

A/MS, A/MSA, B/MS, B/MSA, C/MS and C/MSA;

Permitted any mass produced OEM Cast Iron cylinder head, or listed aftermarket cylinder head.

The following aftermarket Cast Iron cylinder heads are permitted;

- Chevrolet: **GM** Cast Iron Bowtie (all), World Products- Sportsman II 011150, Casting # I-037 and S/R Casting # I-052
- Chrysler: Mopar Performance - W2 (all)
- Ford: World Products - 053030, Casting # I-056 and # I-057
World Products - 053040, Casting # I-061.

A/MS and A/MSA;

May use the following Aluminium cylinder heads;

- Chevrolet: Part No 14044861 (Casting No 14044861),
Part No 14044862 (Casting No 14044861),
Part No 14011076 (Casting No 14011077),
Part No 12363410 (supersedes 14011076-7)
- Chrysler: Part No P4529335 (Stage V1), Part No 4349600.
- Ford: Part No TFS-A460 or M-6049-B460,
Part No M-6049-A429 or M-6049-B429.

◇ **NOTE: Cylinder heads not listed may be submitted to ANDRA for approval.**

All permitted cylinder heads must have a standard port configuration and valve angle ("configuration" includes valve stem angle and port arrangement). Inlet and exhaust ports may be enlarged, but no material (metallic or otherwise) may be added to the casting inside the ports or combustion chamber, except in the case of genuine repairs where material may be added with the only purpose to replace the original metal.

A maximum of two genuine repairs, to a maximum of two cylinder intake or exhaust runners or combustion chambers, in any one head casting are allowed. Genuine Repairs are defined as a repair for the intent of maintaining original design specifications, and must be localised to the specific area of the fault. Replacement of valve guides and seats is permitted.

Sealing agent, gasket or any other material must not protrude, into any inlet or exhaust port past the original face.

Exhaust flange adaptor plates may be fitted to the original exhaust faces, but no part of the adaptor, header flange, flange gasket, or exhaust may protrude in to the port past its original outside face.

Engine: The engine must be based on an assembly line V8 maintaining the original configuration, including bore spacing, deck height, camshaft height and pan rail width, with a recognised connection between the manufacturer of engine and body used. **Competitors are advised that in addition to the configuration guidelines listed above, any aftermarket blocks with any alterations in design from the original OEM design require approval from ANDRA Technical prior to use. This applies to all /MS classes.**

H/MS and H/MSA vehicles are limited to OEM LS1 and LS2 Aluminium cylinder blocks, with engine numbers submitted to ANDRA prior to competition. FWD vehicles produced after 1st January 1986, and generally available in Australia, may be converted to RWD.

The grouping of models will be considered the same for classification purposes, e.g. Holden - HK to HG, HQ to HZ, Commodore VB to VL, Falcon - XR to XY, XD to XF. Use of a different capacity engine is permitted. In all cases, the make of engine is determined by the cylinder heads fitted.

Any aftermarket Cast Iron engine block of original configuration is permitted. Oversize engines of a different configuration may be fitted in A/MS and A/MSA provided the recognised connection to manufacturer is maintained.

D/MSA and E/MSA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads.

D/MSA permitted to use any aftermarket cast iron or alloy non-billet block, but must maintain OEM bore spacing for make and engine brand/family. Only permitted in D/MSA to allow for large cubic inch small block configurations used across the different engine brands - but must still maintain a recognised connection between the manufacturer of engine and body used.

D/MSA engine size restricted to 420.00 to 460.00 cubic inches. Maximum Bore Size 4.300.

E/MSA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080.

Maximum RPM limit for **D/MSA and E/MSA** is 9200 rpm.

D/MSA and E/MSA vehicles must have the ability to provide evidence of compliance with RPM limit, which may be checked by ANDRA Officials at any time at their discretion.

D/MSA and E/MSA wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet/vacuum pump.

Exhaust: Any extractor or exhaust system may be used, terminating at sill panel level, with the gases being directed away from the car and tyres. Maximum of four outlets permitted. Exhaust may exit through inner fenders, but these may not be trimmed for more than 50 mm (2 inches) clearance around pipes.

Fuel: All classes except **D/MSA and E/MSA** restricted to Ethanol, Methanol or Petrol only. **D/MSA and E/MSA** restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

Ignition: Any distributor ignition system permitted with the exception of magnetos.

Induction System: Excepting **D/MSA and E/MSA**, H/MS and H/MSA vehicles using EFI, all classes restricted to a maximum of one carburettor with a maximum of four venturis. Tunnel ram plenum type manifolds are not permitted. H/MS and H/MSA utilising EFI permitted to use OEM or aftermarket manifolds retaining OEM configuration, maximum of a single 105 mm throttle body/blade or a single 4 barrel type throttle body using a carburettor style base when fitted to a mass produced cast manifold permitted. Any ECU permitted.

D/MSA and E/MSA restricted to a to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of **4150 (E/MSA) and 4500 D/MSA** Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted.

Power Adders: Not permitted.

Ballast: Permitted.

Bellypan: Not permitted.