

3.16 TOP DOORSLAMMER

CLASS DESIGNATION: T/D - HEADS UP - PRO-TREE START

ELIMINATOR:

TOP DOORSLAMMER

- ◇ **NOTE:** Except where permitted by Class Regulations, any competitor found to be employing reactive traction systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.
- ◇ **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.
- ◇ **NOTE:** ANDRA will continue to review current SFI specification levels required of Group 1 categories to ensure that levels are improved through consultation and advance warning given to competitors of any changes.



Top Doorslammer - Daniel Gregorini (High Octane Photos)

Class Description;

Top Doorslammers are the ultimate Drag Racing Sedans, using replicas of production Sedans and Coupes with full racing chassis and large capacity Supercharged V8 engines using Ethanol or Methanol fuel. Funny Car Style Bodies are strictly prohibited. At events where a Top Doorslammer bracket is not posted, these vehicles will be eligible for Competition Eliminator, using their respective ANDRA National Class Index.

A sub-committee consisting of individuals whom have recognised skills and experience relevant to the category, have been appointed to address body approval and aerodynamic issues within existing ANDRA policy on the class. The sub committee will approve or disallow existing and future body modifications in the context of appropriate Class Regulations.



Application of these Rules;

In the interest of fairness to all vehicle owners and prior approvals given to ANDRA prior to 31st December 2007, all previously approved vehicles will be permitted to continue to compete without having to make alterations. This is where any minor breaches of these rules may be evident, however an exemption to this (apart from where specific exemption is mentioned within these rules) is where set vehicle specifications (e.g. front or rear overhang or windscreen angle) are considered, if left unaltered, to be a performance advantage to that competitor. In the case that ANDRA deems it to be a performance advantage the vehicle will need to be altered prior to being eligible to compete. Furthermore, pre 31st December 2007 approved vehicles will be permitted to compete only on the condition that they are in full compliance with their current ANDRA approval. For those vehicle owners who do not have written approval for their vehicle, ANDRA suggests that written confirmation from ANDRA to be obtained that the vehicle is compliant and that it is noted in the Vehicle Logbook. Those vehicles found to be non-compliant from their current approval will be considered ineligible to compete until such alterations have been rectified.

Alterations to these rules: All alterations to any part of the body, rear deck wing or rear airfoil must be carried out in compliance with these rules upon approval from ANDRA. Alterations made at any time which are outside of these rules will make the vehicle illegal and ineligible to compete until such time as the vehicle is passed as complying with the rules.

- ◇ **NOTE: Applicants wishing to build a new vehicle (including lodging an expression of interests) must first apply for a Top Doorslammer Application Pack. The pack will include the appropriate application form, a copy of the current rules, an explanation of the process and Logbook. A non-refundable prescribed fee will be payable by the applicant prior to receiving the Pack.**
- ◇ **NOTE: Applications for alterations to existing (i.e. approved with current Logbook and Technical Inspection) vehicles are to be made on the appropriate ANDRA form. This is to be forwarded to ANDRA together with the Vehicle Logbook and the non-refundable prescribed fee. Only full ANDRA Members are eligible to apply. All vehicles applying for alterations will be assessed for class compliance as a complete vehicle and not just the alteration.**

Processing of applications will not commence until the prescribed fee is paid in full.

ANDRA reserves the right to refuse any application on the basis that it considers the proposed new vehicle make or model, thereto outside of the spirit of the rules and/or not in the best interest of the class.

In cases where the approval is refused the applicant will be provided with reasons for the refusal and suggested changes (in case of alterations) that would be acceptable. All applications will be assessed on their own merits.

Class Details;**Weightbreaks/ Supercharger Overdrive Limits:**

Superchargers other than those listed must be approved by ANDRA.

In order to maintain parity among the different body and engine types, ANDRA has developed a range of weight and Supercharger limits. These limits are subject to amendment with 28 days notice to current competitors, if deemed necessary by ANDRA.

Screw Supercharged Vehicles

Minimum weight: 1224.70 kg (2700 lbs) including Driver.

Weightbreak: 145.30 kg/litre (5.25 lbs/cube).

Rotor Diameter: Maximum 215.9 mm (8.5 inches), manufactured to design specification prior 1st August 1997.

Overdrive limit: 108%.

Rotor Diameter: Greater than 215.9 mm (8.5 inches) manufactured to design specification prior 1st August 1997.

Overdrive limit: Maximum 47%.

Rootes Supercharged Vehicles

Minimum weight: 1156.66 kg (2550 lbs) including Driver.

Weightbreak: 137.30 kg/litre (4.96 lbs/cube).

Rotor Length: Maximum 508 mm (20 inches).

Case Width: Maximum 286 mm (11.25 inches).

Overdrive: Maximum 70%.

Class Regulations;

Engine Management: Refer Electrical.

Engine: Must be a V8, automobile based engine. Any modification allowed. No more than one engine permitted. Maximum permitted bore spacing is 4.900 inches. Any engine setback allowed. Rear engine location is not permitted. Refer Engine.

Exhaust: Refer Engine, Exhaust.

Fuel: Restricted to Ethanol, Methanol or Petrol only. Refer Fuel.

Ignition Timing Recording: All Top Doorslammer vehicles must have the ability to record ignition timing data during a run and all recorded information on the device may be viewed, and/or downloaded, by ANDRA Officials at any time at their discretion. The use of any programmable multi-point rev limiter and/or a rate of acceleration rpm limiter, either by themselves or integrated into the ignition system are prohibited.

Induction: Mechanical fuel injection only permitted.

Power Adder: Permitted. Nitrous Oxide not permitted. Refer Power Adders.

Ballasts: Permitted.

Batteries: All wet cell batteries must be isolated from driver's compartment and must be securely mounted. Refer Electrical, Batteries.

Delay Devices: Not permitted. Refer Electrical, Computer, Delay Devices.

Self Starting: Remote starters may be used, but removal of panels for access is prohibited.

Body: May use any Coupe, Sedan, Station Wagon, Panel Van or Utility (Ute) derivative originally mass produced by any automobile manufacturer prior to 1985, or Australian-produced Coupes or Sedans of any year, or **approved** 'retro' American built bodies which exclusively includes Chevrolet Camaro 2010 **and newer**, Ford Mustang 2006 **and newer** or Dodge Challenger 2008 **and newer**. The aforementioned 'retro' bodies will only be approved where they can confirm compliance with the NHRA approved template for Chevrolet Camaro, Ford Mustang or Dodge Challenger. Already approved bodies may continue to compete with the approved body modifications.

Vehicles not meeting these body rules will not be approved for competition. Fender-less Hot Rod-type vehicles, one-piece bodies, Funny Car, Altered-style bodies or rear engine Sports Cars are not permitted. Fibreglass or composite **material** bodies are permitted where all the other requirements are met. All body lines, including original belt line mouldings and indentions, must be retained. Original or replica headlight and taillight housings are required.

All vehicles must have at least two fully operational doors that permit exit and/ or entry from either side. Four door bodies may be converted to a two door, on approval from ANDRA. Left or right-handed drive is permitted. Centre steering is prohibited.

All OEM wheelbase measurement longer than 115 inches (2921 mm) must be reduced to the maximum 115 inches (2921 mm). Overall body length may be reduced to directly reflect any required wheelbase reduction. Bodies must not be shortened more than is necessary to comply with this rule. Overall body height (roof to original sill/ rocker) may be reduced by up to 4 inches (100 mm) from OEM for vehicles 1985 or older. Roof, at the windscreen, may only be moved back a total of 25 mm (1 inch) on vehicles 1985 or older. Bodies younger than 1985, and approved 'retro' American built cars must maintain original overall OEM body height. "Top Chopping" is prohibited. Overall minimum vehicle height, as measured from the ground to the highest point of the roof, must be no less than 45 inches (1143 mm).

Vehicles lowered will be denied approval. Wheel arches may be enlarged or reduced, but must retain original appearance. Leading edges may be shaped for aerodynamic effect, on approval from ANDRA. Enclosing wheel arches or the use of wheel fairings is prohibited. Spats or wheel covers similar to OEM permitted on approval from ANDRA. Sills/ rockers may be lowered with dimension and shape on approval from ANDRA. Body width at the rear axle may be reduced, but must be a minimum of 68 inches (1727 mm). Body width at front axle may be reduced, but must be a minimum of 63 inches (1600 mm). Rear quarter panel alterations; raising and modifying permitted for tyre clearance only. Subtle rework to the rear and side window lower lines, for appearance, permitted. Open holes are not permitted in the rear of the body, except where required for bar work, extending from chassis rails to the outside of the body (e.g. Wing mounts). In this case the gaps must be no more than required for clearance. Hinged openings in the rear boot area, including hinged tail lights, are permitted, providing the openings do not exceed a combined total maximum of 160 sq inch (1032 cm²), excluding bar work gaps.

No Pro Stock style "spec" bodies permitted in Top Doorslammer competition, these bodies will not be approved. Some Pro-Modified legal bodies do not meet the requirements of these rules, please check dimensions prior to purchase.

ANDRA will evaluate cars and performances and may amend weight requirements for specific body styles in order to maintain parity.

Proposed body dimensions for a vehicle competing in this bracket, along with the standard dimensions for that model, must be forwarded to ANDRA Technical by the competitor prior to the issue of, or renewal of the Vehicle Logbook. The onus is on the competitor to supply all relevant body dimensions. Any information found to be incorrect may result in Tribunal Action.

The original appearance of the bumper must be maintained. The front bumper may be trimmed for ground clearance and have a 25 mm (1 inch) maximum lip at the front. Rear bumper may be modified or raised to allow for wheelie bar on approval from ANDRA.

A front clip is required all vehicles. Side panels may be omitted. A one-piece bonnet/ guard/ grille assembly is permitted. Headlight and grille may be reduced in size to reflective of any narrowing. Any permitted lip in the frontal overhang measurement. Hood scoops, other than OEM, are prohibited; Supercharger and injector must protrude through bonnet. Jacking or raising of the rear of the hood/ bonnet at the windscreen is only permitted subject to ANDRA approval. Bonnet may only be raised or modified to accommodate engine clearance. All vehicles must have four production type fenders/ guards.

The maximum front overhang (measured from the axles centre of the forward-most wheel to the furthest edge of the front bumper) for all vehicles is 45 inches (1143 mm), inclusive of any permitted lip. For existing, ANDRA approved vehicles (pre 1st October 2012) may extend front overhang to 45 inches (1143 mm) with the use of an attached extension (Dobber Plate) only on application and approval from ANDRA.

- ◇ **NOTE: All vehicles applying for body alterations to front overhang other than the addition of an attached extension (Dobber Plate) will be assessed for class compliance as a complete vehicle and not just the alteration.**

Radiator and Grille: Radiators are optional. Grille/ s required, may be painted on but must maintain original contours and appearance.

Liquid Overflow: Refer Ancillary Components, Liquid Overflow.

Lower Engine Containment Device: Required.

Front Spoilers: Permitted, subject to ANDRA approval.

Rear Deck Wings: Permitted, but must be securely fixed and constructed of Aluminium, Carbon Fibre or composite; must not be higher than the highest point of the roof. Rear most edge of spill plates and deck wing must not extend more than 60 inches (1524 mm) behind the centre of the rear axle, as determined by ANDRA.

Rear Air Foils: Permitted, but must be securely fixed and constructed of Aluminium, Carbon Fibre or composite. Maximum air foil top surface area is 1000 inches sq (6451.6 cm²). Maximum total spill plate outer surface area is 240 inches (1548.4 cm²) per side and may be attached to the body for stability. Rear air foil edge and spill plates may extend the lesser of 60 inches (1524 mm) behind the rear axle centreline or 12 inches (305 mm) beyond the rearmost point of the body, as determined by ANDRA. Air foils or spill plates must not be higher than the highest point of the roof and must not be wider than the widest point of the body.

- ◇ **NOTE: Panel Van and Station Wagons are permitted to utilise deck wings and airfoils upon approval by ANDRA.**

Street Equipment: Headlights must be in original location relative to the grille/ bumper, but may be painted on or adhesive stickers (simulated). OEM glass headlights are prohibited.

Wheelbase: All vehicles must have a wheelbase of minimum 109 inches (2768 mm). OEM vehicle wheelbases with less than 115 inches (2921 mm) may be lengthened between OEM and 115 inches (2921 mm). Vehicles with OEM wheelbase above 115 inches (2921 mm) must be shortened and are not to exceed 115 inches (2921 mm).

Front wheels may be offset a maximum of 2 inches (50.8 mm) with overall wheelbase measurements applying to the wheel most forward. Vehicles with a current ANDRA Technical Inspection and Logbook at 31st December, 2007 with a wheelbase exceeding the 115 inch (2921 mm) maximum will be permitted to continue to compete until retired. Rear Axle may be relocated up to 4 inches (100 mm) forward of OEM for tyre clearance.

Windshield and Window: Must be in good condition and remain permanently closed. Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness must be used in any window. Plexiglass, acrylic and glass are prohibited. Front windscreens must be clear on all vehicles. Rear window must be retained with at least 50% visibility remaining. Windshield angle points must remain standard for bodies 1986 or newer. Windshield angle points for bodies 1985 or older must directly reflect angle increase of any height reduction and maximum 25 mm (1 inch) roof setback, as approved by ANDRA.

◇ **NOTE: Deviations from original glass contours may be allowed subjects to ANDRA approval.**

Driver Position: May be relocated rearwards from stock position. Seat back may be no closer than 610 mm (24 inches) to the rear axle centreline. Centre steering not permitted.

Auto Trans/ Converter Drives/ Converters: Trans Brake permitted. The use of torque converters incorporating a lock up function is permitted. Activation may be applied manually by switch or air button by the driver or by the use of a pre-set timer (electronic or pneumatic) connected by a switch from the Trans Brake, throttle pedal or gear shift. The lock-up process must be a single stage and must not unlock once lock-up process has commenced. The use of computer assisted (reactive) activation in any way is considered employment of a reactive traction system and as such is prohibited. Refer Drivetrain.

Clutch: The use of two-stage clutch systems incorporating a lock-up function is permitted where a maximum of six pressure plate fingers are used with no more than two finger heights. Activation may be applied manually by switch or air button by the driver or by the use of a pre-set timer (electronic or pneumatic) connected by a switch from the clutch pedal, throttle pedal or gear shift. The lock-up mechanism must be a visible externally mounted pneumatic servo or "rat-trap" system which engages the second stage by releasing the clutch pedal to its fully engaged position in one immediate action. The use of any other form of switching is not permitted and activation of the clutch system must otherwise be by the driver's foot. All pneumatic lines and fittings must be a minimum orifice size of .060 inch (1.5 mm). The use of computer assisted (reactive) activation in any way is considered employment of a reactive traction system and as such is prohibited. Refer Drivetrain, Clutch.

Driveline: Drivelines passing any part of the driver's body must be completely enclosed in 3.0 mm (1/8 inch) Steel plate or 1.27 mm (.050 inch) CM4130 as a minimum, securely mounted to the frame or frame structure. May be modified or fabricated to fit altered units. Refer Drivetrain.

Rear Axle: Spools permitted. Fully floating hubs required.
Refer Drivetrain, Rear Axle.

Transmission: Aftermarket or production automobile transmissions of any year, make, model or ratio are permitted. Operative reverse gear is required. Transmission must remain in conventional location determined by engine used. Aftermarket clutchless transmissions are permitted to a maximum of five forward speeds. Automated, electronic, or air/ pneumatic shifting devices permitted on all transmission types. Gear shifts must be controlled by pre-set engine rpm and/ or time delay/ functions only. Refer Drivetrain.

Flywheels/ Shields: Refer Drivetrain, Flywheel.

Wheels: Drive wheels must comply with SFI 15.3 as a minimum.

Brakes: Four wheel hydraulic brakes required as a minimum.
Refer Drivetrain, Brakes.

Suspension: Each car must have operative suspension front and rear and be equipped with at least one effective shock absorber per wheel.
Refer Drivetrain, Suspension.

Arm Restraints/ Window Nets: Required. Refer Body, Windows and Window Nets and Arm Restraints.

Fire Extinguisher System: Required.
Refer, Driver and Rider Protection, On Board Fire Suppression System.

Helmet: Full face helmet required.
Full face helmets with built in respirators are highly recommended.

Neck Collar: Required.
Refer Driver and Rider Protection, Neck Collar and Frontal Head Restraint.

Night Lighting: Required.

Parachutes: Required. Dual parachutes with separate shroud line attachments mandatory on all vehicles. Refer Frame and Chassis, Parachutes.

Protective Clothing: Required. Driving suit meeting SFI 3.2A/20 with fire resistant gloves and boots, meeting SFI 3.3/15 required. Balaclava meeting FIA 8856-2000 or SFI 3.3 is required.

A balaclava is not mandatory when the helmet used is manufactured with a skirt, labelled as meeting SFI 3.3. Refer, Protective Clothing.

Harness: Required.

Rollcage/ Bar: Required. Must meet SFI 25.1D.

Licence Requirements: Endorsed GOL as a minimum.
Refer ANDRA Racing Credentials, Group One Licence (GOL).

Technical Inspection and Vehicle Logbook: Required.



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