

Class Details/ Weightbreaks;

Designation	Weightbreak
A/G & A/GA	149.47 kg/litre (5.40 lbs/cube) or more, no power adders, V8 only.
B/G & B/GA	179.92 kg/litre (6.50 lbs/cube) or more, no power adders, V8 only.
C/G & C/GA	207.60 kg/litre (7.50 lbs/cube) or more, no power adders, V8 only.
D/G & D/GA	235.28 kg/litre (8.50 lbs/cube) or more, no power adders, V8 or 6 cylinders only.
DD/G & DD/GA	340.46 kg/litre two valve (12.30 lbs/cube) or more, Supercharged/ Turbocharged or Nitrous Oxide two valve engines or 365.37 kg/litre more than two valves (13.20 lbs/cube) where more than two valves per cylinder are used. Restricted to 6 cylinders or less.
RR/G & RR/GA	340.46 kg/litre (12.30 lbs/cube) or more, Turbocharged Rotary engines only.
E/G & E/GA	262.96 kg/litre (9.50 lbs/cube) or more, no power adders, V8 only.
F/G & F/GA	292.02 kg/litre (10.55 lbs/cube) or more, no power adders. Restricted to V8 or V6 engines fitted with single carburettor of up to four venturis, and non-tunnel ram inlet manifold.
G/GA	179.92 kg/litre (6.50 lbs/cube) or more, no power adders. Restricted to V8 engines using Iron cylinder blocks with a maximum capacity of 410 cubic inches. Minimum weight 997.90 kg (2200 lbs) including driver. Mass produced factory (OEM) wedge type Cast Iron or listed aftermarket wedge type Cast Iron cylinder heads with standard port configuration and valve angle. ("Configuration" includes valve stem angle and port arrangement). Cleveland cylinder heads permitted on Ford engines. Refer Class Regulations. Tunnel Ram plenum type manifolds not permitted.

The suffix A denotes vehicles using OEM planetary transmissions (refer Definitions, "OEM Planetary Transmission") and torque converters, which will use a different Class Handicap.

Cylinder Heads: Excepting G/GA, any cylinder head or modification permitted.

♦ **NOTE: In G/GA, only 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

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.

Electronic Management: Electronic gear shifting devices permitted.

Engine: Automobile engine required; however, year, make and model are optional within class limits. Any modifications permitted. No more than one engine permitted.

Engine may be relocated, but not to exceed 10% of the wheelbase as measured from the centreline of rear most front spindle to the centre of the forward most spark plug hole.

Rear engine location permitted, provided the engine used is of the same number of cylinders as the original and fitted in the same location. Aluminium Alloy blocks permitted in AA/G, AA/GA, A/G, and A/GA only.

Exhaust: Open exhaust, split manifolds, and/or individual headers permitted, but each individual pipe must be permanently and securely attached to each other with a metal connecting strap to prevent loss.

All outlets must terminate below sill panel level, directing gasses upwards, or to the rear.

Induction System: Excepting F/G, F/GA, G/GA and all Supercharged/ Turbocharged classes, any carburettor, mechanical or electronic fuel injection system permitted.

Competitors using EFI must use ANDRA approved/ nominated ECU software. Supercharged/ Turbocharged classes limited to carburettor or mechanical fuel injection.

G/GA 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. Tunnel Ram plenum type manifolds not permitted.

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.

Blending or reshaping of the venturi is not permitted. Annular boosters are not permitted.

G/Gas will also be permitted to use following approved 0-3310 direct replacement carburettors;

Quick Fuel SSR-780-AU-M and SSR-780-AU-V.