

2016/2017 ANDRA Rule Amendments

These rule amendments cover rule changes to the 2015/2016 rulebook

Initial Release 10.06.2016

Additions are highlighted in **Yellow**, deletions are in **red strikethrough**

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PAGE 9 – ADDITION TO INTERPRETATION OF RULES, RACE PROCEDURES 1.4.8

Not all general or safety regulations are applicable to every competitor, however where equipment is fitted or utilised it must meet the requirements as listed for that equipment.

PAGE 15 – MODIFICATION TO STAGING TIME LIMIT, GROUP 2 1.4.21

If a competitor has failed to stage within 20 seconds, for Group 3 & 4 or seven seconds for Group 1 and 2, of their opponent being permitted to do so, then that competitor may be adjudged to be "sandbagging" and the starter may initiate the starting sequence, at their discretion.

Where a venue utilises the auto start system the staging timer is only activated where one competitor is in full stage and the other in pre-stage.

PAGE 18 – ADDITION TO SECTION, NATIONAL RECORDS 1.4.27

When a competitor makes a pass under the national record or a potential back up for a national record they shall undertake the following process to claim the record:

1: If running in Group 1 or 2 the vehicle must be post-race scrutineered (fuel and weight) and vehicle compliance checked.

2: The competitor is to advise an ANDRA Steward that they have made a run capable of resetting or backing up National Record.

3: The competitor must provide the ANDRA Steward with a copy of their timecard.

4: The competitor must back-up the record run with another run, at the same event, which is no slower than 1% of the record breaking run time or faster than the current National Record. At least one of the runs must be in Eliminations.

5: Prior to leaving the venue, the competitor must ensure that all appropriate paperwork has been lodged with an ANDRA steward and signed by both the competitor and official.

PAGE 23 – ADDITION TO VIDEO EVIDENCE, ANDRA TRIBUNAL PROCEDURES 1.6.1

Video or electronic footage gathered from personal cameras is for promotional and individual data gathering purposes only and will not be used for adjudication of rule, result interpretation or evidence in protests.

Electronic footage may be used to assist in an outcome of a protest or tribunal at the sole and absolute discretion of the Steward/ official hearing the protest or the tribunes where part of a tribunal.

PAGE 33 – 37 ALTERATION TO CONDITIONS, INSURANCE

1.7.2 Personal Accident Insurance

As a service to its members, ANDRA has arranged through its appointed insurance broker, two levels of Personal Accident cover for members competing in ANDRA Events. Cover at the Category One level is

mandatory for all Drivers/Riders/Crew at drag racing events run at the National championship, National (Open) and Pro-Am levels, where cover extends to those participants listed on the official Entry Form, up to the maximum number of passes issued by the track for that class or bracket. At events where Category One cover is mandatory, a fee of \$15.40 per entry will be charged as part of the Entry Fee. Any driver or rider other than the one shown on the Entry Form must notify the ANDRA Stewards and pay an additional \$15.40 prior to participation, to ensure cover. ANDRA Category One Personal Accident cover is extended to volunteer officials through the issue of an ANDRA Event Permit. Apart from those events at which it is compulsory, Category One ANDRA Personal Accident cover is only available to permanent ANDRA licence holders. At other ANDRA Events (Bracket and Test & Tune), cover at the Category Two level is automatically provided to current ANDRA members and permanent licence holders. Permanent licence holders wishing to upgrade to the Category One level at these events may do so by notifying the ANDRA Steward and paying the \$15.40 fee, prior to racing or qualifying. Holders of ANDRA Divisional licences may access ANDRA Personal Accident cover at the Category Two level, on payment of a \$5.00 fee.

Benefits

Accidental Death

\$75,000(Category One) \$30,000(Category Two - Driver/Rider Only)

\$10,000 Persons under 16yrs and over 70 years

Permanent Total Disablement

\$50,000 (Category One)

\$20,000(Category Two - Driver/Rider Only)

Loss of limb/s, eye/s

Up to 50,000 (Category One)

Up to \$20,000 (Category Two -Driver/Rider Only)

Temporary Total

Disablement (Earning) 100% of weekly earnings or \$1,000 per week whichever is the lessor.

Limited to 104 weeks (Category One)

100% of weekly earnings or \$250 per week whichever lessor.

Limited to 52 weeks. (Category Two -Drivers/Riders Only)

Disablement

\$100 per week. (Non-Earning) Limited to 52 weeks(Category One)

\$100 per week. (Non-Earning)Limited to 52 weeks.(Category Two - Drivers/riders only)

Temporary Partial

Disablement 40% of above (Category One)

(Category Two - Driver/Rider Only)

Non Medicare Medical Expenses

(including Out of Pocket and Ambulance)

100% of eligible expenses, as defined, after reimbursement from a recognised private health fund to a maximum of \$10,000 any one period of insurance.

An excess of \$50 applies per claim

Funeral Benefit

Up to \$10,000 for any one person.

Student Tutorial

Maximum weekly benefit of \$500 per week Limited to 52 weeks.

(Not payable if claiming under Temporary Total Disablement)

Domestic Help

Reimburse the cost of hiring domestic help from a recognised and licensed domestic help agency

provided that:

- a) The domestic help is certified by a Medical Practitioner as being necessary & hiring of family members of the insured persons family or other relatives are not included

Up to 80% of actual and reasonable expenses up to a maximum benefit of \$1,000 per week. Benefit Period limited to 26 weeks and a 7 Day Deferral period

Out of Pocket Expenses

Up to \$250 for any one insured person

Home and or Motor Vehicle Modification Benefit

Up to \$20,000 for any one insured person (Payable for home and vehicle modification expenses)

Provided that all modifications are certified necessary by the COVERED PERSON'S treating doctor or rehabilitation provider.

- NOTE: Death and Capital Benefits listed may be increased through extra cost options available through ANDRA.

PAGE 37 – 39 MODIFICATION TO ANDRA AWARDS

1.8.2 ANDRA Round Winner Gold Christmas Trees

A gold plated replica of the start line Christmas Tree, is awarded to eliminator winners at the Australian nationals and Grand Finals, ~~the Nitro Champs, the Westernationals, the Winternationals~~. as well as other select nominated events.

1.8.7 ANDRA - Best Engineered Vehicle Award

The ANDRA Best Engineered Vehicle Award is a specially commissioned trophy presented to the car or motorcycle judged to be the best engineered at three rounds of the Summit Racing Equipment Sportsman Series, being the Australian Nationals and Grand Finals ~~the Westernationals and the Winternationals~~. Where competitors feel that their vehicle could be a contender for the award, they can nominate their vehicle to ANDRA Officials during the event. The basic criteria is;

- not more than 5 years since building or restoration,
- Australian built,
- technical excellence in engineering,
- detailed presentation.

1.8.8 ANDRA National Record Certificates

All competitors who officially break ANDRA National Records, both Elapsed Time and Terminal Speed, are presented with an ANDRA National Record Certificate and Racer Achievement Decal. Additional copies of the National Record Certificate are available to the competitor, upon request.

1.8.10 ANDRA Professional Racers Cup

Inaugurated in 1975, the ANDRA Professional Racers Cup recognises the most successful ANDRA Division in Group One categories contested at the Australian Nationals and Grand Finals, ~~the Winternationals and the Westernationals~~. One point is awarded for each elimination round win at those events. The perpetual trophy, a silver cup, is housed in the ANDRA ~~Boardroom~~ Head Office, with a smaller replica trophy being presented to the winning Division after each season.

1.8.11 ANDRA Shield

Inaugurated in 1975, the ANDRA Shield recognizes the most successful ANDRA Division in Groups Two, Three and Four, at the Australian Nationals, and Grand Finals ~~the Winternationals and the Westernationals~~. One point is awarded for each elimination round win from the eighth finals to the final at those events.

The perpetual trophy, an engraved shield, is housed in the ANDRA ~~Boardroom~~ Head Office, with a smaller replica shield being presented to the winning Division after each season.

1.8.13 ANDRA Longest Distance Travelled Award

The ANDRA Longest Distance Travelled Award is presented to the driver or rider who travels the longest distance within Australia to attend the Australian Nationals and Grand Finals, ~~the Winternationals and the~~

Westernationals. Distance is calculated on the most practical route from the competitor's home address to the event.

PAGE 47 – ADDITION TO LICENCE REQUIREMENTS, OFF-STREET MEETING 2.2.2.1

You'll need your civil driver's licence (**Provisional at minimum**) and you'll also need to buy an ANDRA Divisional Licence, which makes you an ANDRA Member for the day. This means you have to comply with the rules of the event and ANDRA, and it also means you're automatically protected by ANDRA Public Liability cover in the event that you injure someone or damage their property. The ANDRA Divisional Licence costs just \$5.00. It's available from the ANDRA Stewards on the day, and some tracks include it with your entry fee.

PAGE 51 – MODIFICATION TO ANDRA RACING CREDENTIALS, PERSONAL ACCIDENT LEVY

The ANDRA Injured Drivers Benefit Fund Levy **A Personal Accident levy** is applied to all ANDRA Licences excluding Divisional Day Licences.

PAGE 52 – ADDITION TO LICENCE CONDITIONS, JUNIOR COMPETITION 2.4.1

All Junior Competition Licences will expire on the holder's 17th birthday. Competitors who turn 17 during a recognised series will be permitted to complete that series provided they apply to ANDRA for a pro-rata extension to their current JCL not less than 21 days prior to the expiry date. Within extension period the competitor will be allowed to compete at any events, championship or otherwise. Consent of the parent or legal guardian, who must be a current Full Member of ANDRA or the holder of a Super Street Licence, is required.

PAGE 54 – MODIFICATION TO CONTACTS, NON STANDARD CHARGES

leanne.wright@andra.com.au or info@andra.com.au

Renewals can **only** be made by posting, **emailing or faxing** all appropriate paperwork to ANDRA Head Office. ~~No faxed, email or copied documents will be accepted with the exception of New Super Street Licence Applications, Membership Applications and Technical Inspection Checklists.~~

PAGE 54 – ADDITION TO LOG BOOKS, CHASSIS TAGS 2.6

During 2016 all newly log booked vehicles and vehicles receiving a log book renewal (including page additions as per the Perpetual Log Book Rules) will be issued a chassis ID tag from ANDRA. The tag must be attached to an easily visible part of the chassis and be non-removable.

PAGE 55 – MODIFICATION AND ADDITION TO LOG BOOK, PERPETUITY 2.6

~~Logbooks will be issued for a period of two years, from the date of completed technical inspection, after which a new application will be lodged~~

During 2016 a new Log Book system and new ANDRA log books will be implemented. The new Log Books will be perpetual and will follow the vehicles history. Upon Log Book renewal the current Log Book must be returned to the ANDRA Head Office, where all current pages will be scanned and kept on electronic file under the Vehicle's Identification Number. A new Perpetual Log Book will be issued

to the vehicle and sent to the owner along with the expired Log Book. When a vehicle is sold the Log Books must be passed onto the new owner. A Technical Inspection is required to be undertaken every two years. Vehicle owners will be required to ensure that they send the Perpetual Log Book, along with a completed Technical Inspection, to ANDRA Head Office every two years from the date of the current Technical Inspection.

PAGE 56 – ADDITION TO PERFORMANCE TESTING 2.8.1

Where a competitor has undertaken performance testing at a non-ANDRA sanctioned event they must forward details of timecards and passes made to ANDRA technical 14 days prior to competing at an ANDRA sanctioned event if they do not wish to undertake further performance testing. Performance testing will only be endorsed by ANDRA technical or the chief steward where at least equivalent levels of testing have been undertaken

PAGE 56 – ADDITION TO LICENCE TESTING 2.8.2

Where a competitor has undertaken licence testing at a non-ANDRA sanctioned event they must forward details of timecards and passes made to ANDRA technical 14 days prior to competing at an ANDRA sanctioned event if they do not wish to undertake further licence testing. Licence testing will only be endorsed by ANDRA technical or the chief steward where at least equivalent levels of testing have been undertaken

PAGE 57 – ADDITION TO REQUIREMENT TO OBTAIN LICENCE, LEVEL TWO 2.8.2

Level Two (Group 1 Motorcycles, Supercharged Group 2 Motorcycles and all other cars requiring parachute use)

PAGE 58 – ADDITION OF BRACKET, NITRO ELIMINATOR

~~Top Fuel Eliminator:~~ Nitro Eliminator

Single class bracket featuring nitro- methane fuelled Dragsters and Funny Cars

PAGE 58-64 – MODIFICATION TO START TYPE, GROUP THREE 2.10.3

Supercharged Outlaws – Pro Tree Handicap Start
Top Sportsman Eliminator – Full Tree Handicap Start
Modified Eliminator – Full Tree Handicap Start
Super Sedan Eliminator – Full Tree Handicap Start
Modified Bike Eliminator – Full Tree Handicap Start
Super Street Eliminator – Full Tree Handicap Start
Junior Dragster Eliminator – Full Tree Handicap Start

PAGE 59 – MODIFICATION TO SUPERCOMP, 2.10.2

Super Comp: At Sportsman Championship Rounds; Competition, Super Stock and Super Compact may be posted as one combined bracket of up to 16 vehicles, known as Super Comp Eliminator.

Super Comp may be the advertised bracket outside of the Australian Nationals and the Grand Final where each eliminator will be advertised separately. At the Australian Nationals or Grand Final brackets may be combined where there is an undersubscribed field. ~~Super Comp will only be approved by the ANDRA Board where 2 or more under-subscribed brackets occur at close of entries with final brackets determined upon numbers attempting to qualify on the day of Competition.~~

PAGE 60 – ADDED CLASSES TO COMPETITION ELIMINATOR 2.10.2

Competition Eliminator: Multi class bracket covering up to 69 types of dragsters, funny cars, altered and supercharged sedan vehicles using V8, 4, 5 or 6 cylinder, 2 or 3 rotor engines, running between 150mph (240kph) to over 225 mph (360kph). This bracket will consist of the 6 to 16 cars from TA/A, TA/D, TA/FC, T/D, AA/A, AA/AA, BB/A, BB/AA CC/AA, EE/A, EE/AA, FF/A, FF/AA, RR/AI, RR/AIA, RRR/AI, RRR/AIA, A/A, A/AA, B/A, B/AA, C/AA, E/A, E/AA, F/A, F/AA, AA/D, BB/D, BB/DA, CC/DA, EE/D, EE/DA, FF/D, FF/DA, RR/DI, RR/DIA, RRR/DI, RRR/DIA, A/D, A/DA, B/D, B/DA, C/DA, E/D, E/DA, F/D, F/DA, AA/FC, BB/FC, BB/FCA, AA/AP, AA/APA, AA/API, AA/APIA, AA/APN, AA/APAN, BB/AP, BB/APA, BB/API, BB/APIA, BB/APN, BB/APAN, **CC/API, CC/APIA** AA/G, AA/GA, BB/G, BB/GA and CC/GA, classes qualifying closest to or better than their ANDRA Class Indexes. Index starts are used for racing, based on ANDRA Class Indexes.

PAGE 60 – MODIFICATION TO START TYPE, GROUP THREE 2.10.3

DYO HANDICAPS ~~—FULL TREE START~~

PAGE 63 – MODIFICATION TO CLASS ET, SUPER STREET ELIMINATOR 2.10.3

Super Street Eliminator: This is a ~~optional~~ single class bracket for vehicles ~~meeting the Super Sedan regulations, but pre-entering this bracket where it is posted, and~~ nominating dial-ins between **11.00 10.00** seconds and 12.999 seconds. Class designation is S/ST. This bracket is aimed at providing for “street machines” and budget sedan racers. ~~If the option of running this bracket is exercised by the track, the field will consist of all sedans nominating for the~~ bracket and qualifying 12.999 seconds or quicker.

Competitors who hold a Super Street Licence in a modern street car (see definition) may run as quick as ~~10.00~~ 9.95 (1/4 mile or 1/8 mile equivalent) once per event in qualifying or testing only. Modern street car competitors running quicker than 9.95 (1/4 mile or 1/8 mile equivalent) during qualifying or quicker than 10.00 (1/4 mile or 1/8 mile equivalent) during eliminations at any event will be disqualified from competition. All cars in Super street that do not have a current technical inspection and logbook may run as quick as 10.95 (1/4 mile or 1/8 mile equivalent) once per event in qualifying,

Competitors requiring a technical inspection that run quicker than 10.95 (1/4 mile) during qualifying or 11.00 during eliminations at any event will be disqualified from competition. Modern street cars that run quicker than 9.95 (1/4 mile or 1/8 mile equivalent) in qualifying or 10.00 during eliminations at any event will be disqualified from competition.

PAGE 64 – MODIFICATION TO CHAMPIONSHIP, GROUP ONE 2.11

Where at least three rounds are posted and **receive competitor entry forms**, ANDRA National Championship series are staged each season for Group One categories. All are included in the Australian Nationals **and Grand Finals**, ~~winter nationals and Nitro-Champs~~ events, with other rounds being scheduled independently.

PAGE 64 – ADDITION OF CLASS, JUNIOR FUNNY CAR, 2.10.3

Junior Dragster/ **Funny Car** Eliminator

(A/JD, B/JD, C/JD, **A/JFC, B/JFC, C/JFC**)

PAGE 64 – DELETION OF QUALIFYING TABLE., JD 2.10.3 (REPEATED)

Class	One-tenth of a second allowance (during elimination rounds only)	Qualifying Class Limits	Elimination Class Limits
A/JD	Not faster than 7.80	8.00	7.90
B/JD	Not faster than 8.40	8.60	8.50
C/JD	Not faster than 11.80	12.00	11.90

~~The top-qualifier for the JD Eliminator will be decided by the fastest Elapsed Time not quicker than 8.00 recorded by a Junior Dragster at the event.~~

PAGE 65 – ADDITION TO COMPETITION INFORMATION, ELIMINATION ROUND FORMAT 2.11.3

Note: Top speed points are not allocated in Top Alcohol competition.

PAGE 68 – TRAVEL BONUS POINTS, 2.12

~~Travel Bonus Points: A 50% bonus for points scored at the Perth Motorplex or Alice Springs round, where at least one additional Summit Sportsman Round is contested in the same season.~~

Travel Bonus Points: A 50% bonus for points scored at the Hidden Valley or Alice Springs round, where at least one additional Summit Sportsman Round is contested in the same season will be applied. Bonus points will be applied to the round the competitor gathers the most points at.

PAGE 69 – ADDITION SERIES SIGNAGE, ANDRA CHAMPIONSHIP 2.12.2

ANDRA Championship signage is compulsory on **both sides of** all vehicles wishing to participate in any round in the series. Failure to display such signage (during elimination rounds) may result in exclusion from participation at the event **or no allocation of event points**. Correct placement of signage is detailed in the following image, no other placements will be deemed acceptable unless otherwise approved by the ANDRA Competition Manager.

PAGE 69 – ADDITION SERIES SIGNAGE, SUMMIT RACING EQUIPMENT SPORTSMAN SERIES, 2.12.2

Summit Racing Equipment Sportsman Series signage is compulsory on **both sides of** all vehicles wishing to participate in any round in the series. Failure to display such signage (during elimination rounds) may result in exclusion from participation at the event **or no allocation of event points**. Correct placement of signage is detailed in the following image, no other placements will be deemed acceptable unless otherwise approved by the ANDRA Competition Manager.

PAGE 70 – ADDITION TO ALLOWABLE VEHICLES, ELECTRIC VEHICLES

ADR compliant or Street Registered electric vehicles are able to compete under street vehicle rules.

PAGE 71 – AFFILIATED ORGANISATIONS, MODIFICATION 2.13.9 DELETE AND COMBINE TO 2.13.8

~~2.13.9 ANFA – Australian Nostalgia Fuel Association~~

ANDRA will recognise ANFA (Australian Nostalgia Fuel Association, www.anfa.com.au), APSA (Australian Pro Street Association www.austprostassc.com.au) and Heritage Drag Race Association as affiliated organisations. These organisations organise and regulate rules specific to their own categories and events. These rules have been formulated to compliment ANDRA rules where possible ~~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.

PAGE 75 – ADDITION OF CLASS, JUNIOR FUNNY CAR 3.2

All competitors will be recognised in ANDRA events, and points scored.

All applicable Eliminator / class rules will apply to the Junior Funny Car as it does for Junior Dragster.

Specific Body regulations are orientated around safety as below:

Body Rules

Body to be constructed from fibreglass, carbon fibre or aluminium. Body Dimensions overall length 3650mm, height 880mm width 960mm, all measurements to be +/- 2%. Wing optional. May not extend more than 150mm from the rear of the body, Sill plates are not to be more than 150mm high. Front windscreen only, made of approved shatterproof material, or polycarbonate.

No side windows allowed. Arm Restraints as per rules. Top hatch's minimum size 400mm x 340mm, fixed hinge on the front edge. No latching of the hatch permitted. The hatch position must allow easy egress once the racer has cleared the roll cage internally to stand and exit the hatch.

Exhaust pipe to extend and exit 50mm past the rear of the body. Allowing adequate clearance between the pipe and the bodywork.

Body to be hinged at the rear of the chassis with quick release pins. Front retaining clips to be quick release. Rear axle to be extended in width so that the wheels are within the body wheel arches. Width of axle must be greater than the height of the body.

The internal body to be coated in a flame retardant paint. Fuel tank to be relocated to the front of the chassis, securely mount to the chassis with anti-leak valves. Fuel lines to be either braided or metal and not to pass into the cab area. Fuel lines to pass around or under the floor / side bodywork of the chassis.

Kill switches to be externally mount at the rear of the body and appropriately signed.

PAGE 75 – MODIFICATION AND ADDITION TO QUALIFYING, JUNIOR DRAGSTER 3.2

Class	One tenth of a second allowance (during elimination rounds only)	Qualifying Class Limits	Elimination Class Limits
A/JD A/JFC	Not faster than 7.80	8.00	7.90
B/JD B/JFC	Not faster than 8.40	8.60	8.50
C/JD C/JFC	Not faster than 11.80	12.00	11.90

The top qualifier will be the competitor that achieves a time closer to their qualifying class limit (without breaking out) than the other competitors. This qualifying method will be continued throughout the field e.g. C/JD 12.01 will qualify above an A/JD running a 8.02 pass.

PAGE 77 – ADDITION TO PARENT/LEGAL GUARDIAN DUTIES, JUNIOR DRAGSTER 3.2

A parent or legal guardian must consent to and be responsible for the actions of the Junior Competition Licence holder. The parent or guardian must be a current Full ANDRA Member. Only a current full ANDRA member may witness a Junior Competition Licence Holder entry and ESP form.

PAGE 77 – ADDITION TO BALLAST POSITIONING, JUNIOR DRAGSTER 3.2

Ballast: Removable ballast is limited to 25lbs (11.3Kg) and can be in any location, but no higher than the top of the rear tyres.

PAGE 80 – MODIFICATION AND ADDITION TO LICENCE REQUIREMENTS, MODIFIED BIKE 3.3

Licence: SSL as a minimum

All motorcycles 10.00 (1/4 mile or 1/8 mile equivalent) / ~~6.4 seconds (1/8 mile)~~ or quicker (9.50 or 1/8 mile equivalent) for unmodified factory production motorcycles) require Group Three UDL as minimum.

PAGE 80 – ADDITION TO ENGINE MANAGEMENT, MODIFIED BIKE 3.3

Engine Management: Delay devices and throttle stops are not permitted. Aftermarket or OEM Electronic Fuel Injection permitted. Motorcycles that are factory fitted with electronic rider aids (such as but not limited to traction control and anti-wheelstand) will be acceptable in Group 3 Competition. Motorcycles with these functions will not be considered to have any performance advantage over motorcycles that do not have electronic rider aids as standard where the motorcycle is deemed as Unmodified Production Motorcycle. Refer Definitions. OEM equipment/systems controlling the operation of brakes, steering, fuel/ignition systems or transmission will be permitted where the original engine and drivetrain are used.

PAGE 81 – MODIFICATION AND ADDITION TO CLASS BRACKET, SUPER STREET 3.4

~~Super street is open to sedans nominating to run between 11.00 (or equivalent) and 12.999 (or equivalent) at andra championship level. competitors running quicker than 11.00 (1/4 mile) / 7.00 (1/8 mile) will be disqualified~~

from qualifying and elimination rounds if they are not the holder of a current group 3 unlimited licence and if their vehicle does not meet the required safety standards. Competitors who hold a super street licence may run as quick as 10.95 (1/4 mile) once per event in qualifying or testing only. Competitors running quicker than 10.95 (1/4 mile) during qualifying or quicker than 11.00 (1/4 mile) during eliminations at any event will be disqualified from competition. The only exception will be in the event of a dual 11.00 second (or equivalent) infringement in the final round of eliminations where the lesser infraction shall be deemed the winner

Super Street is open to Sedans nominating to run between ~~11.00~~ 10.00 (1/4 mile or 1/8 mile equivalent) and 12.99 (1/4 mile or 1/8 mile equivalent) at ANDRA Championship level. Competitors who hold a Super Street Licence in a modern street car (see definition) may run as quick as 10.00 9.95 (1/4 mile or 1/8 mile equivalent) once per event in qualifying or testing only. Modern street car competitors running quicker than 9.95 (1/4 mile or 1/8 mile equivalent) during qualifying or quicker than 10.00 (1/4 mile or 1/8 mile equivalent) during eliminations at any event will be disqualified from competition. All cars in Super street that do not have a current technical inspection and logbook may run as quick as 10.95 (1/4 mile or 1/8 mile equivalent) once per event in qualifying,

Competitors requiring a technical inspection that run quicker than 10.95 (1/4 mile) during qualifying or 11.00 during eliminations at any event will be disqualified from competition. Modern street cars that run quicker than 9.95 (1/4 mile or 1/8 mile equivalent) in qualifying or 10.00 during eliminations at any event will be disqualified from competition.

PAGE 81 – MODIFICATION AND ADDITION TO LICENCE REQUIREMENTS, SUPER STREET 3.4

Competitors running quicker than ~~11.00~~ 10.00 (1/4 mile or 1/8 mile equivalent) ~~/7.00 (1/8 mile)~~ will be disqualified from qualifying and elimination rounds if they are not the holder of a current Group 3 Unlimited Licence and if their vehicle does not meet the required safety standards for their vehicle.

Competitors who hold a Super Street Licence may run as quick as 9.95 (1/4 mile or 1/8 mile equivalent) once per event in qualifying or testing only. Competitors running quicker than 9.95 (1/4 mile or 1/8 mile equivalent) during qualifying or quicker than 10.00 (1/4 mile or 1/8 mile equivalent) during eliminations at any event will be disqualified from competition.

PAGE 82 – MODIFICATION TO ELECTRONIC MANAGEMENT, SUPER STREET 3.4

Aftermarket or OEM Electronic Fuel Injection permitted. Vehicles that are factory fitted with electronic Driver aids (such as but not limited to traction control and stability control) will be acceptable in Group 3 Competition. Vehicles with these functions will not be considered to have any performance advantage over vehicles that do not have electronic driver aids. Refer Definitions. OEM equipment/systems controlling the operation of brakes, steering, fuel/ignition systems or transmission will be permitted where the original engine and drivetrain are used.

PAGE 82 – ADDITION TO WINDSHIELD AND WINDOWS, SUPER STREET 3.4

Windshield and Windows: Must be in good condition. All non-operative windows must be permanently closed. Other than factory tint, front windscreens must be clear on all vehicles. Where side windows are not fitted a window net or arm restraints must be used.

PAGE 84 – ADDITION TO WINDSHIELD AND WINDOWS, SUPER SEDAN 3.5

Windshield and Windows: Must be in good condition. All non-operative windows must be permanently closed. Other than factory tint, front windscreens must be clear on all vehicles. **Where side windows are not fitted a window net or arm restraints must be used.**

PAGE 87 – ADDITION TO CLASS DETAILS, MODIFIED DRAGSTER 3.6

C/MD Unsupercharged dragsters with 4 **or less** cylinder engines
CC/MD Supercharged/turbocharged, nitros with 4 **or less** cylinder engines

PAGE 87 – ADDITION TO CLASS DETAILS, MODIFIED ALTERED 3.6

C/MA Unsupercharged altered with 4 **or less** cylinder engines
CC/MA Supercharged/turbocharged/nitros altered with 4 **or less** cylinder engines

PAGE 89 – ADDITION TO ELIMINATOR DETAILS FOR SUPERCHARGED OUTLAWS 3.7

Supercharged outlaws eliminator will operator off of a handicapped PRO start.

PAGE 91 – MODIFICATION OF CLASS REGULATIONS, TOP SPORTSMAN 3.9

~~6 cylinder (with or without power adders) 1043.2kg (2300lb)~~

Rotary engine (with or without power adders) ~~997.9kg (2200lb)~~ **952.5kg (2100lb)**

6 cylinder or more (normally aspirated) 952.5kg (2100lb)

6 cylinder or more (with power adders) 1043.2kg (2300lb)

PAGE 101 – ADDITION TO ALTERNATE FITTING OF FUEL CELL, ALTERED BIKE 3.10

Fuel Cell: Fuel cells, where fitted, must be mounted **in any suitable location under the bodywork.**

PAGE 109 – MODIFICATION TO CENTRIFUGAL CLUTCH REQUIREMENT, NB/T 3.10

Transmission: NB/T restricted to single speed only. ~~with centrifugal type clutch.~~

PAGE 120 – DELETION FROM GROUP 2 REGULATIONS, GAS 3.11

NOTE: During the 2015 season ANDRA will be reviewing cylinder head allowances for G/GA. In addition to the currently required cast iron heads, ANDRA intend on introducing a choice of two alloy heads per engine manufacturer for the 2016 season. Submissions and comments are invited from class stakeholders.

PAGE 127 – MODIFICATION AND ADDITION TO PRODUCTION CLASS SPECIFICATIONS, ALTERED 3.12

AA/API & AA/APIA

149.47kg/litre (5.4lbs/cube) or more for sedans and coupes and all sports cars, pushrod EFI V8 engines, maximum of three valves and one spark plugs per cylinder using ANDRA approved ECU software. Limited to 40psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no

restrictions in line between MAP sensor & ECU. Turbocharging or centrifugal supercharging permitted. Minimum weight 2400lb.

BB/API & BB/APIA

179.92 kg/litre (6.50lbs/cube) turbocharging / centrifugal supercharging pushrod EFI V8 engines, maximum of two valves & one spark plug per cylinder using ANDRA approved ECU software ~~and boost limiting valve/s. Limited to 40psi (2.7bar) boost.~~ Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor & ECU. Refer General Regulations "4.8.1 ECU Software" on page 208 Aluminium or iron blocks permitted.

CC/API & CC/APIA

235.28 kg/litre (8.5 lbs/cube) turbocharging / centrifugal supercharging using 4 valve per cylinder EFI V8 engines, limited to capacity between 4.00 and 5.50 litres using ANDRA approved ECU software ~~and boost limiting valve/s. Limited to 40psi (2.7bar) boost.~~ Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor & ECU. Refer General Regulations "4.8.1 ECU Software" on page 208, Aluminium or iron blocks permitted.

PAGE 128 – MODIFICATION AND ADDITION TO ENGINE RULES, ALTERED

Electronic Management: Electronic gear shifting devices permitted, including A/APA, B/APA and C/APA. AA/API, AA/APIA, BB/API, BB/APIA, CC/API, CC/APIA, RR/API, RR/APIA, RRR/API, RRR/APIA, DD/API & DD/APIA must use ANDRA approved ECU software.

Engine: Must be a V8 automobile engine, except for RR/API, RR/APIA, RRR/ API & RRR/APIA which will use rotary engines, DD/API & DD/APIA which will use 4, 5 or 6 cylinder engines ~~up to 3.50 litre~~ capacity; year, make and model optional. Any modification allowed

Induction: Any carburettor or mechanical fuel injection permitted other than AA/API, AA/APIA, BB/API, BB/APIA, CC/API, CC/APIA, RR/API, RR/APIA, RRR/API, RRR/APIA, DD/API, DD/APIA where it is compulsory to use EFI. A/AP, A/APA, B/AP, B/APA, C/AP, C/APA any carburettor, mechanical or electronic fuel injection system permitted. Competitors using EFI must use ANDRA approved ECU software.

Superchargers: AA/AP, BB/AP and BB/APA will use the following supercharger overdrive limits; Standard Rootes 14/71 - .00322 x cub. Inches, 50% maximum. High helix Rootes 16/71 - .00285 x cub inches, 33% maximum. High helix Rootes 14/71 - .00300 x cub inches, 40% maximum. Screw type with rotor diameter 215.9mm (8 inches) or less manufactured after 31/12/94 - .00369 x cub inches, 72% maximum. Screw type with rotor diameter 215.9mm (8 inches) or less manufactured prior to 31/12/94 - .00408 x cub inches, 90% maximum. Screw type with rotor diameter greater than 215.9mm (8 inches) - .00261 x cub. inches, 22 % maximum. The rounding up of overdrive calculations will not be permitted. Refer General Regulations "4.7.1 Superchargers" on page 205. ~~Centrifugal superchargers must utilise ANDRA nominated boost limiting as required for turbocharged applications.~~ Centrifugal superchargers permitted in supercharged classes (only one form of supercharging permitted).

Turbochargers: ~~ANDRA nominated boost limiting required in all /API classes which must be mounted between the intercooler and the throttle body using the fitting supplied with the BLV and must be fully and easily accessible for checking. BLV's must be mounted as per any of three layouts in General Regulations 9.1.~~ Turbochargers permitted in supercharged classes (only one form of supercharging permitted).

PAGE 129 – MODIFICATION AND ADDITION TO BODY RULES, ALTERED 3.12

~~Body: Must have a coupe or sedan body originally produced by an automobile manufacturer. Fibreglass or composite body replicas permitted. Panel vans, utilities and 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. No open vehicles. Tops may be chopped and/or body height sectioned, but not to exceed 100mm (4 inches) total body height reduction. Bodies may be lengthened up to 150mm (6 inches) in front of the windscreen but may not be shortened or narrowed. All cars in this eliminator must have at least two doors with operative mechanical door handles accessible from inside and outside that permit exit and entry from either side. Four door sedans may be converted to two door, with lengthening of the front doors permitted. FWD cars may be converted to conventional rear wheel drive. Floors: Refer "4.13.7 Floors" on page 221.~~

May use any coupe, sedan, station wagon, panelvan or utility derivative originally mass produced by any automobile manufacturer. Fenderless Hot Rod type vehicles, one piece bodies, Funny Car, Altered style bodies, open top or rear engine sports cars are not permitted. Fibreglass or composite bodies are permitted where all other requirements are met, factory steel bodies permitted. Original or replica headlight and taillight housings are required. All vehicles must have at least 2 operative doors that permit exit and/or entry from either side. Four door bodies may be converted to two door on approval. Body maybe lengthened or shortened equal to any wheelbase increase or decrease. Overall body height (roof to sill/rocker) may be reduced by up to 4 inches (100mm) from OEM. Overall minimum vehicle height, as measured from the ground to the highest point of the roof, must be no less than 45 inches (1143mm). Body width may be narrowed but may be no less than 63 inches (1600mm) at front axle and 68 inches (1727mm) at rear axle. Maximum rear overhang 70 inches beyond rear axle centreline.

NOTE: ~~A/AP, A/APA, B/AP, B/APA, C/AP, C/APA are permitted to utilise~~ Vehicles that comply with current Pro Stock style "spec" body regulations will be accepted in this section (see Refer Pro Stock, Body & Chassis).

Fenders: Must have four production type fenders. Fibreglass or composite replicas permitted. One piece front clip permitted. Maximum permitted overhang 45 inches.

PAGE 129, 130 – ADDITION TO DRIVETRAIN RULES, ALTERED 3.12

Drive Line: In AA/AP, AA/API, AA/APIA, BB/AP, BB/APA, BB/API, BB/APIA, CC/API, CC/APIA any part of the driver's body must be completely enclosed in 3mm (1/8 inch) steel plate or 1.27mm (.50") CM4130 as a minimum, securely mounted to the frame or frame structure. Minimum length 305mm (12 inches). May be modified or fabricated to fit altered units.

Rear Axle: Spools permitted. Fully floating hubs required in AA/AP, AA/API, AA/APIA, BB/AP, BB/APA, BB/API, BB/APIA, CC/API, CC/APIA DD/API & DD/APIA.

PAGE 133 - DELETION FROM GROUP 2 REGULATIONS, ALTERED 3.12

NOTE: During the 2015 season ANDRA will be reviewing cylinder head allowances for C/AA. In addition to the currently required cast iron heads, ANDRA intend on introducing a choice of two alloy heads per engine manufacturer for the 2016 season. Submissions and comments are invited from class stakeholders.

PAGE 134 – ADDITION TO FRONT WING MAXIMUM WIDTH, ALTERED 3.12

Front wing elements maximum width 60 inches (1525mm) total.

PAGE 142 – DELETION FROM GROUP 2 REGULATIONS, DRAGSTER 3.12

NOTE: During the 2015 season ANDRA will be reviewing cylinder head allowances for C/DA. In addition to the currently required cast iron heads, ANDRA intend on introducing a choice of two alloy heads per engine manufacturer for the 2016 season. Submissions and comments are invited from class stakeholders.

PAGE 142 – ADDITION TO GROUP 2 REGULATIONS, DRAGSTER

Aluminium engine blocks permitted in AA/D, BB/D, BB/DA, CC/DA, EE/D, EE/DA, FF/D, FF/DA, A/D, A/DA, E/D, E/DA, F/D & F/DA only. Refer class regulations and “4.4 Engine” on page 200.

PAGE 158 – ADDITION OF EXHIBITION CLASS, NOSTALGIA TOP FUEL – FOR SUPPLEMENT ONLY

Addition of Nostalgia Top Fuel Class

PAGE 158 – MODIFICATION TO CLASS, FX 3.14

6 Cylinder (~~3.4L~~ 3.1L– 4.0L) 2,400lbs (1,088.6Kg)

PAGE 162 – 165 - MODIFICATION TO CLASS. OUTLAW NITRO FUNNY CAR ONFC 3.15

Body Style:

Limited to one piece automotive sedan/coupe style capped at the 2002 model / year. ALL Bodies are subject to AONFC approval. A photo of the front, side and rear must be submitted to AONFC prior to the purchase of the body.

Outlaw Nitro Funny Car Technical rules and regulations

Starting Procedure

Heads Up – Pro Start

Category explanation

Exhibition bracket featuring composite body replicas of later model and Nostalgia Coupes. This class runs on Nitro methane fuel but has significant restrictions in place in regards to fuel pumps and superchargers.

Traction Devices

Except where permitted by class regulations, any competitors found to be employing reactive traction systems or devices by any means will be subject to a twelve month suspension and a fine of \$15,000

Class Designation

ONFC

Class Details/~~Weightbreaks~~

~~Minimum weight 816.5Kgs (1800lbs), without driver.~~

ONFC Reserved for nitro-methane fuelled Outlaw Nitro Funny Cars

All current N/FC as permitted by ANFA rules will be permitted.

NOTE: Rules will be constantly reviewed subject to performance and safety

Engine

Cylinder Heads: Alloy and billet heads allowed (2 valves per cylinder only). Accepted billet heads must remain as manufactured, no overhead cams allowed.

Only Chrysler 426 Hemi based, V8 pushrod-type engines permitted, limited to 16 pushrods. Forged aluminium blocks, preferred.

~~Any internal combustion, only American-made automotive Big Block type V8 Pushrod type engines permitted, limited to 16 push rods. Chrysler 392 based/Chrysler 426 based/Big Block Ford based and Big Block Chev (incl Arias).~~ Any other engines will be considered by submission. Maximum cubic inches 500. Alloy blocks mandatory. Machining of blocks to reduce weight is prohibited. No Iron Blocks.

Ignition: Any single magneto and coil & retard system allowed. ~~Any type of magneto and associated coil and points box allowed. Single magneto & coil only. 6 Shooter type only (eg, MSD) permitted. A positive ignition shutoff within the reach of the driver is mandatory.~~

Lower Engine Containment Device: ballistic/restraint device. In addition, a fabricated metal oil containment device, designed to hold oil within the frame rails without spilling oil on the racing surface is required. The device should run from the rear motor plate to a minimum of 1 inch forward of the front seal. A dry sump system is required. ~~(Dry sump system required after 1/1/15)~~

Headers: Double wall insulated exhaust headers mandatory. ~~Outer sleeve must extend from flange, to start of bend at the bottom of the body.~~

Fuel: Nitro methane (70% minimum) and methanol only blend permitted. All other fuels prohibited (No Nitrous Oxide)

Fuel System: Any ~~single (one segment)~~ fuel pump to a maximum size of 34 gallons (129 litres) E.G. Waterman Mini Bertha with 1.5" gear. Up to 26 nozzles allowed eg-10 in hat & 16 in manifold, no down nozzles. No additional fuel delivery system allowed. Fuel tank and fuel lines must be within the confines of the frame and be protected from coming in contact with the track surface. Fuel lines as per ANDRA general regulations ~~page 202, 4.5.4~~. Must have fuel shutoff operable from the driver's seat. Fuel tank must be equipped with a positive locking screw-on cap. ~~Limited to 16 nozzle jets in the blower manifold. Total maximum nozzles 26. Down nozzles in heads prohibited.~~ Any air intake (injector) allowed limited to 50 square inches (32,258 mm²) including shafts. Internal modifications allowed. Top of injector not to exceed 50% of windshield height measured from the top of the supercharger. High speed lean-out system allowed. Up to a 2" spacer between Hat and Blower allowed.

Supercharger and Manifold: Restricted to Roots-type supercharger; rotor helix angle not to exceed that of standard 71-series GM-type rotor. 6-71 cast or billet case allowed, billet rotors only, maximum overdrive is 50%. High-helix rotors prohibited. Set back blowers allowed, rear of blower end plate not to extend past the front of the rear engine plate. Supercharger restraint system meeting SFI 14.3, aluminium studs required to clamp blower to manifold. Front mounted manifold burst panel meeting SFI spec 23.1 mandatory. Turbochargers, screw-type superchargers, and centrifugal-type superchargers prohibited. Any manifold (no tunnel ram type) 6" max runner length.

Throttle: Throttle control must be manually operated by the driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Throttle must incorporate a positive-action return system. Refer ANDRA general regulations. ~~Rule Book—General Regulations page 205, 4.6.5.~~

Valve Covers: Cast or fabricated metal valve covers using all attachment bolts mandatory. Carbon fibre/composite valve covers prohibited.

Vent Tube Breathers: Vent tubes must be double clamped at each connection. Minimum diameter, 1¼ inches for all breather tubes. All quick connections in the system must have a secondary locking system (tape, wire ties etc not allowed). Minimum catch-can (s) capacity is 7.6litres ~~8 quart~~. Catch-can(s) must be mounted behind driver and have adequate internal baffling to prevent oil from being deposited on racing surface. Refer ANDRA general regulations ~~page 204, 4.6.2. Dry sumps currently highly recommended on Funny Cars (Mandatory as of 1/1/2015)~~

Driveline:

Clutch, Flywheel, Flywheel Shield: Clutch management system prohibited. Maximum number of discs four. Maximum number of fingers six. **Glide style clutches only**. All clutches must incorporate a clutch pedal. Release of clutch must be the result of a manual operation by the driver's foot. No staged or lock up systems allowed. Clutch allowance will be reviewed annually. Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly, minimum .250" (6.35mm) thick. No Autos or Torque

converters. ~~Clutch allowances will be reviewed annually.~~ Flywheel and clutch to meet SFI spec 1.3 or 1.4. Refer ~~“4.9.4 Clutch” on page 212.~~

Flywheel Shield / Bellhousing required. Refer ANDRA Rule Book - Clutch on page 212, 4.9.4. Refer ~~“4.9.7 Flywheel Shields/ Bellhousing” on page 214.~~

Driveline Cover: Driveline must be covered in .062 (1.57mm) chrome moly steel or .125 inch (3.175mm) 6061 aluminium 360-degree full cover. Couplers mandatory. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to behind the front edge of the seat, through the bulkhead panel. Protective shield required beneath driver's seat. Refer General Regulations ~~4.9.5 on page 213.~~

Rear End: Rear-end gear ratio limited to 3.5:1 or numerically higher (e.g. 4.1 or 4.3). Aftermarket full-floating, proprietary or live axle assembly mandatory.

Transmission: A maximum of 2 forward speeds, driver operated reverser required. Transmission must be planetary-type design (Lenco or B&J). OEM or Powerglide-type units prohibited. A ballistic shield meeting SFI 4.1 minimum must cover all transmissions. **Automatic transmission and converters prohibited.**

Brakes & Suspension

Brakes: **Disk brakes on all four wheels mandatory.** 11x4" piston carbon fibre aftermarket rear wheel disk brakes mandatory – refer ANDRA regulations ~~4.10.1~~ Application and release of brakes must be a function of the driver. Electronics, pneumatics, or any other device may in no way affect or assist brake operation. Foot or hand brake must be located inside of driver compartment. Steel brake lines mandatory. Front brakes mandatory on all vehicles.

Suspension: Rigid suspension mandatory.

Wheelbase: Minimum: 118 inches. Maximum: 125 inches on long side.

Steering: Heim joints (moly or hi-tensile) must be a minimum of 3/8- inch **(9.525mm)** shank diameter and must be installed with washers to prevent bearing pull-out. Removable steering wheel, if used, must meet SFI spec 42.1

Frame

Ballast: Permitted. Refer ANDRA Rule Book – Ballast on page 218, 4.11.2 Refer ~~“4.11.2 Ballast” on page 218.~~

Ground Clearance: Minimum 3 inches **(76.2mm)** from front of car to 12 **(304.8mm)** inches behind centreline of front axle; 2 inches (50.8mm) for the remainder of the car, except oil pans and headers. Refer ANDRA Rule Book - Ground Clearance on page 218, 4.11.4

Parachutes: Dual parachutes mandatory. Fire-resistant protective covers must be on all parachutes packs and unpacked shroud lines. ~~Refer ANDRA general regulations.~~ 12' **(304.8mm)** minimum size. Refer ANDRA Rule Book – Parachutes on page 219, 4.11.6.

Roll Cage/Chassis: Must meet SFI 10.1C as minimum. Refer ANDRA Rule Book - Roll Bars & Safety Cages on page 222, 4.14. As per ANDRA General Regulations.

Maximum wheelbase variation from left to right: 2 inches (50.8mm).

Tyres: Race-only spec tires on front mandatory. Size of rear tires limited to a maximum of 34.5-inch (876.3mm) diameter x 17-inch (431.8mm) wide, slick tyres only. Tyre allowances will be reviewed annually.

Wheels: Must be bead-locked on rear. Front must be Billet Type or spun aluminium, no cast. No cast drive wheels allowed. SFI 15.3 minimum required. Where SFI 15.4 wheels are used, wheel must mate with required drive hub type.

Body

Upholstery: Optional. If used, must be of suitable fireproof material. Refer ANDRA general regulations. Fire proof covering over seat highly recommended.

Body: FC bodies limited to any one piece automotive style, sedan based bodies must resemble the original mass-produced make and model. Bodies may be made of fibreglass or carbon fibre. Body must lift off as a one-piece unit. Minimum body width is 60 inches (1,524mm), measured at the centreline of the front and rear axle. Maximum lowering of roof height 2 (50.8mm) inches. Front fender bubbles allowed, maximum 2½ (63.5mm) inches. Injector box in windshield cannot exceed 50% of windshield height. A protective means is required to prevent accidental operation of throttle when opening or lowering body (e.g. a shields over throttle linkage or adequate clearance to body) Fireproof paint required on the underside of body. Burst panel between supercharger opening and front wheel arch highly recommended, minimum area 235 square inches (151,613 square mm). Rear wing height must not exceed roof level as car sits on the ground. Rear Spill plate or wing overhang must not exceed 12 inches (304.8mm) from the most rear part of the body. Body model / year is capped at 2002. ~~Body styles limited to at least 10 years of age prior to eligibility for competition.~~

Escape Hatch: A working escape hatch must be installed in top of body to permit easy driver exit, see-through types prohibited. Minimum size, 18 inches x 17 inches (457.2mm x 431.8mm). Roof hatches must be permanently attached and hinged at front.

Firewall/Floor: Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly 0.25" (6.35mm) thick minimum. ~~250 thousandths thick minimum.~~ Firewall must seal driver from engine compartment. Floor to be Aluminium or Steel, Magnesium prohibited.

Interior: All sheet metal within the driver's compartment must be aluminium, titanium or steel. Magnesium prohibited.

Spoiler: Read in conjunction with 'Body specs'. Allowed front and rear. Front spoiler limited to overall overhang measurement of 40 inches (1,016mm) overhang when measured from the centreline of the forwardmost spindle. No extension devices allowed. Airfoils prohibited.

Data Recorders: Permitted. Cannot perform any management function.

Driver & Safety

Fire Extinguisher System: Refer ANDRA [general regulations](#) [Rule Book - General Regulations page 244, 4.20.5](#)

Driver Arm Restraints: [Refer ANDRA Rule Book - General Regulations page 243, 4.20.1](#)

Neck Collar: [Refer ANDRA Rule Book - General Regulations page 245, 4.20.6.](#)

Licence: ANDRA Group 2 UDL as minimum [Refer ANDRA Rule Book - General Regulations page 52, 2.4.4 & page 53, 2.44.2.](#)

Head Protector: [Refer ANDRA Rule Book - General Regulations page 236, 4.14.18](#)

Protective Clothing: [Refer ANDRA Rule Book - General Regulations page 248, 4.20.9.1](#)

[Driver frontal head restraint system: Refer ANDRA Rule Book - General Regulations page 245, 4.20.7](#)

[Helmets: Refer ANDRA Rule Book - General Regulations page 246, 4.20.8](#)

[Seat Belts: Refer ANDRA Rule Book - General Regulations page 250, 4.20.10](#)

PAGE 166 – MODIFICATION TO V-TWIN ENGINE SPECIFICATION, PRO STOCK MOTORCYCLE 3.16

V-Twin will consist of Buell or Harley Davidson FX engines that retain the design features of a Harley Davidson engine (pushrod, 45 or 60 degree). [Harley Davidson VR engines are also permitted.](#) Side by side rod configuration is permitted.

PAGE 171 – MODIFICATION TO BONNET SCOOP DIMENSIONS, PRO STOCK 3.17

Bonnet Scoops: Permitted however, scoops must not exceed [250mm \(10inches\)](#) [280mm \(11 inches\)](#) in height, as measured from the highest point of the original bonnet surface.

PAGE 177 – MODIFICATION TO STEERING DAMPENER REQUIREMENT, TOP FUEL MOTORCYCLE 3.18

A steering [dampener is required](#) however it must not act as a steering stop.

PAGE 177 – ADDITION TO BODY DIMENSIONS, TOP DOORSLAMMER 3.20

[Proposed body dimensions for a vehicle competing in this bracket, along with the standard dimensions for that model, must be forwarded to the ANDRA Office by the competitor prior to the issue of, or renewal of the vehicle log book. The onus is on the competitor to supply all relevant body dimensions. Any information found to be incorrect may result in Tribunal Action.](#)

PAGE 181 – ADDITION TO IGNITION RULES, TOP ALCOHOL 3.19

Ignition: [All Top Alcohol vehicles must have the ability to record ignition timing data during a run and all recorded information on the device may be viewed, and/or downloaded, by ANDRA Officials at any time at their discretion.](#) The use of any programmable multi-point rev limiter and/or a rate of acceleration rpm limiter, either by themselves or integrated into the ignition system are prohibited.

PAGE 185 – ADDITION TO WHEELBASE MODIFICATION, TOP DOORSLAMMER 3.20

OEM vehicle wheelbases with more than 115 inches may be shortened between OEM and 115 inches. Vehicles with OEM wheelbase above 115 inches must be shortened and are not to exceed 115 inches.

PAGE 187 – ALTERATION TO CLASS REGULATIONS, NITRO FUNNY CAR 3.21

Deleted all text referring to exhibition or non-championship competition.

Add text at

ANDRA championship events Nitro Funny Car and Top Fuel are combined into Nitro Eliminator to be run heads up on a pro tree.

PAGE 188- ADDITION TO CLASS REGULATIONS, NITRO FUNNYCAR 3.21

Seats: Must be foam formed with energy-absorbing material to the driver's body, this is recommended from 01 July 2016 and mandatory from 01 July 2017. No magnesium is permitted. A minimum of one layer of flame retardant-material seat upholstery is mandatory.

PAGE 189- ADDITION TO CLASS REGULATIONS, TOP FUEL 3.22

Seats: Must be foam formed with energy-absorbing material to the driver's body, this is recommended from 01 July 2016 and mandatory from 01 July 2017. No magnesium is permitted. A minimum of one layer of flame retardant-material seat upholstery is mandatory.

PAGE 188- TOP FUEL ELIMINATOR – ALTERATIONS 3.22

In class heading change from Top Fuel eliminator to Top Fuel.

Delete One class of competition for nitro methane burning, supercharged dragsters.

Change to Top Fuel are nitro methane burning, supercharged dragsters. At ANDRA championship events Nitro Funny Car and Top Fuel are combined into Nitro Eliminator to be run heads up on a pro tree.

PAGE 190 – ADDITION TO CLASS REGULATIONS, TOP FUEL 3.22

Skid plates attached to engine plate or frame mandatory. Must be at least 1935 sq. mm (3 square inches) in contact area, be below the bottom of the sump, and designed to contact the track surface before the lower frame sections. Wheels are not permitted.

PAGE 190 – ADDITION TO DEFINITIONS, MODERN STREET CARS 4.1

Modern Street Cars - Street registered, sedan-based vehicles (and derivatives such as utilities and wagons) with a compliance identification plate of at least 01JAN2008.

PAGE 193 – ADDITION TO DEFINITIONS, MODERN STREET CAR 4.1

Modern Street Cars - Street registered, sedan-based vehicles (and derivatives such as utilities and wagons) with a compliance identification plate of at least 01JAN2008.

Note:

Late model vehicles with a high centre of gravity (such as SUVs and vans) do not meet the definition for sedan-based vehicles and as such are not accepted.

Vehicles must be enclosed, no convertible-style vehicles permitted.

Prohibited modifications include: any alteration to structural parts of the vehicle, floor pan alteration, firewall alteration, wheel tub modifications and any alteration to ADR safety items.

Vehicles may use OEM modern three point seatbelts using pre-load tensioners. Harness seatbelts of 4pt, 5pt or 6pt design are also acceptable

PAGE 195 – ADDITION TO DEFINITIONS, TRACTION CONTROL DEVICE 4.1

A traction-control device is any unit or system that uses live data to control functions of the vehicle, such as tire slip, which are not controlled by the driver. These devices are, but not limited to; timing control based on wheel, driveline, or engine acceleration, braking control, throttle control, tire-shake meters, vertical acceleration meters, misfire control, stutter box, relays, and/or rpm-activated chips

PAGE 203 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, FUEL SYSTEMS 4.5.4

Under no conditions, are any fuel tanks, lines, ~~fuel pressure gauges~~ or other units containing fuel permitted in the driver's compartment. Where fuel pressure gauges are located in the drivers compartment, all lines must be steel braided with steel fittings.

PAGE 204 – MODIFICATION TO GENERAL REGULATIONS, FLASH SHIELD 4.5.9

Injector tubes may extend through bonnet if required. Carburettors in those classes requiring a bonnet may only be exposed via a bonnet scoop closed on the top, back and sides except in sedan classes where original factory glass windscreen is used. Rear of bonnet may only be raised if original factory glass windscreen is fitted. All cars using carburettors and not requiring a bonnet must be equipped with a ~~metal~~ flash shield so constructed and fitted as to cover the top, back and sides to prevent fuel being siphoned into the airstream or blown into the driver's face.

PAGE 204 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, LOWER ENGINE CONTAINMENT DEVICE 4.6.3

All supercharged vehicles with an ET quicker than 9.00 / 135mph (1/4 mile or 1/8 mile equivalent) must be equipped with either a lower engine containment device ("nappy") or belly pan or combination of both, capable of containing oil and debris. From 1/1/2015 all normally aspirated vehicles with an ET quicker than 8.00 / 175 mph (1/4 mile or 1/8 mile equivalent) must be equipped with either a lower engine containment device ("nappy") or belly pan or combination of both, capable of containing oil and debris.

PAGE 205-207 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, POWER ADDERS 4.7

ANDRA recognises three forms of power adders, these being belt/crank driven (mechanical) supercharging, turbocharging and ~~chemical~~ nitrous oxide (N2O). Each form of supercharging is

directly related to relevant, specific requirements including safety and class regulations. Unless otherwise stated in Class Regulations, no more than one form of supercharging is permitted on any vehicle.

All engine combinations utilising power adders on vehicles quicker than 8.99 seconds ¼ mile (or 1/8 mile equivalent) must be fitted with manifold burst panels meeting SFI Spec 23.1 (spring loaded, nitrous specific if running nitrous). A blow-off valve may be fitted in lieu of burst panel on centrifugal supercharged or turbocharged vehicles. ♦ NOTE: If performance warrants boost or overdrive limitations on a particular combination; they may be ~~instigated~~ implemented at any time with 28 days' notice.

♦ NOTE: Superchargers of a specification or design, revised in part or whole after 1/1/97, must be approved by ANDRA. Any supercharger shall remain as constructed by the original manufacturer and not modified' All OEM approved modifications are to be certified by the manufacturer and written certification supplied to ANDRA Technical. All supercharger approvals must be noted in the vehicle Log Book after receiving a written authorisation from ANDRA Technical.

NOTE: The only acceptable modification to a screw type supercharger is the "Blueprint" modification as performed by PSI Superchargers.

Screw Type Superchargers

Maximum overdrive for screw type superchargers with a rotor diameter greater than 216mm (8.5 inches) may not exceed 60%. Maximum overdrive for screw type superchargers with a rotor diameter less than 216mm (8.5 inches) may not exceed 125%. Maximum overdrive for screw type superchargers with a rotor diameter less than 178mm (7 inches) may not exceed 60%. Top Fuel Motorcycles must be limited to the manufacturer recommended overdrive.

Screw type superchargers with a rotor diameter greater than 178mm (7 inches) must meet SFI Spec. 34.1 Recertification of PSI Superchargers is not mandatory, but highly recommended on a 2 yearly basis.

Screw type superchargers with a rotor diameter smaller than 178mm (7 inches) in cars quicker than 10.00 (1/4 mile) are required to have ballistic containment and supercharger restraint system. Combinations where fuel is not injected prior to the intake manifold, ballistic containment and supercharger restraint systems are recommended but not mandatory.

Rootes Type Superchargers

On all cars running quicker than 11.00 seconds 1/4 mile (or 1/8 mile equivalent) Rootes type superchargers must be fitted with a front endplate of 6mm (1/4 inch) minimum thickness, a rear endplate of 7.62mm (.300 inch) minimum thickness, and supercharger restraints, aluminium shear bolts at the mounting face must also be used.

T/F and F/C vehicles must be fitted with a supercharger restraint system meeting SFI Spec. 14.3.

Maximum case length in Group 1 or 2 Competition

Maximum case length in Group 1 or 2 competition 590mm (23.25 inches) ~~400mm (16 inches), except 18/71 superchargers~~. Maximum case width is 285mm (11.5 inches) ~~400mm (16 inches)~~. All vehicles in Group 1 and 2 running a supercharger must be fitted with a manifold burst panel meeting SFI Spec 23.1.

18/71 Superchargers are permitted in Group 3 and non-championship competition only. Maximum case length for 18/71 supercharger 615mm (24.5 inches).

Maximum overdrive for Rootes type units may not exceed 70%, except 18/71 superchargers which may not exceed 15%.

~~18/71 superchargers are permitted in Group 3 and non-championship competition only.~~

Centrifugal Type Superchargers

Centrifugal superchargers may use belt, chain or gear drive type.

In Group 2 competition single or twin centrifugal superchargers may be used. Twin centrifugal superchargers must have an inducer diameter of no greater than 4.2" (106.68mm). A single centrifugal supercharger may have an inducer diameter of no greater than 5.35" (135.39mm). Maximum impeller RPM must not exceed manufacturer's guidelines.

All vehicles with a centrifugal supercharger must be fitted with a manifold burst panel meeting SFI spec 23.1

The centrifugal supercharger impeller wheel must be constructed of aluminium. The injection of any substance in the compressor housing/volute air inlet or the discharge side of the supercharger is prohibited.

Where centrifugal superchargers are used in Group Two competition, they will be subject to boost and/or size limitations as per a turbocharged combination. Refer "4.7.2 Turbochargers" and class regulations.

Turbochargers

Where turbocharging is employed in Group Two competition, there is to be a single method of increasing boost pressure (e.g. exhaust driven only). No supplementary or auxiliary methods are permitted.

Turbochargers certified to SFI 61.1 are recommended.

Single or twin turbocharged combinations permitted unless otherwise stated in Class Regulations.

In group 2 competition Maximum size compressor wheel inducer 88mm (3.465 inch) for twin turbo applications, 106mm (4.173 inch) for single turbo combinations.

Turbocharger size will be enforced by measuring the opening in the intake housing at the point where the leading edge of the inducer wheel meets the inlet housing. The maximum diameter of the housing may not exceed 2mm (.078 inch) more than the maximum size.

It is recommended that all 4/6 cylinder and rotary engine vehicles quicker than 7.00 second ¼ mile (or 1/8 mile equivalent) are fitted with ballistic containment on compressor side of turbocharger. From 01.06.2017 this recommendation will become a requirement.

~~Approved units at this time include the Turbosmart model #FG-BLV-40. These are sealed calibrated units that must be mounted between the intercooler and the throttle body using the fitting supplied with the unit. All Boost Limiting / Blow-off Valves must be mounted as per any of the three layouts shown. NO OTHER MOUNTING METHOD WILL BE ACCEPTED. If multiple throttle bodies and intake plenums are used each throttle body must use a boost limiting valve. The units must be easily accessible & removable for checking. ANDRA will verify the integrity of boost limiting valves.~~

~~4.7.2.2 Boost Limiting Valve Mounting~~

~~Where BLV is installed, the diagrams below show the only acceptable methods for mounting of a Boost Limiting Valve (BLV). The BLV must be mounted between the intercooler and the throttle body and must be easily accessible for removal and inspection by ANDRA stewards.~~

~~NOTE: A hole with a minimum size of 75% of the BLV mounting diameter must be used.~~

~~4.7.2.3 Maximum Pointer Gauges~~

~~In lieu of the Boost Limiting Valve as required in specific classes, competitors may wish to use a Maximum Pointer Gauge. The Maximum Pointer Gauge is a sealed gauge that is to be fitted such that it measures manifold boost pressure. The gauge will be checked by Stewards and reset during post-run compliance audit. For further details please contact ANDRA Technical.~~

PAGE 208 – MODIFICATION TO WORDING, ECU SOFTWARE 4.8.1

The software loaded must be specific for the **ECU Electronic Control Unit (ECU)**.

PAGE 208 – MODIFICATION TO WORDING, ELECTRONIC CONTROL UNITS 4.8.2

~~ECU's (Electronic Control Units)~~ **ECUs** permitted for use will only control fuel and ignition relative to preset engine conditions, and must not allow the use of traction control

PAGE 211 - MODIFICATION AND ADDITION TO GENERAL REGULATIONS, BATTERY ISOLATION 4.8.9

Genuine street registered vehicles **(excluding Modern Street Cars with an ET slower than 10.00 seconds (1/4 mile or 1/8 mile equivalent) quicker than 11.00(¼ mile) / 7.00 (1/8 mile) 11.00 seconds (1/4 mile or 1/8 mile equivalent)** that have a battery in its original OEM location, all competition cars quicker than **12.00 (1/4 mile) / 7.70 (1/8 mile) 12.00 seconds (1/4 mile or 1/8 mile equivalent)** and any vehicle where the battery has been relocated, require an battery isolation switch / master cut off.

PAGE 212 – ADDITION TO GROUP, GROUP 2 EFI CLASSES 4.8.11

The following is specific to group 2 (cars and motorcycles) that allow EFI in the class regulations. 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. Any closed loop function which uses wheel speed, drivetrain, suspension, g-forces an ECU can control. What we can't allow is closed loop functions which use drivetrain, suspension or g-force as an input.

Any type of traction-control device, electronic or mechanical, is prohibited. A traction-control device is any unit or system that uses live data to control functions of the vehicle, such as tire slip, Which are not controlled by the driver/ rider. These devices are, but not limited to, timing control based on wheel, driveline, or engine acceleration, braking control, throttle control, tire-shake meters, vertical acceleration meters, misfire control, stutter box, relays, and/or rpm-activated chips

PAGE 212 - MODIFICATION AND ADDITION TO GENERAL REGULATIONS, AUTO TRANS PROTECTION 4.9.1

All supercharged vehicles (Inc. nitros oxide) with an ET quicker than ~~11.00(1/4 mile) / 7.00 (1/8 mile)~~ 11.00 seconds (1/4 mile or 1/8 mile equivalent) and Modern Street Cars with an ET quicker than 10.00 seconds (1/4 mile or 1/8 mile equivalent) ...

PAGE 212 - MODIFICATION AND ADDITION TO GENERAL REGULATIONS, TRANSMISSION COOLERS 4.9.2

All vehicles fitted with a transmission cooler must use industry standard cooler lines and **barbed positive retention type** fittings and correct clamps as a minimum. Rubber fuel line, **fittings** or hosing not meeting industry standards for the application, are not permitted.

PAGE 213 – ADDITION TO GENERAL REGULATIONS, COVERING OF ROTATING COMPONENTS 4.9.5

All rotating driveline parts inside a vehicle including, but not limited to, driveshaft yokes and couplers are to be appropriately covered.

PAGE 213 – ADDITION TO GENERAL REGULATIONS, DRIVELINE PROTECTION 4.9.5

Tailshaft loops are highly recommended for all vehicles. Where a cross-member is not in the vicinity of the front universal joint, all cars with OEM **or part-OEM floors or fabricated steel full floors** using supercharged, turbocharged or nitrous oxide engines, all modified vehicles, vehicles with non-original engines, and all competition vehicles with rear wheel drive, capable of elapsed times quicker than 13.00 seconds 1/4 mile **(or 1/8 mile equivalent)**, using open drive shafts, must have a retainer loop of the following specification as a minimum: 360 degrees of enclosure, 3mm (1/8 inch) minimum thickness and 50mm (2 inches) wide, or 22mm (7/8 inch) x 1.62mm (.065 inch) welded steel tubing, securely mounted and located within 150mm (6 inches) of the front universal joint for support of the drive shaft in event of universal joint failure. It is recommended that the loop be round to minimise loading. Cars fitted with a two-piece driveshaft are exempt from this requirement where the driveshaft comes complete with a securely mounted centre bearing.

For normally aspirated rear wheel drive vehicles with fabricated floors (full chassis type sedans), driveshaft to have retainer loop of 360 degrees enclosure, 22mm (7/8 inch) x 1.62 (.065 inch) welded steel tubing, securely mounted and located within 150mm (6 inches) of the front universal joint and have the driveline enclosed in a 360 degrees tube made of 3mm (1/8 inch) steel plate or 1.27mm (.050") CM4130 or titanium as a minimum, that is securely mounted to the frame or frame structure covering the front universal joint. Minimum length is 305mm (12 inches).

For supercharged/turbocharged/nitrous oxide rear wheel drive vehicles with fabricated floors (full chassis type sedans), driveshaft to have retainer loop of 360 degrees enclosure, 22mm (7/8 inch) x 1.62 (.065 inch) welded steel tubing, securely mounted and located within 150mm (6 inches) of the front universal joint. Where the drive line passes any part of the driver's body, the car must have the driveline enclosed in a 360 degrees tube made of 3mm (1/8 inch) steel plate or 1.27mm (.050") CM4130 or titanium as a minimum, that is securely mounted to the frame or frame structure covering the front universal joint. Minimum length is 305mm (12 inches) from the centre of the joint. Where entanglement in rotating driveline components is possible a cover is recommended

Cars with terminal speeds of 180mph and faster, where driveshaft passes through driver area (full chassis sedans) also require a securely mounted rear mounted retainer loop of 360 degrees of enclosure, 22mm (7/8 inch) x 1.62 (.065 inch) welded steel tubing. Loop may be part of or integrated into rear of chassis or differential mounted cage. Vehicles with carbon fibre driveshafts are exempt from this requirement.

On any vehicle in which the driver sits over or behind the rear axle centre or over the tailshaft/driveshaft and universal joints are used, a suitable 360 degree protective shield of 3mm (1/8 inch) steel plate or 1.27mm (.050") CM4130 or titanium must be installed, securely mounted to the rear axle centre and the frame, bellhousing or transmission in front of the joint. Where possible, couplers are recommended in place of universal joints. For straight couplers, the minimum requirement is 1.6mm (.063 inches) aluminium which must contain an inspection cover for removal and inspection of the coupler, securely mounted to the rear axle centre and the frame, bell-housing or transmission in front of the coupler, or as noted in class requirements.

A two piece driveshaft/tailshaft shield, made of 360 degree tubes of 3mm (1/8 inch) steel or 1.27mm (.050") CM4130 or titanium as a minimum, covering both front and rear universal joints and extending 150mm (6 inches) from the centre of each universal joint, can be used on altered vehicles fitted with rear suspension. An anti-rotation device is mandatory in any car where the driver sits over or behind the rear axle.

PAGE 214 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, FLYWHEEL SHIELDS / BELLHOUSING 4.9.7

Any other clutch equipped cars running quicker than 11.00(~~1/4 mile~~) / 7.00(~~1/8 mile~~) 11.00 seconds (1/4 mile or 1/8 mile equivalent) and Modern Street Cars running quicker than 10.00 seconds (1/4 mile or 1/8 mile equivalent) are required to use a steel, aluminium with steel or titanium lining, or titanium bell-housing or shield.

PAGE 217 – ADDITION TO GENERAL REGULATIONS, BRAKES 4.10.1

Brakes must be in good working order. Two wheel hydraulic brakes (rear wheels only) are the minimum requirement. Motorcycles may use OEM brakes on front and rear wheel as minimum, refer Class Regulations. Four wheel hydraulic brakes are required on some vehicles as noted in class requirements. All Group Two sedans are required to have four wheel brakes as a minimum. Any car exceeding 170mph must be equipped with 280mm (11 inch) rear wheel discs as a minimum.

Minimum diameter 280mm (11 inch) carbon fibre brake rotors (rear wheels minimum) required for all vehicles that weigh more than 2100lbs (952kg) and exceed 225mph, and all vehicles that exceed 240mph irrespective of weight. Carbon fibre brake rotors must be used in conjunction with carbon fibre specific brake pads. Carbon fibre brake rotors MANDATORY from 01 July 2017. If a hand lever is used the handle must be inside the driver's compartment. Brake lines must be routed outside the frame rail or enclosed in a 406mm (16 inch) length of 3mm (1/8 inch) minimum wall thickness steel tubing, securely mounted where line(s) pass the flywheel/bell-housing area and a flywheel shield is not fitted. All fixed brake lines must be steel. Any braking effect that is not directly generated by the driver or rider is prohibited

Competitors unfamiliar with proper driving procedures when using carbon brake rotors should consult manufacturer or experienced racers for instruction.

PAGE 218 – ADDITION TO GENERAL REGULATIONS, GROUND CLEARANCE 4.11.4

All cars are required to maintain a minimum of 75mm (3 inches) ground clearance from the front of the vehicle to 305mm (12 inches) behind the centreline of the front axle, and 50mm (2 inches) for the remainder of the vehicle except for engine sumps and containment, and exhaust headers. Where permitted by Class Regulations, wheelie bars are exempt from the 2-inch clearance requirement.

PAGE 218 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, WINDOW NETS 4.12.2

Where arm restraints are not used in sedans with an ET quicker than ~~11.00(1/4 mile) / 7.00 (1/8 mile)~~ 11.00 seconds (1/4 mile or 1/8 mile equivalent) and Modern Street Cars with an ET quicker than 10.00 seconds (1/4 mile or 1/8 mile equivalent), a ribbon type window net must be fitted between the side and top bars at the driver's window

PAGE 221 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, COMPETITION NUMBERS 4.13.4

	Race Number	Class Designation
Cars	150mm x 75mm 100mm x 25mm	75mm x 37.5mm
Motorcycles	50mm x 25mm 100mm x 25mm	30mm x 15mm

Race numbers must be in a colour that strongly contrasts with the panel it is adhered to. Race numbers must be easily visible from the control tower.

PAGE 221 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, FLOORS 4.13.7

All ~~cars~~ sedans not having OEM floors must be equipped with floor panels made of steel or aluminium which must extend the full length and width of the driver's compartment to the rear of the driver's seat. Passenger floors may use suitably mounted composite material except where passengers are carried. Open cars must be equipped with a subfloor inside, but independent of the body. Subfloor must not contain openings or gaps. Cars equipped with bellypans made of fibreglass or other breakable material must have metal subfloors. Bellypans and subfloors enclosing engine or driver's compartment must contain suitable drain holes so that liquids and foreign matter cannot collect and create a fire hazard.

PAGE 221 – ADDITION TO GENERAL REGULATIONS, WINDOWS & WINDSHIELDS 4.13.9

Windshields and/or windows on all competition cars, when listed under class requirements, must be of shatterproof material, safety glass or Polycarbonate. Other than factory tint, front windscreens must be clear on all vehicles. Tinting of side windows must not prevent visibility of driver, from the outside of the vehicle, through side windows at night events. Reflective window tinting is not permitted. Where funny cars have full side windows fitted, a six inch diameter opening must be provided to facilitate access from outside the vehicle

PAGE 222 – ADDITION TO ROLL BARS & SAFETY CAGES, REMOVABLE MEMBERS 4.14.5

Where removable members are used, please refer to 2015 ANDRA Removable Roll Cage Specification for permitted joiner types.

PAGE 234 – ADDITION TO GENERAL REQUIREMENTS, ROLL BAR PADDING 4.14.15

Additional padding mounted on flat stock and fastened to roll cage on both sides of the driver's helmet mandatory in all cars faster than 225mph. Padding must be securely mounted and include flame-retardant covering. Padding meeting SFI 45.2 recommended. Recommended 1st July 2016, Mandatory 1st July 2017.

PAGE 234 – ADDITION TO GENERAL REGULATIONS, SKID PLATES 4.14.16

Where fitted skid plates must be attached to engine plate or frame. Must be at least 3 square inches in contact area, located below the bottom of the oil pan, and designed to come in contact with the ground before the framerail. Wheels are not permitted in lieu of skid plates.

PAGE 237 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, TYRES 4.15.2

Radial front tyres permitted on genuine street registered cars with ET no quicker than 9.00 where fitted with genuine radial rear tyres. Otherwise radial tyres not permitted on RWD vehicles quicker than 10.00 / 140mph. ~~Radial front tyres are not allowed for use on RWD vehicles quicker than 10.00 secs / 140 mph regardless of rear tyre construction.~~ Some radial tyres marked "Not for Highway Use" and other tyres marked as "Drag Radials" are not manufactured with radial construction processes, onus is on competitor to ensure construction type matches front tyres.

PAGE 239 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, ALLOWED COMMUNICATION DEVICES 4.17.4

~~Radio~~ Electronic/voice communication between the driver/rider and any person outside the vehicle is not permitted in Group Three or Four. Communication devices added to a helmet should be

approved as part of the original helmet certification. Any subsequent additions or modifications to facilitate communication may invalidate the helmet certification.

PAGE 240 – ADDITION TO GENERAL REGULATIONS, SELF STARTING 4.17.5

Vehicles required to be self-starting may utilise an onboard stater or remote starter, unless prohibited in class regulations. Where remote starters are used, removal of panels for access is not permitted.

PAGE 240 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, TENDER VEHICLES 4.17.10

Any vehicle apart from the race vehicle required by a competitor in the paddock area shall display the Competition Number of the race vehicle.

Apart from Junior Dragsters for which they are properly licenced, persons in control of any motorised vehicle within the confines of the event property are required to hold a provisional civil driver's licence as a minimum.

Other than vehicles recognized as track, tender, service, official, or vehicles specifically designed for handicapped and reduced mobility occupants, only full-size production two, three or four wheel motorcycles or scooters capable of civil registration or golf buggies will be permitted in any area of the venue.

Where two wheel motorcycles are used, a helmet meeting AS/NZ 2063 as a minimum must be worn by all riders and passengers where the vehicle exceeds 10 kph.

All vehicles must have a working head and tail light and an audible warning device. The use of "pocket" or "monkey" bikes, non-motorised scooters or other motorized, wheeled devices is prohibited.

Every tender vehicle is required to have a loaded, serviceable fire extinguisher in their possession, carried in the tender vehicle or otherwise available for immediate emergency use. Dry chemical type extinguishers certified to AS/NZS 1841 (1.2kg / 2.5lbs minimum size) are recommended.

PAGE 241 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, TOWING 4.17.13

All tow straps or cables used on any open vehicles must be attached at or near the front axle. The attaching of tow straps or cables to roll cages on any open-vehicles dragster or altered is strictly prohibited.

The use of steel towing cables for towing purposes is prohibited. Where push cars are used push bar must be designed to prevent push car from riding up on rear of race car.

Refer also "4.17 Support Group".

PAGE 242 – ADDITION TO GENERAL REGULATIONS, TECHNICAL INSPECTOR IMPARTIALITY 4.18

Technical Inspections must be carried out by an inspector who has not built any significant part of the vehicle being inspected.

PAGE 242 – ADDITION TO GENERAL REGULATIONS, TECHNICAL INSPECTION FREQUENCY 4.18

All sedans quicker than ~~11.00 seconds (1/4 mile)/ 7.00 seconds (1/8 mile)~~ (excluding Modern Street Cars with an ET slower than 10.00 seconds (1/4 mile or 1/8 mile equivalent)).

PAGE 243 – ADDITION TO GENERAL REGULATIONS, AS/NZ STANDARD FIRE EXTINGUISHERS 4.20.2

Dry chemical type extinguishers certified to AS/NZ 1841 (1.2kg / 2.5lbs minimum size) are recommended.

NOTE: Halon extinguishers are not permitted under civil legislation.

PAGE 246 – MODIFICATION TO WORDING, HELMET SHIELDS 4.20.8

A shield, if used, must remain as manufactured, it may be clear or tinted. Cutting of a shield or reducing its transparency is prohibited. Tape, tinting film, paint, decals, or any other addition to a shield is prohibited except for a horizontal band at top of the shield ~~1-inch tall maximum~~ to a maximum of 1 inch in height from the top of the shield.

All Categories: FIA 8860 -2010

All Categories: Where AS/NZS 1698 helmets are allowed ECE 22.05 helmets are also acceptable.

Remove SA2005 and M2005 from all allowable helmet lists from 31st December 2016

PAGE 248 - 250 – MODIFICATION AND ADDITION TO GENERAL REGULATIONS, PROTECTIVE CLOTHING

Funny Car (Alcohol & Nitro), Top Doorslammer, Supercharged Enclosed Composite Body quicker than 9.00, Front Engine Top Fuel Dragster or Fuel Altered, Designated Exhibition Vehicles: 4.20.9.1

- Shoes/boots meeting SFI 3.3/15 ~~or FIA 8856~~ as minimum
- Balaclava meeting SFI 3.3 or FIA 8856, ~~or~~ helmet skirt meeting SFI 3.3/10 as minimum
- Socks meeting SFI 3.3 or FIA 8856 recommended, flame resistant mandatory.

Top Alcohol Dragsters & Altered, Steel Body Supercharged Group 2 Classes with fabricated firewall, Rear engine Top Fuel Dragster: 4.20.9.2

- Shoes/boots meeting SFI 3.3/15 ~~or FIA 8856~~ as minimum
- Socks meeting SFI 3.3 or FIA 8856 recommended, flame resistant mandatory.

All other supercharged Competition & Modified, any Supercharged Sedans requiring tech inspection ~~or with OEM firewall~~, Supercharged Enclosed Composite Body slower than 9.00: 4.20.9.3

- Gloves meeting SFI 3.3/5 ~~or FIA 8856~~ as a minimum
- Socks meeting SFI 3.3 or FIA 8856 recommended, flame resistant mandatory.

Naturally aspirated ~~Competition & Modified~~ open vehicles, ~~any Sedan~~ naturally aspirated sedans quicker than 11.00, Supercharged Enclosed composite body slower than 9.00

4.20.9.4

- Gloves meeting SFI 3.3/5 or FIA 8856 as a minimum
- Socks meeting SFI 3.3 or FIA 8856 recommended, flame resistant mandatory.
- Balaclava meeting SFI 3.3 or FIA 8856 and underwear meeting SFI 3.3 or FIA 8856 recommended but not mandatory.

4.20.9.5

Sedans slower than ~~11.00~~ 11.00 seconds (1/4 mile or 1/8 mile equivalent), Modern Street Cars slower than ~~10.00~~ 10.00 seconds (1/4 mile or 1/8 mile equivalent).

Junior Dragster

NOTE: Equipment ~~certified to~~ carrying the label (ISO 6940) in conjunction with the FIA standard FIA 8856 ~~will be permitted~~ is prohibited in all classes ~~until December 31, 2015~~.

NOTE: Balaclava not required where helmet is manufactured with a skirt, labelled as meeting SFI 3.3/10

Junior Funny car

- Driver's suit meeting SFI 3.2A/5 or FIA 8856 as a minimum
- Shoes/boots meeting SFI 3.3/5 or FIA 8856 as minimum
- Gloves meeting SFI 3.3/5 as a minimum
- Balaclava meeting SFI 3.3 or FIA 8856 as a minimum
- Underwear meeting SFI 3.3 or FIA 8856 as a minimum
- Socks meeting SFI 3.3 or FIA 8856 are recommended, flame resistant mandatory

Pro Stock Motorcycle 4.20.9.8

Leather motorcycle riding gloves with wrist or cuff closure. Gloves must overlap jacket sleeves. Gloves with carbon fibre or Kevlar knuckling and/or palms are strongly recommended.

Competition Bike (All Classes) 4.20.9.9

~~Motorcycle road riding gloves as a minimum.~~ Leather motorcycle riding gloves as minimum. Gloves must overlap jacket sleeves. Gloves with carbon fibre or Kevlar knuckling and/or palms are strongly recommended.

Modified Bike 4.20.9.10

~~Motorcycle road riding gloves as a minimum.~~ Leather motorcycle riding gloves as minimum. Gloves must overlap jacket sleeves. Gloves with carbon fibre or Kevlar knuckling and/or palms are strongly recommended.

Riders who are not required to be the holder of a permanent ANDRA Licence may compete in purpose designed motorcycle long trousers, a securely fastened leather jacket, full leather motorcycle riding gloves and closed footwear full leather boots as a minimum. May use short boots that cover ankles if pants cover top of boots. Elastic sided boots prohibited, lace up or zip up boots minimum.

~~NOTE: Balaclava not required where helmet is manufactured with a skirt, labelled as meeting SFI 3.3/10~~

4.20.10.2

Sedans slower than ~~12.00~~ 12.00 seconds (1/4 mile or 1/8 mile equivalent), Modern Street cars Vehicles slower than ~~10.00~~ 10.00 seconds (1/4 mile or 1/8 mile equivalent).

PAGE 252 – ADDITION TO GENERAL REGULATIONS, SEATS 4.20.11

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.

Top Fuel and Nitro Funny car seats must be foam formed with energy-absorbing material to the driver's body, this is recommended from 01 July 2016 and mandatory from 01 July 2017. No magnesium is permitted. A minimum of one layer of flame retardant-material seat upholstery is mandatory.

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.