

#### 4.10.4 GROUND CLEARANCE

All cars are required to maintain a minimum of 75 mm (3 inches) ground clearance from the front of the vehicle to 305 mm (12 inches) behind the centreline of the front axle, and 50 mm (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 (50 mm) clearance requirement. Motorcycles must have a minimum of 50 mm (2 inches) ground clearance measured with the rider and relevant equipment in place and 10 psi in the rear tyre. Vehicles will be checked for correct ground clearance during ESP Auditing. The onus for correct vehicle height remains with the Driver/ Rider. Staging problems will be assumed to be the fault of the start line equipment, and should a problem occur, both vehicles should be backed out and the problem investigated. If the fault is found to be with one of the vehicles it will be disqualified immediately. Vehicle body movement during staging can occur which may break beams, addition vehicle ground clearance should be allowed to compensate for any variation.

#### 4.10.5 NUTS & BOLTS

The use of ultra high tensile fasteners in areas where lateral impact may be experienced is not permitted. Electroplating of fasteners used in suspension, steering, brake, Bellhousing and other high stress applications is not permitted.

#### 4.10.6 PARACHUTES

All cars exceeding 130 mph (208 kph), or 140 mph (224 kph) where four wheel brakes are used, must be fitted with a braking parachute specifically designed for Drag Racing, produced by a recognised manufacturer of such equipment. All cars exceeding 200 mph (320 kph) must be fitted with dual parachutes with separate attachment points for shroud lines. Scrutineers/ Auditors will inspect the proper operation of parachutes, and the condition of the canopies, shroud lines and pilot chutes at every event. A separate release cable, solidly mounted within 25 mm (1 inch) of the lever or ring, must be used for each chute. Parachutes may be deployed separately. Where automated release systems are used, driver must also be able to manually release the parachute/s.

Where Nitromethane is used as a fuel, the parachute pack and exposed shroud lines should be protected with fire resistant material.

In all instances of parachutes use, the chute must be seen to be deployed by the end of the speed traps. Failure to comply with this ruling may lead to a warning or reprimand. Continued offences may lead to further action. Failure to deploy a chute under competition conditions where considered necessary by ANDRA Stewards is regarded as faulty vehicle preparation.

All competitors unfamiliar with vehicle dynamics and proper driving procedures when using parachutes should consult parachute manufacturer or experienced racers for instruction.

Shroud line attachment points must be a minimum of 1 inch (25 mm) in diameter.

Parachute systems should be fitted in the manner recommended by the manufacturer, using the hardware supplied.

- ◇ **NOTE: In all cases where parachute/s are required, a clearly visible, brightly coloured ribbon/ flag must be attached to safety pins or devices used to prevent opening of the parachute/s during pre race preparation.**