



2018/2019 ANDRA Rulebook Changes

These rule amendments cover all rule changes to the 2018/2019 ANDRA Rulebook.

Initial Release Date: 1st June 2018.

2018/2019 Rulebook Publishing Date: early to mid-July 2018 (tbc).

Effectivity date of new rules: 13th July 2018.

For this document, additional text is highlighted in grey and text deletions are in ~~red strikethrough~~.

Note: The 2018/2019 Rulebook will only have new text highlighted as green.

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1. New restricted tyre class (E/MS)

Class Designation: E/MS, E/MSA.

All regulations as per current /MS body and engine regulations will apply except the following;

Tyre size: May be no larger than 275/60R15 or 28x10.5 radial, (30x9x15 slick/radial slick is optional) as labelled by manufacturer

NO "W" tyres permitted.

Absolute dimensions with tyre @15 lbs and raised off ground shall be;

275/60 and 28x10.5 tread width 10.5 inches, 28.5 diameter inches.

30x9 tread width 9.5, diameter 30.5 inches.

Wheelie Bars: Not permitted.

Transmission: Automatic transmission only. Lock up convertors prohibited in all /MS classes.

Fuel: Any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

Weight Break: 9 lbs per cubic inch.

Minimum Weight: 3060 lbs

Engine Size: 340 to 365 cubic inches.

Engine Sealing: Must be sealed prior to competition due to level of engine restriction.

RPM Limit: 9200 rpm. Data loggers and rev limiter settings will be audited at random.

Cylinder Heads: Any OEM or aftermarket inline valve head permitted (Canted, Splayed valve or Billet heads not permitted). LS cylinder heads allowed on OEM factory LS blocks, no aftermarket engine blocks where LS cylinder heads are used.

Induction: E/MSA Single Carb or Single Throttle body EFI to max of 4150 Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted.

Max Bore Size: 4.080

Valve Lift: 0.800 maximum measured at the valve.

Camshaft: Maximum 55mm diameter core.

Lifters: Roller tappet permitted with maximum 0.904 in diameter.



Oiling System: Wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet/vac pump.

Competitors please note: All other engine regulations as per current /MS part of which includes. Engine must be based on an assembly line V8 maintaining the original configuration, including bore spacing, deck height, camshaft height and pan rail width.

Note: In the future ANDRA may look at different options for these combinations including, Dragsters, Alters etc) and may look to introducing a Bigblock class in future.

2. Competition Bike to be run under a Shootout style format

Shootout style format racing will be on trial for Group 2 Competition Bike competitors for the 2018/2019 Season. The system on trial is as per the proposal for the Rowe Memorial event in November 2017, unfortunately the trial didn't go ahead.

Competition Bike competitors in complete qualifying as per normal processes and are seeded into a maximum 16 bike field. From there each competitor would get to race in 3 'Elimination' rounds where points would be issued for a win and lose.

The highest point's scorers from the 'Elimination' rounds would then compete in a final; deciding the winner and runner up.

Some points to note –

- National Records and Indexes will be as per current
- National Records can still be set as per the rulebook "In Group Two any runs capable of supporting a new National Record during eliminations to calculate the new record."
- There will be **NO** index adjustments between rounds of eliminations.

Points will be allocated on the basis of 20 points for round win and 10 points for a round loss. Where more than two competitors are tied on the highest points after 3 rounds the tie breaker will be best performance against the index in Elimination round 3, if still a tie. Second tie breaker will be best performance against the index in Elimination Round 2.

Points

The points will be allocated towards the championship as per below;

Winner	100
Runner Up	80
Win 3 Elimination rounds but doesn't make final	60
Win 2 Elimination rounds lose one round	50
Win 1 Elimination round lose 2 rounds	40
Lose 3 Elimination rounds	30

Top Qualifier – 10 points. ET/ Speed Records – 5 points



3. No record setting in Qualifying – within Group 2 Eliminators

In Group 2 any runs capable of supporting a new National Record during eliminations ~~and a maximum of one run from qualifying~~ will be used to calculate the new record.

4: The potential new record is backed up with another performance of within one percent of the new mark (best performance) at the same event. In the event that two runs exceed the existing record but are not within one percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time or speed, which will then stand as the new record. The ability of claiming record setting runs from Qualifying has been removed, meaning both record setting runs must be from Elimination runs for Group 2 competitors only. ~~At least one of the runs must be in Eliminations for group 2 or 3 competitors.~~

4. Limit the amount of class swapping within Group 2 Eliminators

A limit of two (2) Class swaps per Eliminator (per season) is allowed.

Note: Only applies to Competition Bike Eliminator, Super Stock Eliminator, Competition Eliminator.

5. Review of points awarded in Summit series rounds

Bonus Points: Every racer that wins a Summit event will be awarded 20 bonus points for the win and 10 points for a runner up. These bonus points are to be added to the final total once an attempt to qualify at the final round of the series has been made.

These points will be added in addition to the 300 points cap.

6. Boot mounted fuel tanks in MS and MP

Fuel System: A fabricated fuel tank of no less than 5 gallons (22.73 litres) may be fitted in the original location (boot mounted).

7. Suspension in MP

Sway bar may be removed. Crossmembers/ K-Frame may be replaced or the original may be modified for adequate sump/ ancillary clearance, where strength is not compromised and suspension mounting points remain in their original positions relative to the vehicle.



8. Burst Panels for Power Adders

All engine combinations utilising Superchargers on vehicles quicker than 8.99 seconds (1/4 mile or equivalent) must be fitted with manifold burst panels meeting SFI 23.1 (spring loaded, nitrous specific if running Nitrous oxide). A blow-off valve may be fitted in lieu of a burst panel on centrifugal Supercharged, Turbocharged vehicles or Turbocharged Rotary (with Cast Iron manifolds). SFI 23.1 is not mandatory for Turbocharged Rotary vehicles.

9. Super Street A (S/STA) 10.00-12.99secs

Designation	Vehicle Performance/Specification
S/STA	10.00-12.99 seconds / 1/4 mile
S/STB	11.00-12.99 seconds / 1/4 mile
S/STM	10.00-12.99 seconds / 1/4 mile (Modern Street Cars)

10. Airfoils/Wings - Clarification

Aerodynamic Aids / Nose Cone: Maximum projection ahead of axle: 1016 mm (40 inches) from the centre of the forward most wheel. Minimum ground clearance: 75 mm (3 inches). Maximum Width of Nose Cone (not including wings) – No part of the nose cone should protrude outward past the outer most edge of front wheel/tyre, measured/checked with the front wheels pointing straight. Maximum rise forward of the front axle: 600 mm (24 inches) from the ground. Projection behind front axle not permitted. Spill plates allowed, but not to exceed 300 mm (12 inches) in height from the ground. Refer Definitions, “Aerodynamic Aid” - Nose Cones that extend rearward of vertical centreline of the front wheel are not acceptable.

Airfoils / Wings: Permitted. Front wing maximum width, as measured from the left and right outer most points of the front wing/airfoil to be no greater than 60 inches (1525mm), including spill plates if installed.

Note: Additionally, to the changes above a definition of “Spill Plate” has been added to 4.1 Definitions.



11. ANDRA Removable Rollcage Specification v3.0 and ANDRA Welded Rollcage Specification v3.0

Both ANDRA Rollcage Specifications have been updated by ANDRA Technical and they can be found here:

- [Removable Rollcage Specification v3.0](#)
- [Welded Rollcage Specification v3.0](#)

The updates, which are effective from 1st May 2018, present changes to some requirements as well as adding clarification to other requirements that were generating questions from various rollcage fabricators.

All changes are highlighted with different coloured text throughout the documents and now bring both ANDRA Rollcage Specifications in-line with each other as well as with the current CAMS Rollcage Specification.

Removable Rollcages are still required to be approved and registered with ANDRA Technical (prior to having a Technical Inspection), however Welded Rollcages do not need to follow that procedure.

If you have any questions regarding the information presented in either specification, please contact ANDRA Technical on technical@andra.com.au or 08 8271 5355.