

In C/AA, apart from genuine repairs which are limited to two cylinders only, no material may be added to the cylinder head casting and no part of the inlet manifold or gasket may protrude into the port. Exhaust flange adaptors are permitted as long as no material from the manifold, the adaptor or any gaskets or seals protrudes into the port past its original outside face. Replacement of valve guides and seats is permitted.

The following aftermarket Cast Iron cylinder heads are permitted in C/AA;

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

Electronic Management: Electronic gear shifting devices permitted. RR/AI must use ANDRA approved ECU software. Refer Electrical, Electronic Control Units.

Engine: Must be an automobile type engine, excepting FF/A and FF/AA, year, make and model optional. Any modification may be made to the engine. No more than one engine permitted. Any engine set-back allowed. Rear engine location is not permitted. Competition Eliminator is restricted to V8 engines only, excepting EE/A, EE/AA E/A, E/AA F/A, F/AA, FF/A and FF/AA.

D/AA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads D/AA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080. Camshaft restricted to 55mm diameter core, 0.800 maximum valve lift measured at the valve. Roller lifters permitted with a maximum 0.904 inch diameter.

Maximum RPM limit for D/AA is 9200 rpm. D/AA 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/AA wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet/ vacuum pump.

Fuel: Restricted to Ethanol, Methanol or Petrol only. D/AA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

Induction: Excepting C/AA, AA/A AA/AA, BB/A, BB/AA and CC/AA any carburettor, mechanical or electronic fuel injection system permitted. Competitors using EFI must use ANDRA approved/ nominated ECU software. AA/A, AA/AA, BB/A, BB/AA, CC/AA, C/AA limited to carburettor or mechanical fuel injection. EFI is compulsory in RR/AI and RRR/AI using ANDRA approved software.

C/AA limited to mass produced cast inlet manifold, which must be cast in a single piece with only machining of faces, internal porting and welded repairs of minor damage permitted, and one four venturi, 750 cfm Holley carburettor, List No. 0-3310(s)/2 - /7 (Petrol), 0-4779(s) (Petrol), or 0-9645(s) (Methanol). An "S" suffix after the part number, denoting the finish of the unit will be accepted. Use of earlier carburettors with list numbers other than those noted may be approved by ANDRA. Fuel bowl extensions permitted. Standard choke body, base plate and venturi diameters must be retained, along with throttle shafts, blades and screws. No "Dominator" type or modified units permitted.

C/AA will also be permitted to use following approved 0-3310 direct replacement carburettors - Quick Fuel SSR-780-AU-M and SSR-780-AU-V.

D/AA restricted to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of 4150 Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted. **Tunnel Ram plenum type manifolds not permitted.**

Entire engine and induction regulations as per current Super Stock E/MSA and E/APA requirements.