



Engine Checking and Sealing Requirements

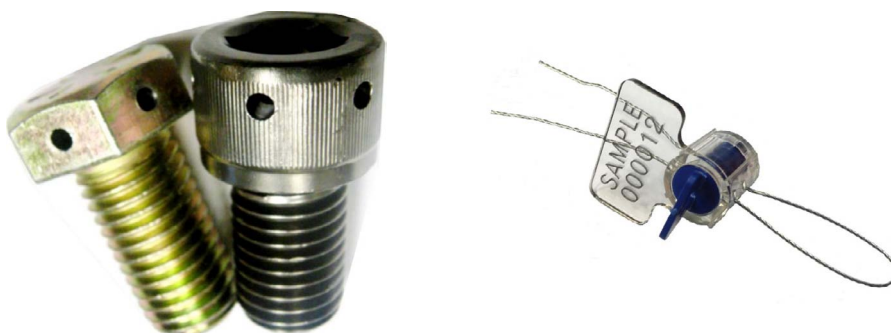
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Engine Sealing Requirements

All Group 1 and Group 2 race teams subject to engine or transmission limitations or weightbreaks are reminded of their obligation to Component Sealing requirements as listed in the ANDRA 2011/2012 Rulebook on page 192 and class compliance requirements as detailed in the ANDRA rulebook and ESP Policy (Extended Scrutineering Programme)

“Component Sealing” - Competitors must make sure that holes of sufficient size and location are provided in relevant components to allow for fitting of wire seals - page 192 ANDRA Rulebook

“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. - ESP Policy definitions



To meet component sealing requirements, bolts with drilled heads may be used to enable the wiring and sealing of components/engines by an ANDRA official.

Engine Checking Requirements

Various classes in Group 1 and Group 2 competition are subject to engine capacity and/or cylinder spacing limitations and/or other engine related class regulations.

All engines requiring capacity checking will be checked in the first instance using the ANDRA Capacity Pump method. Should any discrepancy be detected using the pump method the engine will require a physical measuring of bore / stroke and cylinder spacing, to be carried out by ANDRA Officials with precision measurement equipment.

Sealed engines will be accepted by ANDRA Officials as having been inspected for full class engine requirements; however will be capacity pump checked in the event of a National Record pass or supporting run.

Classes that have specific engine regulation limits (such as limited cylinder head modifications) will be subject to inspections regardless of whether an engine is sealed, which may require the removal of engine components to facilitate inspection. All competitors in these classes must expect these inspections and be willing to remove components as instructed by ANDRA Officials.

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

Competitors with engines built by overseas builders can make arrangements with ANDRA Technical to have the engine inspected and sealed at the engine builders locality. **All costs associated will be the responsibility of the competitor, which may include travel and service expenses for inspectors.**

Engines requiring the use of specialist tools normally used by engine builders may be provisionally sealed at an event (only after passing a capacity pump check) and a notation added to the logbook for "physical engine inspection required within 14 days" to be conducted at the engine builders workshop. **All costs associated will be the responsibility of the competitor, which may include travel expenses and service for inspectors.**

Engine seals must only be removed by an ANDRA Official

ANDRA Officials are encouraged to exhibit reasonable enforcement measures and remain empathetic to the racers concerns when requesting a physical engine inspection.

In accordance with Post Race Inspection requirements as detailed on Page 17 and National Records on Pages 18-19 of the ANDRA 2011/2012 Rulebook;

Post race inspections are required/mandatory immediately after the completion of respective final rounds.

Drivers / Riders of any **vehicles bettering their respective National Record** (and running a time capable of supporting a record run) at any time during the event must present to the designated fuel/weight checking station/point immediately after making their pass. If the class requirements of the vehicle have engine checking requirements, the vehicle will be required to submit for engine checking after the vehicle has been eliminated from racing for that event. Inspections will not take place between rounds while the vehicle is still in competition unless agreed to by the competitor and ANDRA stewards to do so.

Failure or refusal to report to the ANDRA Stewards at the checking station/point for post race checking or after being instructed to report for spot checks is considered an admission of illegality. This may result in disqualification and/or Tribunal action.

If further clarification is required please contact ANDRA Technical Manager at steve.power@andra.com.au