

Class Regulations;

Electronic Management: Electronic gear shifting devices permitted.

Engine: Restricted to V8 or V6 engines.

Aluminium Alloy (non-billet) engine blocks permitted in all Super Stock, Modified Production classes.

Any modification is permitted and aftermarket cylinder heads allowed.

Engine swaps permitted, providing that the firewall is not recessed to facilitate fitment.

Exhaust: Any extractor or exhaust system may be used, terminating at sill panel level, with the gases being directed away from the car and tyres. Maximum of four outlets permitted. Exhaust may exit through inner fenders, but these may not be trimmed for more than 50 mm (2 inches) clearance around pipes. Refer Engine, Exhaust.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only. Refer Fuel.

Induction System: Any carburettor, mechanical or electronic fuel injection system permitted. Competitors using EFI must use ANDRA approved ECU software.

Ignition: Any ignition system permitted.

Power Adders: Not permitted.

Ballast: Permitted. Refer Frame and Chassis, Ballast.

Bellypan: Not permitted.

Bonnet Scoops: Permitted. Bonnet scoops must not exceed 254 mm (10 inches) in height.

Body: Must be an OEM production car body.

Modifications altering the contour of the body are not permitted.

Original grille must be retained, but may be covered from behind to prevent air from passing through.

Full stock headlights and tail lights must be retained, but need not be operative.

The replacement of panels with fibreglass or composite material, Aluminium or other materials is only permitted for pre-1986 vehicles and limited to bonnet and front guards, otherwise not permitted except as noted in these rules.

Inner front wheel arch area may be clearanced to accommodate industry standard front tyres up to 26 inches (660 mm) in diameter.

Floor may be reconstructed from rearward of the rear most point of the front door, in Steel of the same gauge as original.

Front transmission tunnel may be removable and reconstructed forward of the front universal joint.

The new transmission tunnel should attempt to maintain appearance of original contour with allowance given for swapping between transmission types and makes.

The maximum length of any reconstructed tunnel is 44 inches (1117 mm) from the rear of the engine block and any alterations to the existing tunnel is limited to the area within 44 inches (1117 mm) from the rear of the engine block.

Convertibles, Panel Vans, Utilities (Utes) and closed Sports Cars may compete in this class providing all requirements are met.

All competitors utilising a Utility (Ute) type body configuration must ensure that the tailgate remains closed during competition.

Aftermarket panels must retain OEM appearance and OEM shape.

Single or multi-piece front clips prohibited.

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 Billet, forged or cast engine blocks permitted in AA/G, AA/GA, A/G and A/GA only. Aluminium Alloy (non-billet) engine blocks permitted in all Super Stock Gas classes except G/GA.

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.

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.

Aluminium Alloy (non-billet) engine blocks permitted in all Competition Altered classes except C/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.

Class Regulations;

Cylinder Heads: Excepting E/D, E/DA, EE/D, EE/DA, C/DA and D/DA any cylinder head or modification permitted.

D/DA any OEM or non-billet aftermarket inline valve cylinder head permitted (canted valve, splayed valve or billet cylinder heads not permitted).

In C/DA, 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.

E/D and E/DA, EE/D, EE/DA limited to cast cylinder heads;

- 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.

Engine: Automobile type engine required except for FF/D and FF/DA. Modifications permitted within Class Regulations. Any location, one engine maximum. Group 1 and Group 2 restricted to V8 engines only, excepting E/D, E/DA, EE/D, EE/DA, F/D, F/DA, FF/D and FF/DA. Aluminium engine blocks permitted in AA/D, BB/D, BB/DA, CC/DA, EE/D, EE/DA, FF/D, FF/DA, A/D, A/DA, E/D, E/DA, F/D and F/DA only.

Aluminium Alloy (non-billet) engine blocks permitted in all Competition Dragster classes except C/DA.

D/DA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads D/DA 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/DA is 9200 rpm. D/DA 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: All classes restricted to Ethanol, Methanol or Petrol only. D/DA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

Induction: Excepting C/DA, AA/D, BB/D, BB/DA and CC/DA any carburettor, mechanical or electronic fuel injection system permitted. Competitors using EFI must use ANDRA approved/ nominated ECU software. AA/D, BB/D, BB/DA and CC/DA limited to carburettor or mechanical fuel injection. EFI compulsory in RR/DI and RRR/DI using ANDRA approved ECU software. Refer Electrical, Electronic Control Units. C/DA 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.