

4.4.3 ENGINE ORIGIN

With the exception of Exhibition and Junior Dragster vehicles all engines used in Drag Racing must be of automotive or motorcycle origin. The use of engines specifically produced for marine use is not permitted.

4.4.4 CRANKSHAFT CENTRELINE HEIGHT

Maximum crankshaft **centreline** height for Junior Dragster and Junior Funny Car vehicles is 17 inches (432 mm).

If a vehicle's suspension has been lifted making its crankshaft centreline height greater than **(23.5 inches) 600 mm** the vehicle must not go quicker than 14.00 seconds 1/4 mile / **8.91 seconds 1/8 mile.**

For factory standard SUV / 4x4 / 4x2 "high-rider" vehicles the following maximum crankshaft centreline height applies,

- **36 inches / 915mm for vehicles running 12.00 seconds 1/4 mile / 7.64 seconds 1/8 mile and slower.**
- **31 inches / 785mm for vehicles running 11.99 to 10.00 seconds 1/4 mile / 7.63 to 6.36 seconds 1/8 mile.**
- **24 inches / 610mm for vehicles running 9.99 seconds 1/4 mile / 6.35 seconds 1/8 mile and quicker.**

All measurements are to be made from level ground with racing pressure in the tyres.

4.4.5 CRANKSHAFT PULLEY SHIELD, HARMONIC BALANCER

All pulleys/ crank hubs/ harmonic balancers must be positively retained to the crank with a bolt.

Vehicles using a Steel outer ring crank pulley do not require a scatter shield, however, the outer pulley ring must have some positive means of limiting its forward movement.

If the following vehicles are fitted with a harmonic balancer, it must be of an approved type or have a scatter shield fitted;

- All enclosed vehicles (excluding modern Street cars) quicker than 11.00 seconds (1/4 mile or equivalent).
- Modern Street Cars quicker than 10.00 seconds (1/4 mile or equivalent).
- Dragsters.
- Alters.
- Vehicles where the engine is exposed.

The harmonic balancer must be made from Steel or forged Aluminium and affixed with all bolts supplied as per the manufacturer's installation guidelines.

The scatter shield must be constructed from 6 mm (1/4 inch) Steel plate securely fastened with at least two M10 mm (3/8 inch) high tensile bolts in such a manner as to contain or deflect fragments should the outer ring of the crank pulley disintegrate.

The width and circumference of the outer ring of the crank pulley must be covered and the front of the shield should extend down to at least the level of the pulley. A 10 mm (3/8 inch) diameter hole may be drilled in the shield for timing mark purposes. No other openings are permitted.

4.4.6 COMPONENT SEALING

All Group 1 and Group 2 vehicles subject to engine or transmission limitations or weight breaks (lbs/cube) of any type, will be required to have provision for wire component sealing. Competitors must ensure that holes of suitable size and location are provided in relevant components.

- ◇ **NOTE: Competitors wishing to avoid having their engines inspected at events are encouraged to have their engines verified and sealed prior to the event by an ANDRA Official.**

Engine or component seal numbers must be recorded in Vehicle Logbook.