

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;

- 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.

A/MS and A/MSA;

May use the following Aluminium cylinder heads;

- a. Chevrolet: Part No 14044861-2 (Casting No 14044861),
Part No 14011076 (Casting No 14011077),
Part No 12363410 (supersedes 14011076-7)
Part No 19331427
- b. Chrysler: Part No P4529335 (Stage V1), Part No 4349600.
- c. 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) as well as having a direct relationship to the brand of engine block and engine series (e.g. engines available in that particular model of car from OEM production).

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.