50mm x 25mm	30mm x 15mm

- **Roll Bars & Safety Cages**

Safety Cage Homologation

All new safety cages and roll bars will be homologated by ANDRA Technical. Application for safety cage homologation can be made by contacting ANDRA Technical. Under the homologation requirements it will be necessary to permanently attach an identification tag to the structure. Homologation details must provide the following information;

Manufacturer Name

Date of Manufacture

Material Designation

Individual Serial Number (assigned and recorded by manufacturer)

The required details and a drawing of the structure must then be submitted to ANDRA Technical which will be kept on record at the ANDRA Head Office for future reference on application by interested parties. Owners of existing structures may apply to ANDRA Technical to determine which retrospective alterations (if any) to the structure will enable compliance with the homologation requirements.

Material Designation

Several tubing sizes changed

All tubing should be Circular Hollow Section (CHS) for main cage members. Rectangular Hollow Sections (RHS) may be used for chassis rail sections.

NOTE: As from December 31, 2012 no new roll bars or safety cages will be permitted to be built using Electrically Resistance Welded (ERW) pipe or tube. Only Cold Drawn Welded (CDW) Mild Steel, Cold Drawn Seamless (CDS) Mild Steel, or 4130 Chrome-Moly will be acceptable. Any vehicles currently under production at this time may apply to ANDRA Technical for special exemption to this rule.

Group 2&3 Open

Several tubing sizes changed

Group 1

NOTE: 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 through consultation with racers groups with advance warning given to competitors of any changes.

Junior Dragster

Tubing size change

Chassis General

All butt welds must have visible reinforcement and excessive grinding of welds is not permitted.

- **Tyres & Wheels**

Wheel spacers permitted, if spacer exceeds 12.5 mm, it must be one (1) piece designed in such a way to fit without any movement on wheel studs and ID/OD must match axle flange.

- **General Racing Conditions**

Motorcycle / Car Competition

Paired runs between motorcycles and cars will only be permitted at Bracket level events or lower, and only where street type vehicles are involved and the known performance of the car is 11 seconds or slower (1/4 mile).

- **Support Group**

Burnouts

Drivers are responsible to ensure that no person is in front of the vehicle prior to commencing a burnout, failure to comply can result in disqualification at the discretion of any recognised startline officials.

Startline Numbers

Maximum Crew (including the driver/rider)	
Top Fuel & Nitro Funny Car	12
TA, TD, PS, TB, PSM	7
All Group 2 and Supercharged Outlaws	6
All other Group 3 and Group 4	4

Crew Members

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

- **Driver Safety**

Arm Restraints

Arm Restraint Systems, attached to both forearms.

Arm Restraints must not be connected to any part of the vehicle that will slow down your egress from the vehicle in an emergency situation.

Onboard Fire Suppression Systems

ANDRA will allow manufacturers to appoint Australian agents for inspection and certification purposes.

Any enclosed vehicle faster than 8.00 seconds (1/4 mile), From 01JAN2013, must have a serviceable fire suppression system of a minimum 5lb capacity (10lb recommended) installed unless specified otherwise by class regulations.

On all fire suppression systems, dispersion of contents should be divided as per manufacturers recommendation.

Note: Vehicles fitted with 'Halon' fire bottles will require individual exemption from the Australian Federal Government Environment Department; <http://www.environment.gov.au/atmosphere/ozone/ods/halon/essential-uses.html>, the onus is on the competitor to obtain any exemption and provide a copy of exemption to ANDRA which must be noted in vehicle logbook prior to being allowed in competition. Vehicles fitted with Halon fire bottles that do not have an exemption notation in the vehicle logbook will not be accepted.

Fire Bottle Servicing

Note: Under severe tyre shake, the siphon hose can break at the top and render the bottle unserviceable. This cannot be detected until the bottle is serviced by an agent.

Goggles and Visors

Where visors are fitted to a helmet it is recommended that the visor be fully closed during a run to provide further protection to the driver in the event of a fire.

Helmets

All helmets covered by the relevant ANDRA accepted standards will be accepted for 10 years from date of manufacture, or 10 years from the Standard date for helmets produced without a date of manufacture.

NOTE: From 1/8/2013 only Snell SA (Special Application) or SFI 31.1 helmets will be acceptable in non-motorcycle categories quicker than 10.99 seconds (1/4 mile) / 7.00 seconds (1/8 mile).

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

Protective Clothing

Use of a recognised Head and Neck Restraint device is highly recommended.

Motorcycles quicker than 10.00

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.

Seat Belts / Harnesses

Sedans faster than 130mph (208 kph), Modified Eliminator vehicles slower than 150mph (240 kph):

- Five-point harness manufactured to SFI 16.1 or FIA 8853/98 standard required.

All Group 1 or Group 2 cars with a known performance of 200 MPH (320 kph) or faster,

Must comply with SFI 16.1,

Seats

must be mounted as per manufacturers guidelines.

All seats must be positioned to provide the driver with adequate forward vision. All vehicles with a known performance or a class record quicker than 10.00 seconds (1/4 mile) or 6.50 seconds (1/8 mile), must be fitted with a purpose built race seat from either a recognised race seat manufacturer or custom built to suit the vehicle chassis. All such seats must provide suitable openings to ensure proper harness use, they must be either one piece design without adjustable back rest or each section of the seat to be mounted securely to chassis to ensure driver is secure during any incident.

NOTE: Seat must be of correct size to suit the driver, excessively loose fitting seats prohibited

NOTE: It is recommended that a purpose built racing seat to FIA or SFI standards is used in all vehicles with a known performance quicker than 10.00 seconds (1/4 mile) or 6.50 seconds (1/8 mile).

NOTE: Australian Standard, ADR approved or reclining style seats are not permitted in vehicles quicker than 10.00 seconds (1/4 mile or equivalent).

NOTE: Sliding seat mechanisms are prohibited in vehicles quicker than 10.00 seconds (1/4 mile or equivalent).

NOTE: Custom made race seats may be used, users are advised that these seats may not meet equal safety levels of seats produced to SFI or FIA standard and users of these seats do so at their own risk.