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1.1 INTRODUCTION FROM ANDRA TECHNICAL

The ANDRA rulebook has been an integral part of ANDRA's service to members for close to fifty years.

This 2022/2023 edition of the ANDRA rulebook follows on from the 2021/2022 printed rulebook and encompasses all page updates that were issued and published to the ANDRA website between July 2021 and June 2022.

The published page updates and this printed rulebook present the approved Rule Submissions as well as some amended text that clarifies already existing rules and requirements. All additional and/or changed text is highlighted in **yellow** so is easily identified from the text that was printed in the 2021/2022 rulebook.

The rulebook updates, as with all ANDRA regulations could not have been compiled without the valuable assistance of the members of the National Rules Committee (NRC), Division Councils, Division Directors and countless competitors and stakeholders that all provide input throughout the year.

Throughout the remainder of the season ANDRA may determine it necessary to amend rules as well as provide better clarity of other rules by modifying the wording used. All changes will be clearly communicated and published through the ANDRA website and the ANDRA Technical Facebook page.

All through this rulebook the use of the words "should", "may" and "can" relate to recommendations. The words "must", "will" and "shall" relate to requirements that are mandatory and need to be adhered to.

As this rulebook is a technical document, it may be difficult to fully understand some of its content and intent. It is agreed, and noted, there are plenty of other sources (such as third party websites and forums, as well as competitor and product social media sites) which all contain some useful information, as well as some individual's opinions, but please be aware that some of these external sources may have misleading, out of date and/or incorrect information contained within. Therefore, if any drivers, riders, crew, members or other persons have questions regarding the content of this rulebook or question the intent of any requirement, then please do not hesitate to contact ANDRA.

Where there are any queries or clarification on the rules please contact ANDRA Technical through the ANDRA Technical Facebook page, an email to technical@andra.com.au, or via the ANDRA website <u>www.andra.com.au</u>

Thank you and I look forward to seeing you all out at the track soon! Scott Halfyard, ANDRA Technical Officer

(AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION LIMITED holds the delegated authority from Motorsport Australia and FIA for Championship Drag Racing in Australia).

WWW.ANDRA.COM.AL

ANDRA VISION

Drag racing will become the most respected and successful motorsport in Australia

ANDRA MISSION

ANDRA will provide its members and all stakeholders with accessible, enjoyable and sustainable drag racing competitions throughout Australia, whilst growing the sport and increasing its audience appeal

1.2 ABOUT THIS BOOK

This rulebook is the official competitors' handbook of the Australian National Drag Racing Association Ltd (ANDRA), the controlling body of Drag Racing in Australia, recognised by Motorsport Australia and the Federation Internationale de l'Automobile (FIA). The validity of this rulebook as an official ANDRA publication will be noted by ANDRA Stewards Hearings, Tribunals and the Australian Motor Sports Appeal Court (AMSAC). All pricing in this rulebook are AUD\$ and inclusive of GST, unless otherwise stated.

Words importing the masculine gender shall include the female gender, and vice versa. Published by the Australian National Drag Racing Association Limited, 11 McInnes Street, Ridleyton SA 5008. Rules and classes published in this book are effective from 1st July 2022.

The rules published in this rulebook remain in effect until suspended or revised by the ANDRA Board. Announcement of such changes will be notified in writing to all ANDRA Divisional Councils and posted on the ANDRA website giving at least 28 days notice on implementation of a change, or immediately in the case of urgent amendments.

ANDRA holds all rights to events and competition run under the ANDRA Championship structure, and any international event run under its jurisdiction within Australia. ANDRA reserves the right to confer or allocate those rights to ANDRA Member Tracks or other parties recognised by ANDRA, within the limits and requirements of the ANDRA Constitution, ANDRA Policies and Procedures and rules as covered by this rulebook, as approved by the ANDRA Board.

ANDRA is a member of the FIA Drag Racing Commission (FRA), the SFI Foundation (USA), the Australian Automotive Aftermarket Association (AUS), Standards Australia (AUS) and the Speciality Equipment Marketing Association (USA).

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DRAG RAL

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1.3 RACE PROCEDURES

1.3.1 ENTRY

The Entry Form, once made out, submitted and accepted by the Promoter is a contract between the Promoter and the entrant.

No vehicle may be entered more than once in the one event, regardless of intended classing.

A competitor is permitted to enter multiple vehicles into multiple Classes and/or multiple Eliminators (Brackets) during the same event. However the competitor is not permitted to progress beyond Qualifying (into Eliminations) within the same Eliminator (Bracket) at the same event with multiple vehicles. If a competitor has more than one vehicle entered into the same Class and/or same Eliminator (Bracket) at the same event, the competitor must withdraw all other vehicles and is permitted only to progress into Eliminations with one vehicle per Class and/or Eliminator (Bracket). A competitor is permitted to progress into Eliminations within two separate Eliminators (Brackets) with two separate vehicles.

ANDRA credentials must be current for the event and competitors with expired licences or logbooks will not be permitted to compete at the event.

1.3.2 EXTENDED SCRUTINEERING PROGRAMME

The ANDRA Extended Scrutineering Programme requires a formal declaration by the competitor, or the parent or guardian in the case of Junior Dragster. ESP recognises that 100% of vehicles may not need to be classified when the ANDRA ESP is applied.

All competitors signing an ESP declaration are stating that their vehicle fully complies with ANDRA requirements and Class Regulations relevant to the class entered.

Competitors making false or inaccurate declarations will be subject to Judicial Action.

The ESP declaration must be completed, signed and presented to Track Officials prior to participation in any event.

At certain events a random sample of vehicles will be nominated by the track for scrutineering and classification in the normal fashion. The sample will range from 10 to 100% of the event entry. Policy may be viewed at <u>www.andra.com.au</u>

When required to present for random Compliance Audit, vehicles must be presented in complete form, with all equipment and components required or used during Qualifying or Eliminations in place. ANDRA nor its agents nor Officials offer no representations or express or implied warranties that compliance with the rules and regulations published in this rulebook or published during the year will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. ANDRA reserves the right to amend Scrutineering Procedures as required.

1.3.3 CLASS COMPLIANCE

Notwithstanding the provisions of the ANDRA Extended Scrutineering Programme, any vehicle may be checked for class compliance at any time during an ANDRA event.

Acceptance of the vehicle for competition in the nominated class by the ANDRA Classifier does not confirm or imply absolute compliance.

Any variation from relevant Class Regulations, including vehicle weight, stated engine capacity, or fuel limits may result in immediate disqualification, exclusion from the results, and ANDRA Tribunal Action. The onus of compliance with all relevant Class Regulations lies with the Driver/ Rider.

1.3.4 CLASSIFICATION

Notwithstanding the provisions of the ANDRA Extended Scrutineering Program, the classification of an entered vehicle is the responsibility of the ANDRA Classifier. In all cases, vehicles must be presented to the Classifier in complete form, with all equipment and components required or used during Qualifying or Eliminations in place.

Where a Weightbreak or minimum weight applies, no concession below the minimum for class compliance will be allowed, and vehicles must complete all runs at legal weight.

Metric scale readings should be listed in the Logbook prior to their conversion. Entrants are advised to include additional weight in their vehicles to compensate for fuel use, loss of coolant and possible scale variations.

In Group 1 and Group 2, "pounds per cubic inch (lbs/cube) and kilograms per litre (kg/litre)" relates to total vehicle weight plus compulsory Driver/ Rider equipment, weighed with the Driver/ Rider, divided by the displacement or swept volume of the engine, in cubic inches or litres.

It is the responsibility of the entrant to state the exact capacity of the engine on the Entry Form. If exact displacement is not known, actual bore and stroke dimensions must be provided. The capacity stated on the Entry Form is the only figure which will be used for classification purposes.

Engine capacity will be verified with the ANDRA Capacity Checking Equipment, or direct measurement and calculation where necessary. Refer Engine, Component Sealing for further information.

All fuel samples will be tested with the ANDRA Fuel Test Equipment, which may only be used by authorised personnel. Competitors may have fuel samples checked prior to Racing or Qualifying to ensure compliance.

Competitors in Group 1 and Group 2 should present for classification after every pass, unless otherwise instructed by Officials. Failure to present may result in loss of that pass.

At any event, unless previously logged, a vehicle should not be barred from participation by the ANDRA Classifier based on a minor infringement that does not enhance performance.

An entrant/ competitor is not permitted to change their vehicle class after classification or after completing any runs in Qualifying.

1.3.5 COMPONENT SUBSTITUTION

Except for the chassis, any component of a vehicle may be replaced during competition, provided that the new components are inspected by an Official and/or passed by the ANDRA Classifier where minimum requirements or classification may be affected.

The chassis may be repaired, but not replaced except for Top Fuel. Refer Top Fuel Eliminator.

Failure to notify the relevant Officials may result in disqualification.

The onus is on the competitor to be ready for each new run. The vehicle must still comply with regulations of its originally entered class at that event.

1.3.6 COMPONENT SUITABILITY/SECURITY/SEALING

The onus to ensure that components, equipment and substances used to construct, maintain and operate vehicles taking part in ANDRA Drag Racing events and activities are fit for purpose, lies solely with the entrant. In cases where a component of a vehicle becomes detached during an Elimination Run, and in the opinion of the Officials endangers any other person, the Driver/ Rider will be disqualified. During Qualifying, the run will be disallowed. Mandatory items that are designed to detach from the vehicle in an emergency (for example Funny Car Body Burst Panel) will not be subject to disqualification.

All Group 1 and Group 2 vehicles subject to engine or transmission limitations or Weightbreaks (lbs/cube) of any type, will be required to have provision for wire component sealing.

Competitors must ensure that holes of suitable size and location are provided in relevant components. Refer Engine, Component Sealing.

1.3.7 CONDUCT OF EVENTS

Each member and/or participant expressly agrees to familiarise themselves with all applicable rules and regulations prior to competing in any event conducted under an ANDRA Event Permit, and accepts that the act of entering an ANDRA event shall constitute an agreement to be bound by all the rules and regulations covering the event. The participant also agrees to be bound by any of the decisions of the Meeting Director and/or ANDRA Officials, and to release the Meeting Director, and all other ANDRA or event Officials, from liability for any alleged erroneous decisions.

The word "participant" shall include any person directly or indirectly associated with any vehicle lawfully upon the premises for purposes of competition, including, but not limited to, owners, drivers, riders and crew persons.

The onus to ensure that this requirement is met, and all associated responsibilities, lies with the relevant competitor.

The authority of the Meeting Director and/or ANDRA Officials to make decisions shall include and cover every facet of any kind in connection with the track, conduct of the race, competition, behaviour of participants and shall include the right to suspend, bar, expel, or disqualify without liability of any kind or nature.

Insurance and Judicial provisions relevant to the conduct of events covered by an ANDRA Permit will apply on consecutive days only, between 6:00 am on the first day of the event and 6:00 am on the morning following the completion of Eliminations.

1.3.8 INTERPRETATION OF RULES

Not all General Regulations are applicable to every competitor, however, where equipment is fitted or utilised it must meet the requirements as listed for that equipment.

General Regulations and Class Regulations contained herein are presented in a positive manner. That is, where possible, each permissible option or Class Requirement has been listed as such.

Unless the Class Regulations or General Regulations specifically state that a modification or optional equipment is required or permitted, it will not be allowed.

No express or implied warranty of safety shall result from publication or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.

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If an ANDRA Member claims that there is any ambiguity in these regulations, they shall present their claim in writing to ANDRA Technical, who shall investigate the claim. No claim shall be presented during the running of any event or during the five (5) day period preceding any ANDRA Championship event. Any claim proving a requirement for a change to the rules will be subject to the minimum 28 days of notice before the rule change becomes effective, unless the rule change is for immediate action.

Full ANDRA rulebook to be applicable for enforcement at events holding an ANDRA Permit Level of Pro AM or higher (these being National Championship, Regional Championship, National Open and Pro AM).

Only ANDRA General Regulations related to risk mitigation are to be enforced at events lower than Pro AM level; class and procedural regulations as required.

ANDRA rulebook minimum requirements to be applicable for enforcement at events holding an ANDRA Permit Level of Bracket A or below; Class Regulations and General Regulations to be applied at the discretion of the Meeting Director.

1.3.9 EVENT HIERARCHY (ORDER OF AUTHORITY)

The following table is an order of authority (highest being number 1), when Qualifying or Racing is underway, considering all are present during an ANDRA event. Some roles have jurisdiction only to their relevant tasks and may not make judgments on non-related matters, if these situations arise the next person in the hierarchy will take on the responsibility.

Order of Authority	Position
1	Meeting Director
2	Starter
3	Chief Steward
4	Group 1 Liaison/ Steward
5	ANDRA Steward or Group 2 National Classifier
6	Division Director
7	ANDRA Chief Executive Officer or ANDRA Technical Officer
8	Track Manager or Event Promoter

1.3.10 ANDRA STEWARDS

ANDRA Stewards are present at most events. The operations and responsibilities are covered in the ANDRA Stewards Standing Orders document.

When in attendance at an event, the relevant Division Director has authority over Stewards' interpretations of rules, regardless of the Division Director being a competitor at that event.

The Stewards' functions at ANDRA events are to;

- a. Observe the event and report on it to ANDRA, with a copy to the promoter.
- b. Advise all participants on ANDRA policy, rules and procedures, or give an interim interpretation for that event if subject is not covered.
- c. Arbitrate in any disputes and deliver a finding, on the facts available, to the Meeting Director.
- d. Receive and investigate all formal protests and deliver a finding on the spot if possible to the Meeting Director for action.

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- Assist the public, the Promoter, Competitors and Track Officials whenever possible.
- f. Endorse ANDRA Licences and Logbooks as required.
- g. Issue Divisional Drag Racing Licences to casual entrants, where required.
- h. Confirm the class eligibility of vehicles.
- i. Conduct fuel and weight testing of vehicles.
- j. Observe and report on infringements of rules.
- k. Conduct reporting for record setting purposes.

1.3.11 MEETING DIRECTOR

The Meeting Director at any event is responsible for the conduct of the entire meeting and has authority over all Officials under their jurisdiction. The Meeting Director has a standing obligation at all times to consider the recommendations of ANDRA Officials and must be prepared to fully justify refusal of any ANDRA Official recommendation. The Meeting Director, either of his or her own volition or through action upon the recommendation, vehicle or competitor from further participation in an event. In any instance of blatant disregard of safety by a Meeting Director (e.g. wet track, lack of required personnel and equipment, obstacles on track, etc.) the two senior ANDRA Officials present at the event may override the Meeting Director and order the cessation of racing until the track/situation is considered suitable for racing.

1.3.12 ACCIDENTS

All accidents or incidents involving bodily injury or race vehicle damage must be reported immediately to the Chief Steward and the Meeting Director. The Chief Steward or an appointed agent, must record details of all structural damage to the vehicle/s in the ANDRA Logbook and complete a detailed incident report which must be forwarded to the ANDRA Head Office.

- NOTE: An ANDRA Steward may impound any vehicle or part thereof involved in any incident at an ANDRA Drag Racing event. The vehicle may take no further part in any competition until the damage is rectified to the satisfaction of the ANDRA Stewards. These will only be released after the Steward/s are satisfied that an adequate inspection has taken place. ANDRA Stewards as the result of an incident may remove the Technical Inspection sticker and make an entry in the Logbook requiring the vehicle to be reinspected prior to any further competition.
- NOTE: ANDRA reserves the right to render unusable, any racing harness, helmet and other personal protective equipment considered to have incurred excessive load, heat or measure as a result of an incident. In the event of a significant accident the Steward is within their rights to remove the specification tags from the helmet or harness or seize either for further investigation.
- NOTE: Any competitor with a substantial injury as the result of an accident/ incident must provide a Medical Clearance before resuming competition.
- NOTE: ANDRA reserves the right to conduct breath or illicit substance testing on a competitor involved in an on-track incident/ accident.

1.3.13 QUALIFYING

DRAG RACING

All Drivers/ Riders are required to record at least one Qualifying Run to be eligible for Elimination Brackets; however, a Driver/ Rider not recording a Qualifying Run may be seeded into an Elimination Bracket if that bracket is incomplete (e.g. less than 16), and must occupy the lowest qualifying position.

The Promoter of any event, while being bound to advertise the Qualifying Sessions and schedules where used, has the right to extend these if necessary due to extenuating circumstances.

Once a bracket has been seeded and competitors in that bracket are advised of the fact, no further Qualifying Runs are permitted.

The onus will be upon the competitor to ensure that they run in the lane allocated for each session and failure to do so will result in the time being disallowed.

Each competitor is permitted only one Qualifying attempt per session at Championship Rounds.

Elapsed Times and Terminal Speeds recorded after a foul start will stand for Qualifying purposes.

In the instance that identical Elapsed Times in Qualifying are recorded, the competitor that has recorded the ET first will be allocated the better qualifying position.

1.3.14 LANE CHOICE

In the first round of racing, lane choice will go to the competitor in each pairing with the higher qualifying position. For subsequent rounds;

Group 1: Lower ET from previous round.

Group 2: In order of, furthest under then closest to ANDRA Class Handicap/Index. Group 3: Lower "Dial In" for round in guestion.

Group 4: Lower ET from previous round, at or over Class Minimum.

Lane choice must be claimed before competitors are in the hands of The Starter.

All Group One lane choice decisions lie with the Meeting Director and are determined by the current ANDRA rulebook if zero rounds of Qualifying have been completed.

1.3.15 GROUP 1 QUALIFYING - SEEDED

1.3.15.1 First Qualifying Round

Lane Choice - Lane draw will occur randomly prior to the commencement of the event.

Run Order - Highest position present (per the ANDRA Championship Table) from the current season selects the pairing to run in, followed by 2nd on the table, etc. until all positions filled. In the situation where two or more competitors cannot be separated based on the table, then the finishing position in the Championship from the previous year will used (this includes the first event of the season), if again two or more competitors cannot be separated then a random draw will occur prior to the commencement of the event.

1.3.15.2 Second Qualifying Round

Lane Choice - Opposite lane to the lane assigned for the first Qualifying Round.

Run Order - Highest qualified competitor at that point in Qualifying will select the pairing to run in, followed by 2nd qualified competitor, etc. until all positions filled.

1.3.15.3 Third Qualifying Round (and any subsequent rounds)

Lane Choice - The highest qualified competitor at that point in Qualifying will select the lane to run in, followed by the 2nd qualified competitor, etc. until all positions filled.

Run Order - Highest qualified competitor at that point in Qualifying will select the pairing to run in, followed by 2nd qualified competitor, etc. until all positions filled.

1.3.15.4 Additional Seeded Qualifying Guidelines

In the event of an uneven field, where possible the solo run will be the final run of that Qualifying Round.

If a competitor is unable to run in the designated pairing then that Qualifying Round will be missed by that competitor, unless the reason for missing the pairing is caused by a genuine problem. The Meeting Director shall determine the legitimacy of the problem. The team must advise the Meeting Director of the situation as soon as a potential problem occurs, not at the last minute. If the Meeting Director is convinced of the legitimacy of the problem then that competitor will have the opportunity to run at the back of that Qualifying Round, but must still run within the time allocated to that bracket's Qualifying Round. The opponent for that round will run on a solo in the original position.

Should a competitor be unable to make a round of Qualifying after that Qualifying Round has been seeded, then the other competitor scheduled to run in that pairing will run on a solo.

Once a competitor is in the hands of The Starter, then if unable to stage for whatever reason (including unable to start) then that Qualifying Round will be missed and the competitor in the other lane will run on a solo.

Should a Qualifying Round commence but be unable to complete due any reason, including weather conditions or time curfew, then all Qualifying Runs completed in that round of Qualifying will be disallowed. For further information and event/qualifying abandonment scenarios refer to the ANDRA Event Abandonment and Weather Impacted Events Policy.

In the event of shortened Qualifying and only two Qualifying Rounds are possible, the competitors will be required to run each qualifier in a different lane.

Once a lane has been allocated for a Qualifying Round then that lane cannot be changed under any circumstances.

1.3.16 GROUP 1 ELIMINATION GUIDELINES

1.3.16.1 First Elimination Round

Lane Choice - Highest qualified competitor in each pairing has lane choice.

Run Order - Highest qualified competitor will select the pairing to run in, followed by 2nd qualified competitor down through the top half of the field.

Start Up - The first pairing will be asked to fire up at the scheduled time as informed by the Bracket Marshall. It is the responsibility of the team to ensure they make this call.

1.3.16.2 Second Elimination Round (for sixteen car fields only)

Lane Choice - Lowest ET from the previous round has lane choice in each pairing.

Run Order - Lowest ET from the previous round will select the pairing to run in, followed by 2nd lowest ET down through the top half of the field.

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Lane Choice - Lowest ET from the previous round has lane choice in each pairing.

Run Order - Lowest ET from the previous round will select the pairing run order.

1.3.16.4 Final Elimination Round

Lane Choice - Lowest ET from the semi-final Elimination Round has lane choice. Additional Group 1 Elimination guidelines.

If a competitor is unable to run in the designated pairing then that Elimination Round will be lost, unless the reason for missing the pairing is caused by a genuine problem. The Meeting Director shall determine the legitimacy of the problem. The team must advise the Meeting Director of the situation as soon as a potential problem occurs, not at the last minute. If the Meeting Director is convinced of the legitimacy of the problem then that pairing will be moved to the back of that round of Eliminations, but must still run within the time allocated to that bracket's Elimination Round.

1.3.17 BRACKET SEEDING

1.3.17.1 Group 1 - Tournament

Based on Qualifying Times recorded, bracket qualifiers in Group 1 will be seeded in accordance with the appropriate ANDRA Group 1 Seeding Chart (1/8, 2/7, 3/6, 4/5, 1/16, 2/15, 3/14, 4/13, 5/12, 6/11, 7/10, 8/9 etc.). Broken qualifiers may be deleted from the field, and the bracket re-seeded using available reserves up until sixty (60) minutes before the first round of Eliminations.



1.3.17.2 Group 2, Group 3 and Group 4

Once brackets have been seeded in Groups 2, 3 and 4 they are not to be re-seeded, unless to correct a clerical error or problem which must be carried out under authority of the Meeting Director.

The procedure for a 16 vehicle field in Groups 2, 3 and 4 (1/9, 2/10, 3/11, 4/12 etc.) is shown on the next page.

Bye runs are awarded in progressive sequence in seeded fields. In a field size of 9 for example, the three bye runs are allocated successively to the first, second and third qualifiers (or whoever beats them earlier in the cases of the second and third).

This is achieved through the seeding process and for all field sizes between 3 and 32 vehicles, the appropriate ANDRA Seeding Chart must be utilised. Seeding Charts are available for field sizes from 4 to 32 (and 64) vehicles.

Note: Ideally, the first and second qualifiers should not meet until the final, but in field sizes of 9, 18, 19 and 21 this will occur.

To view all seeding sheets, refer to www.andra.com.au



1.3.17.3 Split

Bracket pairings for Group 3 and Group 4 are at the option of the respective track, except at Summit Racing Equipment Sportsman Series events, where the final thirty-two (32) vehicles must be seeded. Split seeding may be used where more than thirty-two (32) vehicles are available for the round.

At the completion of Qualifying, the field is divided at its mid-point.

The first round is seeded by pairing vehicles from the upper half of the field with vehicles from the lower half, in separate lanes.

After the first round is completed, a new mid-point is established from the original Qualifying Times of the Drivers/ Riders remaining in the field.

This process is repeated until there are thirty-two (32) or fewer vehicles available.

At that point, the remaining vehicles are formally seeded on their original Qualifying Times, using the relevant ANDRA Group 2, 3 & 4 Seeding Chart. Bye runs in split seeded fields are allocated on a random basis until the field size is reduced to thirty-two (32) vehicles or less. The need for a bye run may not be obvious until after the round has started, especially in large fields.

One competitor should be chosen from among the qualifiers even when the field is even. The method used to randomly choose the potential bye run must be consistent and fair. Once the competitor is chosen they should be located at the rear of the staging line to take the bye run if one is available. Solo runs may occur where a competitor is unable to fire at the direction of The Starter. Vehicles unable to respond to the call on reaching the head of the Staging Lanes will take no further part in Eliminations, and their opponent will receive a solo run.

ADMINISTRATION

1.3.18 RESERVES/ALTERNATES

Where needed for any Elimination Bracket in all ANDRA classes, reserves shall be drawn from non-qualifiers from that bracket to the extent necessary to fill the advertised field size. Reserves to fill an advertised field can only be included in the seeded field up until 15 minutes prior to the advertised first round time, as adjudicated by the Meeting Director. The use of reserves is restricted to the first round of a bracket and they will fill the position vacated by "broken" qualifiers. No reserves are required in subsequent rounds. If a competitor is unable to contest the following round, their scheduled opponent shall be entitled to a solo-run.

NOTE: Any competitor who fails to notify Officials of an inability to compete due to vehicle failure; may be subject to Judicial Action under Breach Of Rules (1.5.3) by Investigation Tribunal.

Where inserted in a field and staging for the first round, Group 1 reserves will receive prize monies posted at the normal level, but are not eligible for first round points, which will be awarded to the qualified Driver/ Rider. In an attempt to always reward the quicker of the qualifiers, the insertion of reserves shall occur as follows - the first reserve will assume the open position against the slowest qualified car or motorcycle, the second reserve will take any open position against the next slowest solo, and so on.

1.3.19 SPECIAL BRACKETING

Exhibition Brackets or special groupings of any or all vehicles as defined in these rules may be arranged by the Promoter with prior written approval from ANDRA for non-Championship events, or prior to race day at ANDRA National Championship events, providing it is announced or advertised prior to the event which exact classes are to be eligible. Vehicles taking part in such brackets may not take part in ANDRA Championship Competition at the same event. Vehicles involved must conform to these rules in the normal manner.

1.3.20 SPECIAL CLASSING

All Promoters are permitted to arrange for special classes of vehicle, for match racing or complete special events, that are not specifically provided for in these rules or that differ in some respects to the standard Class Regulations or regulations provided that;

A set of Supplementary Regulations outlining the proposed changes or waivers to these rules be submitted to ANDRA for approval at least one (1) month prior to the event.

No distribution of these Supplementary Regulations nor conduct of the competition nor activity be instigated before approval is given.

The Class Regulations and licensing standards of the vehicle/s concerned are required to be at least as high as those prescribed by the authority under which they are normally used (e.g. open wheelers as per Motorsport Australia, Street Sedans as per civil authorities, etc.).

1.3.21 STAGING

Once a vehicle reaches the front of the Staging Lanes for a run, it must be prepared to fire and race as directed by The Starter. To be a legitimate race winner, a contestant's vehicle engine must start, stage under its own engine power and receive the start. This rule also applies to solo runs.

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Receiving the start will be interpreted as a racer being in Full Stage so that when they leave the start line, a red or green light will be activated on the Christmas Tree.

If there is no amber, green or red light on the Christmas Tree after the vehicle has moved, the racer will be deemed to not having accepted the start, and will be disqualified.

If both competitors leave the start line with no amber, green or red light appearing on the Christmas Tree both competitors will be disqualified.

A reasonable amount of time will be allowed for Driver/Rider to stage, with that determination being at the sole and absolute discretion of The Starter. Failure to stage upon The Starter's instructions is possible grounds for disqualification. If a competitor has failed to stage within twenty (20) seconds for Group 3 and Group 4, or seven (7) seconds for Group 1 and Group 2 of his or her opponent being permitted to do so, then that competitor may be adjudged to be "sandbagging", and The Starter may initiate the starting sequence, at their discretion.

Where a venue utilises the auto-start system the staging timer is only activated where one competitor is in Full Stage and the other in pre-Stage.

In all cases, any vehicle that has not completely staged will be disqualified, and no further penalty shall be exacted.

Once vehicle is in the hands of The Starter (refer Definitions, "In the Hands of The Starter"), if the engine stops the vehicle will be disqualified from racing unless it can be restarted without outside assistance. The use of remote starters to restart a vehicle that has stalled is not permitted. Refer Support Group, Self Starting.

Permitted staging is by visual observation of track equipment. The application or use of devices such as cameras or light sensitive monitors and/or reactors that permits the Driver/Rider to gauge the position of the vehicle in relation to the start line, or that independently initiates the start is prohibited.

The use of one mirror to aid the Driver in staging is permitted, mirror must be permanently mounted and made from a material that is not likely to shatter or become a projectile in the event of an accident.

All staging must be carried out in a forward direction, reverse staging will result in disqualification. Vehicles may be reversed completely out of pre-Stage or Full Stage and re-staged. Deep Staging in Group 4 competition is prohibited and will result in disqualification. Where available, track equipment should employ the use of the automatic disqualification "blue light" feature to detect Deep Staging in Group 4 competition.

Following the burnout procedure, it is prohibited for any crew member to place their foot in the staging beam, this action can independently initiate the start.

During the staging process, only the vehicle wheel/ tyre can bring on the pre-Stage lights for staging purposes. Following the burnout procedure by both vehicles, and once one vehicle is pre-Staged, no person/s in either lane can contact the staging beams, this will result in the run being disallowed in Qualifying and disqualification during Eliminations.

Any person contacting any part of a vehicle or Driver/ Rider while the vehicle is in Full Stage (both pre-Stage and Full Stage lights on for your lane) is not permitted. This will result in the run being disallowed in Qualifying and disqualification during Eliminations. All staging must be carried out under the vehicles engine power with engine running and must be capable of driving into stage without assistance. Motorcycle riders are permitted to stage by using their feet provided motorcycle is capable of staging under vehicles engine power.

Iterative staging devices (such as the Bump Box) which enable a car to move a pre-set distance are permitted in Groups 2, 3 and 4 competition only.

1.3.22 TESTING

Testing may occur for any participating vehicle at the same venue of an ANDRA Championship event until 23:59hrs of the day prior to the event beginning. However, the testing event must be covered under a separate permit from the ANDRA Championship event.

Participation at the testing event must be offered to all entrants for the ANDRA Championship event. No closed testing or limited entrant testing permitted within 36 hours prior to the scheduled first Qualifying Run at that event for any participating vehicle.

1.3.23 POST-RACE INSPECTION

Post-race inspections are required/ mandatory immediately after the completion of all respective final rounds. Drivers/Riders of any vehicle bettering or running a pass capable of supporting their respective National Record at any time during the event must present to the designated fuel/ weight checking station/ point immediately after making their pass.

Competitors must report to the ANDRA Stewards at the checking station/ point for post-race inspection and advise ANDRA Stewards immediately if they have completed a pass capable of supporting a National Record, or after being instructed to report for spot checks by an ANDRA Official. Failure to report is considered an admission of illegality.

Failure to report may result in disqualification and/or Tribunal Action.

1.3.24 DISQUALIFICATION

The ideal outcome of any race is to have one winner and one loser, however situations arise where both racers are disqualified during the same race. There are varying degrees of rules infractions, with policy being that in situations of identical infringements, the first to commit the infringement will be disqualified. This is followed by the Driver/ Rider committing the major infraction will be disqualified and the other Driver/ Rider with the lesser offence is reinstated, providing the grounds for disqualification were equal for both competitors.

Should a Driver/ Rider receive a red foul start, and the opposing Driver/ Rider cross a lane boundary line, the latter infraction will prevail and the Driver/ Rider committing the foul start will be reinstated.

Should a Driver/Rider stall or break down after both competitors received the green light; and the competitor in the other lane 'breaks-out', the win will be awarded to the competitor that did not breakout.

Once a vehicle leaves the staging lanes for a run, it must be prepared to fire and race.

Failure to stage upon The Starter's instructions is grounds for disqualification.

If a Driver/ Rider is disqualified for any reason prior to the actual start of a race, he or she cannot be reinstated.

To be a legitimate race winner, all <mark>vehicles</mark> must self-start and stage under their own engine power.

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In situations where a Driver/ Rider is making a single run in Eliminations, he or she is considered the automatic winner once they stage and receive the green light or red light.

The Meeting Director is responsible for determining the outcome of a dual infraction. However, his or her decision is open to appeal to the ANDRA Stewards, whose decision is final.

Infractions are listed in order of severity from top to bottom.

Examples of grounds for disqualification, suspension or expulsion are;

- a. Failure to observe safe working practices in the Paddock Area.
- b. Failure to ensure the breather/ oil tank on a Supercharged vehicle is drained prior to a run.
- c. Failure to report to Staging.
- d. Excessive speed or burnouts in other than allowed areas or failure to observe burnout limits.
- e. Sandbagging or delaying a run.
- f. Crossing or touching of the centreline or boundary line of the racing surface other than intentionally leaving the surface to avoid depositing debris (in all instances the run must be aborted and no ET or speed will be recorded). Crossing the centreline during a burnout or during braking after the finish line is not an automatic disqualification, unless such action is deemed by the relevant Officials to be careless or hazardous to the vehicle in the opposite lane. Parachutes will not be considered a boundary infraction once the vehicle has crossed the finish line. Lane boundary crossing rules do not apply on solo runs, although the run must be aborted. Where a competitor removes the finish line timing block, the Elapsed Time in the other lane will not be recorded if that competitor is second across the finish line.
- g. Failure to voluntarily reduce speed or stop in the event of a vehicle not handling properly.
- h. In cases where a component of a vehicle becomes detached during an Elimination Run, and in the opinion of the Officials endangers any other person, the Driver/ Rider will be disqualified. During Qualifying, the run will be disallowed. Mandatory items that are designed to detach from the vehicle in an emergency (for example Funny Car Body Burst Panel) will not be subject to disqualification.
- i. Depositing foreign matter onto the strip or staging lanes.
- j. Foul start.
- k. Failure to fire up at appointed time.
- Once vehicle is in the hands of The Starter (refer Definitions, "In the Hands of The Starter"), if the engine stops the vehicle will be disqualified from racing unless it can be restarted without outside assistance. The use of remote starters to restart a vehicle that has stalled is not permitted. Refer Support Group, Self Starting.
- m. Deep Staging (Group 4 only), or Reverse staging in any category.
- n. Failure to comply with rules or directions of authorised persons.
- o. Making a false statement relating to vehicle compliance under the Extended Scrutineering Programme.
- p. Unsportsmanlike conduct, improper language or conduct detrimental to the sport.
- q. Any infractions specifically listed as grounds for disqualification in other sections of the ANDRA rulebook.

1.3.25 NATIONAL GROUP 2 CLASS INDEX PROCEDURE

The purpose of this procedure is to clearly describe the basis for calculation and method of operation of the National Index System, as used by the Australian National Drag Racing Association for Group 2 Competition Bike racing.

Three Round Shootout Style format racing will continue for all Group 2 Competition Bike competitors for the 2022/2023 Season.

The National Class Index Policy may be viewed at www.andra.com.au

1.3.26 GROUP 2 CLASS HANDICAP SYSTEM

Group 2 Competition Eliminator and Super Stock Eliminator cater for different types of cars racing each other, which are equalised by the Class Handicap System.

The Class Handicap will begin at the current Class National Record plus one tenth (0.10 second). The Class Handicap does not adjust during events and is only adjusted for the next event by half the amount a racer goes under the current Class Handicap. It only adjusts when runs are made in competition racing (not including qualifying) and does not require any "back up" runs. Qualifying runs have no effect on Class Handicap or National Record inputs, and it is possible for a Class Handicap to be quicker than the National Record for a class.

Group 2 National Record setting will still take place as per existing method with inputs only taken during Eliminations with a "back up" run still required.

At start of each new season the Class Handicap will then be reset to the National Record at that time plus one tenth (0.10 second).

The National Class Handicap Policy may be viewed at www.andra.com.au

1.3.27 NATIONAL RECORDS

ANDRA National Records for Elapsed Time or Terminal Speed may be set or broken at any meeting that is designated an ANDRA Sportsman Championship event or higher, however T/F and F/C National Records may be set at any event at the National level or higher, during bona-fide Qualifying or Eliminations. Other Group 1 categories may set ANDRA National Records at any time during Qualifying or Eliminations.

In Group 2 any runs capable of supporting a new National Record during competition racing (not including qualifying) will be used to calculate the new record.

In Group 3 categories claiming of records is optional and may include one Qualifying Run in each record setting procedure, where that performance is brought to the attention of the ANDRA Officials prior to Eliminations.

Elapsed Times and Terminal Speeds set after a foul start will stand for all National Record setting purposes.

When a competitor makes a pass under the National Record or a potential backup for a National Record they shall undertake the following process to claim the record;

1: If running in Group 1 or Group 2 the vehicle must present to be postrace scrutineered (fuel and weight) and the vehicle compliance checked. Compliance checking is at the discretion of the Senior Steward.

2: Upon presentation for post race scrutineering, the competitor is to advise an ANDRA Steward that they have made a run capable of resetting or backing up a National Record.

3: Upon presentation for post race scrutineering, the competitor must provide the ANDRA Steward with their timecard.

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4: The potential new record is backed up with another performance of within 1% (one percent) of the new mark (best performance) at the same event. In the event that two runs exceed the existing record but are not within 1% (one percent) of each other, the quicker time or faster speed will be acceptable as the backup for the slower time or speed, which will then stand as the new record. Both runs must be in during competition racing (not including qualifying) for Group 2 and at least one of the runs must be in Eliminations for Group 3 competitors.

5: Prior to leaving the venue, the competitor must ensure that all appropriate paperwork has been lodged with an ANDRA Steward.

Failure to report to the ANDRA Stewards for post-race or spot checks and failure to notify of National Record eligibility, is considered an admission of guilt and will result Tribunal Action against the competitor, which may lead to exclusion from the results of the event, loss of prize monies and points generated during participation, and a twelve (12) month suspension of competition privileges.

Records will only be recognised where the ANDRA Stewards also certify that;

- a. Wind assistance from behind is less than 10 mph (16 kph).
- b. At the discretion of the Senior Steward, fuel and weight are correct immediately after the record run and capacity, where applicable, is certified after the vehicle's last run in competition. Refer Race Procedures, Classification and Post Race Inspection.
- c. The potential new record is backed up with another performance of within 1% (one percent) of the new mark (best performance) at the same event. In the event that two runs exceed the existing record but are not within 1% (one percent) of each other, the quicker time or faster speed will be acceptable as the backup for the slower time or speed, which will then stand as the new record.
- d. The person awarded the ANDRA National Record is in possession of a permanent ANDRA Licence.

Elapsed Time records will be recorded and listed to three (3) decimal places. Terminal Speed records will display two (2) decimal places. If two contestants tie for the Elapsed Time record to the thousandth of a second at the same event, the tie-breaker will be the fastest speed reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record.

If the record is tied at a later race, the record will stay with the contestant who set it first.

Similarly, if two contestants tie for the speed mark, the tie-breaker will be the quickest Elapsed Time on the run that established the new National Record.

Provided all previous requirements are met, ANDRA National Record Certificates will be forwarded to the successful competitor at their home address.

In the instance that a competitor fails to present, or make the Officials aware of any runs capable of supporting a National Record, on verification of correct fuel, weight and capacity by Officials, a new class National Record may be set as the Class Minimum without the entrant's name posted against the record. Offending competitors will also be subject to Tribunal Actions.



1.4 POLICIES AND PROCEDURES

DRAG RACING

1.4.1 ANDRA EXTENDED SCRUTINEERING PROGRAMME (ESP)

The ANDRA Extended Scrutineering Programme (ESP) requires the entrant/ Driver/ Rider to present a vehicle that complies with all relevant requirements and Class Regulations, and to sign a statement to that effect. At larger events, a selected sample of the entry must undergo random Compliance Audit by the Scrutineers while at smaller meetings all entries will be checked in the normal fashion. The ESP declaration must be completed, signed and presented to Track Officials prior to participation in any event.

1.4.2 COMPETITOR'S DECLARATION

All competitors, including those selected for random Compliance Audits, will be required to complete and sign the competitor ESP Declaration at all ANDRA events. The declaration will include a checklist of General Regulations and Class compliance items relevant to ANDRA regulations, and may be incorporated into the Entry Form.

NOTE: All items on the competitors declaration MUST be marked with either a tick, which indicates that the item is declared as checked by the competitor, or a cross (X) which indicates that the item is "Not Applicable" to the competitor's vehicle.

The policy may be viewed at www.andra.com.au

1.4.3 ANDRA HOMOLOGATED FUEL POLICY

To control the use of aftermarket speciality Hydrocarbon fuels and promote clean air, this policy relates to the control mechanisms for lead content and composition of Hydrocarbon, Ethanol and Methanol fuels used in Drag Racing and associated activities staged under ANDRA Permit. The full policy can be viewed at www.andra.com.au

1.4.4 ADMINISTRATION/PROCEDURE

The track management is responsible for the identification of competitors requiring a Compliance Audit at pre-entry events, and will also require a process for random selection at events with entry on the day.

Confirmation and sighting of entry documentation, licences and Logbooks (where applicable), witnessing of competitor ESP declarations for all entrants and the issue of compliance labels will be carried out by Entry Administration Officials in a designated area, with easy access for all competitors and crews.

Depending on the level of the event, a percentage of entries ranging from 10% or 20 vehicles as a minimum, to 100%, will be required to present for Compliance Audits. Their entry document will be marked "To be Audited". Any vehicle with outstanding entries in the Logbook will also be required to present for a Compliance Audit.



Event Level	Audit Sample
National Championship Events	10% of entry or 20 vehicles minimum
Regional Championship Events	10% of entry or 20 vehicles minimum
National Open Events	10% of entry or 20 vehicles minimum
Pro-Am Events	10% of entry or 20 vehicles minimum
Bracket Events	100% of non permanent Licence holders
Test and Tune Events	100% of non permanent licence holders

NOTE: Regional and Temporary sites are required to audit 100% of entries unless otherwise approved by ANDRA.

In circumstances where a vehicle displays poor handling, or clearly do not comply with relevant Class or General Regulations, the senior ANDRA Steward or the Meeting Director may remove the Compliance Label and direct the competitor to present the vehicle for a Compliance Audit before further participation.

Any vehicle found to be non-compliant will be logged and potentially disqualified from the event, and further action may be taken (Refer Section 6 of the Policy) depending on the severity of the breach.

1.4.5 ANDRA PRIVACY STATEMENT

ANDRA is committed to safeguarding the privacy of its members and the confidentiality of their personal information. ANDRA will collect personal information from or about its members, for primary purposes which are relevant to their participation in the sport of ANDRA Drag Racing as a member, licence holder and/or Official. ANDRA may disclose your personal information to;

a) ANDRA Division Directors and Chief Stewards for licence related purposes.

b) ANDRA Member Tracks for uses directly related to ANDRA events.

c) Recognised media personnel with your specific prior permission.

d) Legal or government authorities on receipt of appropriate authorisation or request.

Where an inquiry to ANDRA regarding contact with you is received, and deemed to be of sufficient importance by ANDRA, we will provide the contact details of the party making the inquiry to you. Where their return is not requested by the holder/s, documents held by the ANDRA National Office are destroyed periodically by a professional service. Where deemed appropriate to the interests of ANDRA by the Chief Executive Officer, printed material will be circulated to ANDRA Members and Licence holders by direct mail on behalf of outside parties, at the cost of those parties. Where the material is promotional, an additional advertising fee may be levied. Medical assessments pertaining to the suitability of an applicant may be referred to an appropriate medical authority. Where possible that will occur without the applicant being identified.

ADMINISTRATION

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1.4.6 ANDRA RULES SUBMISSION PROCEDURE

General submissions proposing changes to existing ANDRA competition or Class Regulations, or proposing new regulations, will be received from any ANDRA Associate Member, ANDRA Full Member or ANDRA Licence holder, where the following criteria are met and followed,

- The submission must be complete, in typed format, or presented in legible handwriting using the Rule Submissions Template, emailed to technical@andra.com.au
- The lodgment fee must be received no later than 14 days after the proposal has been submitted. Failure of payment may result in postponement and/or rejection of the submission.
- The submission should include coverage of the following areas,

Clearly state the full name and address of the author.

Detail if any, the author's involvement in Drag Racing.

Detail if the submission is a proposed new rule or proposed amendment to an existing rule and/or requirement.

Detail the reasons why the rule or the amendment should be considered.

 When providing reasons and other material supporting to a submission the author must directly address the following issues,

How does the change protect the participants and spectators?

How is the change a positive step for the sport?

How is the impact of the change on other classes and brackets a positive one?

How does the change ensure increased opportunity for even competition?

How is the change practical and enforceable?

How is the cost of complying with the change reasonable for competitors?

- NOTE: Where a submission is deemed not to meet these criteria the submission may be returned to the author with a brief notification of the reason/s.
- The submission must be received by the ANDRA Head Office no later than 14th November 2022 or 13th March 2023 (see below)*

*The are two opportunities for Rule Proposals to be submitted.

Opportunity 1 - Open from 18th July 2022 to 14th November 2022, with all valid submissions processed around mid-January 2023.

Opportunity 2 - Open from 15th November 2022 to 13th March 2023, with all valid submissions processed around mid-May 2023.

All submissions are vetted by the ANDRA Technical Officer for compliance with the criteria and are assessed for their impact on the operations of ANDRA and on all classes and/or all competitors affected. Non-compliant submissions are returned to the author for correction where time permits and any author not wishing to correct their submission will forfeit any payments and the submission will be withdrawn from consideration.

ANDRA's strategic intent with this change process is that it will not cause an unrealistic or unneeded increase in costs to the competitor. Where a submission is deemed not to meet this criteria, the submission may be returned to the author, with a brief notification of the reason/s.

Any parties wishing to provide feedback on any submission must do so through their Divisional Council. Any feedback provided directly to ANDRA will be distributed to all NRC delegates for discussion at the next available Divisional Council meeting. All valid submissions will be forwarded to the Divisional Directors and NRC Delegates around mid-November 2022 (for discussion in their respective December 2022 DC meeting) and mid-March 2023 (for discussion in their respective April 2023 DC meeting). ANDRA Divisional Councils may then seek advice from ANDRA Members, experts, organisations and Divisional Delegates from within their Division. Divisional Delegates and the ANDRA Member Track Representative are required to provide feedback, via the NRC, to the ANDRA Technical Officer at the earliest opportunity to allow sufficient time for consideration within the timeframes detailed.

The NRC, is made up of one delegate from each Division and one ANDRA Member Track Representative, with the ANDRA Technical Officer who acts as the Chairperson. The NRC will meet to discuss, accept, or accept with modifications/changes or reject as presented, all submissions under consideration. All voting is conducted by the NRC delegates with ANDRA employees remaining impartial to the vote process.

After the NRC voting is completed the ANDRA Technical Officer will prepare a submission document to be tabled with the Operations Committee (Ops) who will endorse or reject the recommendations of the NRC, unless the submission fails to address (or creates) safety issues and/or; the change does not fit within the strategic direction of ANDRA and/or; the change creates liability issues.

In the interests of the sport, The ANDRA Ops Committee retains the right to alter current rules or introduce new rules at anytime.

1.4.7 ANDRA SUBSTANCE ABUSE POLICY

This section presents an overview of the ANDRA Substance Abuse Policy only and does not provide full details of regulations, conditions or penalties. The full policy may be found at <u>www.andra.com.au</u>

In the interest of enhancing the integrity of Drag Racing in Australia, the Australian National Drag Racing Association (ANDRA) has established a Substance Abuse Policy. The only legitimate use of drugs in ANDRA Drag Racing is under the Supervision of a physician for a clinically justified purpose. Any individual applying for an ANDRA Licence or participating in ANDRA events shall be deemed to have consented to any tests for prohibited substances required by ANDRA or its designated administrator.

As a condition of continued participation and/or the retention of an ANDRA Licence/ Membership, all participants and Officials must comply with the Substance Abuse Policy and submit to such test procedures as may be conducted from time to time at the sole discretion of ANDRA or an assigned independent drug program administrator (IDPA).

The Policy applies to Members, Competitors, Crew, Officials, Employees and Contractors at any ANDRA event.

A Member, Competitor, Crew, Official, Employee or Contractor commits a violation of the Substance Abuse Policy if a prohibited substance is present within the competitor's body tissue, fluids or expired air, unless the competitor uses the prohibited substance for a therapeutic purpose (see clause 3.4), there are exceptional circumstances (see clause 3.5) or the competitor refuses to provide a sample for testing when requested by the assigned drug testing authority.

A Member, Competitor, Crew, Official, Employee or Contractor commits a violation of the Substance Abuse Policy if the person is knowingly involved in trafficking, or the person knowingly assists, or is knowingly involved in the commission of violation of the Substance Abuse Policy by another person.

Testing will be conducted according to Australian Standards AS4308.

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Any Member, Competitor, Crew, Official, Employee or Contractor may be required to submit to urine, blood, breath, and/or saliva testing. Unannounced random testing of eligible persons for prohibited substances or alcohol, may be conducted from time to time, before the end of Qualifying at an ANDRA event at the sole discretion of the Independent Drug Program Administrator (IDPA).

Individuals who are not selected for random testing, but wish to voluntarily participate in testing, shall be subject to the same testing requirements as selected parties, although voluntary parties will be allowed the opportunity of withdrawing from that event if found to test positive to prohibited substances and/or alcohol, and no further action will be taken.

Selection of Members, Competitors, Officials, Employees or Contractors shall be made at random, with all parties having equal chance of selection.

If, following any incident or accident involving injury or property damage, reasonable suspicion exists that the person may be under the influence of a prohibited substance and/or alcohol during an ANDRA event, a Member, Competitor, Crew, Official, Employee or Contractor may be required to submit to urine, blood, breath, and/or saliva testing.

Any Member, Competitor, Crew, Official, Employee or Contractor testing positive for prohibited substances and/or alcohol will take no further part in competition and or be admitted to restricted areas at the event. A competitor's licence must be surrendered to the Senior ANDRA Official immediately, for return upon compliance with the relevant penalty.

Any Member, Competitor, Crew, Official, Employee or Contractor returning a positive test for the first time, will be confidentially directed by the IDPA representative to participate in counselling and/or treatment from a substance abuse professional approved by ANDRA or the IDPA.

Where ANDRA is advised by the IDPA that a Member, Competitor, Crew, Official, Employee or Contractor has violated the Substance Abuse Policy for a second time that person will be subject to Tribunal Action and possible suspension of competition privileges and/or access for a period of 1 (one) year.

A third offence may result in the suspension of competition privileges and/or access for a period of five (5) years.

NOTE: Participants are advised that the ANDRA Substance Abuse Policy has been revised to accommodate saliva swab drug testing in the field by ANDRA Officials under AS/NZS 4308: 2008 and AS 4760-2006.

1.4.8 ANDRA ADVERTISING POLICY

Any authorised representative of ANDRA or an ANDRA Member Track may, in its absolute discretion, determine that any advertising or other material appearing on any ANDRA Member or participant, or on the body of any vehicle or team fixture, is unsuitable for display to the public, offensive, likely to bring the sport into disrepute or is otherwise prejudicial to the interests of ANDRA or the ANDRA Member Track. Should such a determination be made, the member or participant and their vehicle may be refused entry to, presence at or participation in an event or otherwise be disqualified from an event.



In the course of normal competition, whether it affects a Promoter, an Official or a Participant, occasions arise which require adjudication of disputes, or the just settlement of conflicting interests.

ANDRA TRIBUNAL PROCEDURES

The discipline necessary in all organised activities, and vital in motor sport, is maintained by a system of law which involves the enacting of Rules and Regulations, the appointment of Officials to administer them, and the provision of processes to impose penalties for breaches of those Rules and Regulations.

Provision has been made by ANDRA for the discharge of all these functions. General laws applicable in Australia have been enacted and published, and form the ANDRA Competition Regulations (ACR) contained in this rulebook. Further restrictions or clarifications, in more particular detail, are published from time to time in;

Technical Bulletins,

1.5

- Policy Amendments, or
- Track Supplementary Regulations (so called because they are "supplementary" to the ACR's - track regulations must not over-ride any ANDRA Competition Rules).

To police these Rules and Regulations, ANDRA appoints from time to time individual Officials such as Stewards and requires Promoters to appoint others such as Meeting Directors, Scrutineers and so on, each with their duties and responsibilities.

The Stewards of a meeting have by right (and others may have by special delegation) certain powers to impose penalties; and it follows that there should exist avenues of appeal which may be followed by any persons penalized by them.

Similarly, persons against whom any action has been taken, though not of a punitive nature, should have the opportunity to protest, except in certain special cases.

Lastly, those who commit offences against the rules in circumstances unrelated to a meeting, or of a kind which appears to merit penalties beyond the power of Stewards to apply, are liable to be charged with those offences.

In all such cases, they are entitled as of right to be confronted by their accusers, to hear the evidence against them, to test that evidence and call their own, and to be assured of impartial justice. All these requirements, and the need to provide the avenues of appeal, referred to above, have resulted in the appointment by ANDRA, and from time to time, of what are known as Tribunals.

1.5.1 VIDEO EVIDENCE

Video or electronic footage gathered from personal cameras is for promotional and individual data gathering purposes only and will not be used for adjudication of rule, result interpretation or evidence in protests.

Electronic footage may be used to assist in deciding an outcome of a protest or tribunal at the sole and absolute discretion of the Steward/ Official hearing the protest or the tribune where part of a Tribunal.

WWW.ANDRA.COM.AU

1.5.2 PROTEST PROCEDURE

DRAG RACING

The right to formally protest lies solely with any competitor who considers themselves aggrieved by an act of an Official, Promoter, entrant or another competitor, or any other thing whatsoever in connection with the event.

- **1.5.2.1** Whenever possible, competitors' grievances must be presented to the proper Track Official prior to the runs involved.
- In all situations where a competitor submits a protest, only the competitor plus one nominated witness will be allowed to discuss the matter directly with ANDRA Stewards, any additional persons must not be present during discussions.
- All discussions on the matter will be conducted by Stewards and other relevant Officials away from the protester/ accused.
- When delivering outcomes for protests, the protester/ accused must be summoned to an appropriate location and advised of the outcome.
 - NOTE: Under no circumstances should findings be delivered in competitor pits or in general areas. Only the protester/ accused plus one nominated witness may attend the meeting.
 - **1.5.2.2** Where a protest is received and accepted by ANDRA Officials within 30 minutes of the incident;
- A competitor subject to disqualification or protest must be notified within 30 minutes of ANDRA Officials accepting the protest form and payment.
- At which time the accused competitor has a maximum of 20 minutes to appeal the disqualification or protest.
 - **1.5.2.3** Except where it is alleged that the vehicle has been altered since classification, or does not comply with the relevant ESP statement, any protest regarding class eligibility must be made prior to the seeding of the bracket. Such protests lodged after that point will not be heard, although ANDRA reserves the right to investigate the content of the protest at the conclusion of the event.
 - **1.5.2.4** Once a competitor has commenced the race by moving from the staging position, he or she is deemed to have accepted the race start as fair, and no protest will be valid or accepted. Protests relating to racing incidents must be lodged within 20 minutes of the completion of the relevant round.
 - 1.5.2.5 Details of the protest must be lodged in writing with the ANDRA Steward with a \$110.00 (inc GST) protest fee, on the prescribed form prior to the close of the meeting, and the Steward must accept the protest and act upon it. Allegations will not be discussed or acted on until a formal protest has been lodged.

- 1.5.2.6 If practical, the ANDRA Stewards in discussion with the Meeting Director (depending on who determines the issue) may deliver a finding on the spot, and providing the protest is not frivolous, and the decision is accepted by all parties, the \$110.00 fee may be refunded and the matter will be regarded as being finalised.
- **1.5.2.7** Should any dismantling of a vehicle be involved, the Protester shall lodge a bond of \$100.00 in addition to the protest fee, to cover the costs of dismantling. Should the matter raised in the protest prove to be correct, the bond and protest fee may be returned to the Protester and the cost of dismantling may be borne by the party in breach.
- 1.5.2.8 If the protest is not proved, then the Protester may suffer forfeiture of the protest fee and bond fee. Orders for payment of monies including refunds, will be made at the sole discretion of the Steward determining the issue.
- **1.5.2.9** If the bond fee is inadequate to cover costs of the dismantling, the balance, determined by the Steward after consultation, will be borne by the Protester, if the protest is not proved, or alternatively, the person in breach, where the protest is proved. The amount will be considered "monies due to ANDRA" under ACR 1.5.3.6.
- 1.5.2.10 If a protest is considered by the Steward to be frivolous, or if the author of the protest has acted in bad faith, he or she will suffer forfeiture of the protest fee.
- 1.5.2.11 Notification of the decision of the Steward or Meeting Director shall be made verbally if the Protester is present at the time of the determination of the protest, or if he or she is not present they shall be notified in writing by letter posted to his last known place of abode. The Protester will be deemed to have received the letter the day after it is posted.
- **1.5.2.12** If the Protester is not satisfied with the findings of the ANDRA Steward or Meeting Director, or if appropriate action is not taken in accordance with the finding.
- 1.5.2.13 The Protester may appeal to the Division Director of the Division in which the event was held for a Tribunal Hearing. Leave to appeal to an ANDRA Tribunal will be allowed or disallowed at the sole discretion of the relevant Division Director.
- **1.5.2.14** All awards, points allocations and/or records will remain pending, upon the outcome of a Protest or Appeal, and will be held until finalisation and presented according to the final decision.

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1.5.3 BREACH OF RULES - TRIBUNAL OFFENCES

Rules and Regulations pertaining to the conduct of Drag Racing in Australia are contained in this rulebook and its appendices. Additional rules, in more particular detail and specific to particular venues or events, are published from time to time in the Supplementary Regulations of individual events.

Any of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a Breach of the Rules will result in Tribunal Action being taken against the offender;

- **1.5.3.1** All bribery or attempt, directly or indirectly, to influence the actions of any person having official duties in relation to a competition or employed in any manner in connection with a competition; and the acceptance of or offer to accept a bribe by such Official or employee,
- **1.5.3.2** Any action having as its effect the entry or participation in a competition of a person or a vehicle ineligible therefore; or of a person or body who is not the holder of a licence appropriate to the event,
- 1.5.3.3 Any fraudulent proceeding,
- **1.5.3.4** Any act prejudicial to the interest of any competition; or to the interests of Drag Racing competitions generally,
- 1.5.3.5 Giving evidence to the AMSAC or any ANDRA Tribunal knowing it to be false, or, when requested by ANDRA, failing to attend any Court Hearing, Tribunal or Inquiry instituted by ANDRA under these rules or their Appendices; or to give evidence as a witness before such Court, Tribunal or Inquiry; or to submit to examination thereat by ANDRA, the parties (or their advocates) or by the members of the Court, Tribunal or Inquiry, however titled,
- 1.5.3.6 Failing to pay to ANDRA within 1 (one) calendar month of their falling due any monies due to ANDRA for whatever purpose under the provisions of these Rules and/or their Appendices,
- **1.5.3.7** Any action by Promoter, Official, Entrant, Competitor, Driver, Rider or other person contrary to or not in accordance with these Rules and/or their Appendices,
- **1.5.3.8** Failing to obey the proper orders of an Official of a meeting, of ANDRA, or of any Tribunal, or AMSAC,
- **1.5.3.9** Any action by a Driver, a Rider, or nominated members of their crews at or arising from a meeting, whether such action be deliberate or due to negligence or failure to exercise proper care and consideration, which action, having regard to all the circumstances, causes or is reasonably likely to cause damage to other vehicles or property or injury to any other person, whether such vehicles, property or person are involved in the said meeting as participants or not,

- 1.5.3.10 Using or offering or threatening violence by any means, verbally offensive or abusive behaviour, towards any Official, competitor or other person at, or arising from an event, or Official's decision. Actions of this nature, at any time, will be subject to Tribunal Action and/or referred to state or federal authorities,
- **1.5.3.11** Failing to produce the required documentation at any time during a meeting.

Where it is alleged by ANDRA, or by the organisers of a meeting, or by a competitor at the event through presentation of a formal protest, that a breach of the Rules or any of the Regulations supplementary to them has occurred, the alleged offender may be charged with such offence and dealt with in accordance with these Rules.

1.5.4 ANDRA STEWARDS HEARING

1.5.4.1 Disciplinary Authority

Minor infringements may be dealt with through the application of an immediate penalty by the ANDRA Steward/s. Otherwise, where a serious infringement is alleged during an event, a Stewards Hearing may be convened to deal with the matter.

1.5.4.2 Stewards Hearing Panel

At events staged at the Regional Championship level or higher, the panel for Stewards Hearings shall be made up of the Chief Steward (or a nominee appointed by the Chief Steward or the Division Director), and at least one other ANDRA Steward.

At National (Open) and Pro Am levels the panel shall consist of the Chief Steward (or a nominee appointed by the Chief Steward or the Division Director), and at least two ANDRA Stewards.

Hearings may be conducted by a single Steward at all other events.

The Senior ANDRA Steward present shall chair the Hearing, unless personally involved in the issue. The seniority of Stewards shall be determined by the Division Director on an annual basis.

1.5.4.3 Conduct of Stewards Hearing

- a. Hearings shall take place as soon as practicable.
- b. All parties concerned shall be given adequate notice by the ANDRA Stewards or the Meeting Director or his or her agent, of the time and location of the hearing. The Defendant/s shall be entitled to call witnesses but shall state their case in person and not through an advocate and they and their witnesses shall be given the opportunity to be heard. In their absence or the absence of their witnesses, judgement may go by default.
- c. Before giving a judgement in default of appearance, the Stewards must satisfy themselves that the party concerned is aware of the time, date and place of Hearing and has been summoned to appear. In the case of an equality of votes among the Stewards in charge of the Hearing, the Senior Steward shall have a casting vote. If judgement cannot be given immediately after the hearing of the parties, they must be advised of the time and place at which the decision will be given.

d. Notes of the proceedings and evidence should be kept and forwarded to ANDRA for production at any Appeal proceedings that might result. The findings should be written down, timed and dated, and signed by all members of the panel. The decision and any penalty shall be presented in writing to the Defendant or Appellant, who shall sign the statement and be informed of their Right to Appeal. The organisers should be notified immediately of any effect the findings of the Hearing will have on the conduct or outcome of the event.

1.5.5 CONSTITUTION OF TRIBUNALS

DRAG RACING

1.5.5.1 Appeal Tribunal

An Appeal Tribunal is convened by ANDRA to hear formal appeals arising from decisions made by ANDRA Stewards or the Meeting Director during an event in relation to an alleged breach of rules or a formal protest, decisions made by an Investigation Tribunal where a penalty has been imposed or an ANDRA Disciplinary Tribunal.

The Appeal must be lodged with the ANDRA Division Director within 14 days of the aggrieved competitor being notified of the outcome of the Protest, Stewards Hearing, Investigation Tribunal, or Disciplinary Tribunal. Leave to appeal at this level will be allowed or disallowed in the sole discretion of the Division Director in the division where the event was held, in the case of Protests, Stewards Hearings and Investigation Tribunals where a penalty has been imposed.

In the case of Disciplinary Tribunal leave to appeal must be sought from the ANDRA Board. (Refer Appeal Tribunal (2)).

Appeals should proceed only on one or more of the following grounds;

- That the decision was against the weight of evidence.
- That the decision was contrary to law.
- That the decision was made beyond the legal power of the Tribunal or Hearing.
- That the penalty applied was excessive.

In general terms, Appeal Tribunals shall be conducted under the following guidelines;

- a. The Chair will announce the Tribunal's authority, its composition and its purpose. Appearances are then taken.
- b. To shorten proceedings, the parties may at this stage stipulate certain facts or the admissibility of certain documents (eg, if a transcript or summary, or both, has been made available to the Tribunal and to both parties, of earlier proceedings giving rise to the Appeal, such may be stipulated as accurate on appeal).
- c. The Appellant goes first, addressing the Tribunal. They should start by briefly summarising the points they are going to make, what evidence they will lead and what, if any, witnesses they will call. They will then lead evidence, calling witnesses if they wish, and/or they may give evidence themselves.
- d. The respondent will be given the opportunity to ask questions in crossexamination of each witness. Even should the Court or Tribunal decide to proceed by way of partial or complete Re-Hearing, the Appellant shall

open; a Re-Hearing in such circumstances is not to be taken as proceeding 'ab initio" (from the beginning); it is merely a convenient way of clarifying the issue and evidence. The hearing must be restricted to the grounds of appeal which are stated in the appeal proper and to the evidence presented in the earlier proceedings.

- e. The respondent follows similarly; also addressing the Tribunal and/or calling evidence. The respondent may also call witnesses to give evidence, in which case the Appellant will be given the opportunity to cross examine these witnesses.
- f. The respondent then makes their final address if they desire to do so. No new evidence may be presented during this summary or address.
- g. The Appellant then makes their final address if they desire to do so. No new evidence may be presented during this summary or address.
- The Tribunal then determines whether, and if so, to what extent, the Appeal shall succeed, adjourning the hearing if necessary in order to do so.
- i. The Tribunal shall then deliver its judgement by writing it down and reading it aloud to the parties concerned. Such judgement shall include the reasons for the findings, a statutory reminder to the parties of their rights of appeal and also a direction as to the disposition of the Appeal fee, either by way of its return to the appellant (if the appeal has succeeded) or its forfeiture to ANDRA (if the appeal has failed). The judgement of the Tribunal shall include the time and date at which the judgement was given.
- j. The Tribunal shall then hear argument, if any, on the question of costs; and shall make or withhold award of costs as may seem fitting.
- k. The Tribunal shall provide a copy of its judgement to each party so that they make informed judgements as to an appeal.
- I. The Chair will then declare the proceedings closed.

1.5.5.2 Investigation Tribunal

An Investigation Tribunal is convened to formally investigate matters nominated by the ANDRA. The Investigation Tribunal is free to receive evidence and to hear witnesses as it wishes. The Tribunal may make recommendations to the ANDRA, amend the results of a competition as necessary, and/or if a breach of ANDRA Rules or the Supplementary Regulations of an event has occurred, either impose an appropriate penalty or refer the matter to a subsequent Disciplinary Tribunal. In general terms, an Investigation Tribunal will be conducted under the following guidelines;

- a. The Chair will announce the Tribunal's authority, its composition and its terms of reference.
- b. The Tribunal will determine the form of the hearing, including the manner of receiving evidence consistent with terms of reference from ANDRA.
- c. The Tribunal will determine whether, and if so, to what extent, any rule or regulation has been breached, adjourning the hearing if necessary in order to require parties concerned to be charged and summoned before it. The Tribunal will act as if it is a Disciplinary Tribunal.
- d. The Tribunal may, if it is determined that the results of a competition have been incorrectly or improperly made out, make such order as it deems appropriate.

- e. Where there are orders made or penalties to be imposed, the Tribunal shall deliver its judgement by writing it down and reading it aloud to the parties concerned. Such judgement shall include the reason for the findings and a statutory reminder to the parties of their rights of appeal under ANDRA Competition Regulations of the National Competition Rules. Such judgements may moreover include any recommendations which the Tribunal deems fitting. The judgement of the Tribunal shall include the time and date at which the judgement was given.
- f. The Tribunal shall provide a copy of its judgement to each party concerned so that they may make informed judgements as to an appeal.
- g. The Chair will then declare the proceedings closed.

1.5.5.3 Disciplinary Tribunal

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A Disciplinary Tribunal is convened to hear a charge of breach of ANDRA Rules or the Supplementary Regulations of an event, brought by ANDRA against persons or groups subject to those rules or regulations. Disciplinary Tribunals have two primary duties - to determine whether or not the charge is proved (unless the matter has been referred to them for the application of further penalty) and if so, to impose the appropriate penalty. The Tribunal may also make recommendations to the ANDRA that may be relevant. Charge/s are laid by the relevant Division Director, and shall be served on the Defendant on the prescribed form personally or by post to his or her last known place of abode within 14 days of commission of the alleged breach. If served by post, the Defendant shall be deemed to have received a copy of the charge one business day after it is posted.

In general terms, a Disciplinary Tribunal will be conducted under the following guidelines;

- a. The Chair should announce the opening of the Tribunal, stating its authority, its composition, and the purpose of its sitting. Appearances are then taken.
- b. The accused is to be asked whether they object to any member sitting; if so, on what grounds. If no objection is received the case proceeds.
- c. The charge or charges shall then be read to the accused, either by the clerk of the Tribunal (if there is one) or by the Chair; and the accused will plead to each charge. If a plea of "guilty" is received, the proceedings in such a case may be shortened.
- d. If a plea of "not guilty" is received, the case proceeds as below;
- e. The Prosecutor proceeds first, and is normally required to produce evidence of the existence of a rule or regulation allegedly breached, and evidence of the breach. It may call witnesses, in which case the Defence will be given the opportunity to cross-examine those witnesses. Witnesses may only be present while they are giving evidence.
- f. The Defence may then lead evidence in rebuttal of the prosecution's case. The Defence may call witnesses to give evidence on its behalf, in which case the prosecution will be given the opportunity to cross examine those witnesses.
- g. The Defence will then address the Tribunal, summarising the case for the accused. No new evidence may be presented during this summary or address.

- h. The prosecution will then address the Tribunal, summarising the case for the prosecution. No new evidence may be presented during this summary or address.
- The Tribunal will then determine the guilt or otherwise of the accused, adjourning the Hearing if necessary to do so. No other persons shall be present or partake in any discussion with the Tribunal at this stage, unless the Tribunal has both parties before it together.
- j. If the Tribunal finds the charges not proved it shall dismiss the charges.
- k. If the Tribunal finds the charges or any of them proved, it shall announce a finding of "guilty" and then hear argument on the question of penalty. Such argument shall be advanced by the prosecution and/or by ANDRA, followed by representations by the Defendant.
- The Tribunal shall determine and announce whether a penalty is imposed, and if so its nature (and extent, if relevant, as e.g., duration of a term of suspension).
- m. The Tribunal, in giving judgement for or against the accused, shall do so by writing down its judgement and reading it aloud to the parties appearing. Such judgement shall include the Tribunal's reasons for its finding, and shall also include a statutory reminder to the parties of their rights of appeal (1.5.5.1).
- n. Such judgement may, moreover, include any recommendation which the Tribunal deems fitting in respect of the matter and the effects of its judgement. The judgement of the Tribunal shall include the time and date at which the judgement was given.
- The Tribunal shall provide a copy of its judgement to each party so that they may make an informed judgement as to an appeal.
- p. The Chair will then declare the proceedings closed.

1.5.6 NOTES ON TRIBUNAL CONDUCT

1.5.6.1 Location of Tribunals

Ideally, all Tribunals should be held in the Division where the incident in question occurred, but the Defendant may request that the proceedings be relocated. That decision rests with the Division Director making the charge. In cases where the Division Director is personally involved that decision should fall to the Chairman.

1.5.6.2 Mitigation

Where the Defendant is found guilty by a Disciplinary or Investigation Tribunal, he or she may offer submissions in mitigation of penalty. This may explain special circumstances or influences beyond the direct control of the accused that may have contributed to the offence.

While this information may have been discussed earlier in the proceedings as part of evidence or examination, the Defendant must be given the opportunity to present it after the tribunal has delivered its finding and prior to a penalty being decided.

1.5.6.3 Notification - Outcomes

The Defendant/ Appellant shall be notified of the Findings of the Tribunal and any Penalties arising there from, in writing by the Chairman of the Tribunal no later than 7 days after proceedings.

1.5.6.4 Objection to Tribunal Member

Persons hearing the case should not have an interest in the outcome, or be biased. Where that can be proven prior to proceedings, a written objection by the Defendant or the Appellant should be upheld.

1.5.6.5 Prosecution/ Response

The role of Prosecutor at a Disciplinary Tribunal, or Respondent at an Appeal Tribunal will be taken by the Division Director, or a person nominated by the Division Director.

1.5.6.6 Representation

Formal legal representation is not permitted at ANDRA Tribunal level; however, Defendants have the right to be represented by an independent advocate.

1.5.6.7 Right to Publish Results

ANDRA has the right to publish the results of any tribunal without liability to the persons involved provided only that the publication is a fair and impartial report of the proceedings.

1.5.6.8 Rules of Natural Justice

The rules of natural justice must be observed where the committee of an incorporated association exercises any power of adjudication that it may have in relation to a dispute between its members, or a dispute between itself and members. It is generally expected that decisions affecting the rights of citizens must be reached only after a fair hearing.

The laws relating to a fair Hearing are known as the laws of natural justice. These give the accused protection in the following ways;

- The person accused of misconduct should know the nature of the accusation made;
- The person should be given the opportunity to state his or her case;
- The Tribunal should act in good faith.

1.5.6.9 Timing of Tribunals

Wherever possible, Tribunals should be held within 28 days of the incident in question. Where the Tribunal is convened in another Division or preparation is not possible in the time available, that time frame may not be achievable. The accused or the Appellant must be given reasonable consideration if that time or place specified for the Tribunal is unduly difficult for them. It is important that the person who is to appear before a disciplinary body is given every opportunity to attend. If a person who is to appear cannot attend for good reason, and there is no need to determine the matter quickly, the matter may be adjourned until he or she can be present.

1.5.6.10 Tribunal Members

Tribunals will be conducted by a panel of three Tribunes, one sitting as Chair, drawn from a pool of at least six, appointed by the Divisional Council, from amongst people of good standing. A panel of six members shall be appointed by each Divisional Council, from among people of good standing.

These need not necessarily be members of ANDRA. Past competitors or Officials from within the sport are ideal.
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these proceedings. Certain basic qualifications are required of any person acting in a judicial capacity. He or she must not for instance, be involved personally or have any interest in any matter at issue. He or she must have had no connection, other than as a spectator, with any meeting where the matters arose. He or she must have had no prior contact with, or made any decision affecting, the matter at issue. He or she must be impartial and must take into account only the evidence presented. He or she must act only in accordance with the body of law under which they are appointed.

1.5.7 PENALTIES

Any Promoter, Organiser, Official, Competitor, or other person or group committing a breach of the ANDRA Rules or the Supplementary Regulations of an event, may be penalised as hereinafter provided. The penalties which may be imposed are listed in order of severity.

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.

1.5.7.1 Warning/ Reprimand

Delivered verbally by a Steward or Meeting Director, or in writing from the Chairman of an ANDRA Tribunal. The member may be warned and reprimanded, and advised that should such a breach occur again, he or she may be subject to more severe action.

1.5.7.2 Fine

Imposed by a Steward, a Stewards Hearing, an ANDRA Tribunal, the ANDRA Board or its representatives, or by AMSAC, provided that it does not exceed the limit specified by the ANDRA Board.

By Stewards of a Meeting	\$15,000 plus GST
By an ANDRA Tribunal	\$35,000 plus GST
By AMSAC	\$75,000 plus GST
By the DD	\$1,000 plus GST
By the Chief Executive Officer	\$500 plus GST
(as an administrative penalty)	
Illegal use of traction control device/s	\$15,000 plus GST
Illegal use of fuel	\$2,000 plus GST

All fines are maximum amounts and will be subject to GST where stated.

Payment of fines is required before the guilty party is permitted to take part in any subsequent event. The proceeds from all fines, forfeited protest fees and appeal fees shall be remitted to ANDRA, who will pay them into a special fund used for the payment of expenses involved in the setting up of ANDRA Tribunals; or for the provision of trophies or prizes; or for such other special purposes as ANDRA may deem to be necessary and appropriate. Such proceeds shall not be taken into, or used for the purposes of general revenue save as provided herein. 37

1.5.7.3 Disqualification

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Notwithstanding anything herein contained, any track or ANDRA Official may recommend disqualification to the Meeting Director where a breach of the ANDRA Rules or the Supplementary Regulations of an event occurs. The effect of a disqualification shall be that neither the competitor nor the vehicle concerned shall take further part in competition; or having taken part in any competition shall, when excluded there from, be forbidden to participate in any award. The entry fee for any competition to which the penalty relates shall be forfeited.

1.5.7.4 Suspension

The period of suspension handed down by a Disciplinary Tribunal may be for any period. Suspension commences immediately the decision of the Tribunal is delivered. A person and the particular vehicle involved in any breach of these rules may be liable to suspension. A person or vehicle may, while subject to suspension, be expressly forbidden by the appropriate authority, to take part in any competition. Any competitor failing to observe the terms of the suspension shall automatically incur a further six (6) months suspension on termination of the original period.

Possible periods of suspension are;

Failure to present vehicle for post race inspection.	up to 3 months
Incorrect declaration of capacity within class specs.	up to 3 months
Incorrect declaration of capacity outside class specs.	up to 6 months
Illegal fuel for nominated class.	up to 6 months
Use or possession of Propylene Oxide/ Hydrazine/ Dioxane at an event.	up to 12 months
Any illegal modification that provides a performance advantage.	up to 6 months
Consumption of alcohol by a competitor producing measurable breath readings during event participation.	up to 6 months
Presence of any banned substance determined by ANDRA.	up to 3 years
Any action bringing the sport or ANDRA into disrepute.	up to 12 months
Competitors found to be employing reactive traction control systems or devices.	up to 12 months

1.5.7.5 Suspension of Penalty

Any ANDRA Tribunal may order that any of the penalties detailed herein may be held in suspense for a specified period of time. Details of such suspended penalty shall be recorded in the licence of the competitor concerned. Should the competitor be found guilty of a subsequent offence, details of that offence shall be forwarded to the ANDRA for an ANDRA Tribunal to consider whether the suspended penalty should be activated in addition to any penalty imposed for the subsequent offence.



1.5.8 LEAVE TO APPEAL TRIBUNAL OUTCOME

1.5.8.1 Appeal Tribunal (2)

If a Defendant wishes to appeal the outcome of a Disciplinary Tribunal, or an Investigation Tribunal where a penalty has been imposed, he or she may, within 14 days of the Tribunal petition the ANDRA Board for leave to appeal. The petition and a \$500 bond must be lodged with the ANDRA Chief Executive Officer and at least two thirds of the ANDRA Board delegates must agree to an Appeal Tribunal being convened. The Appeal Tribunal may decide that the penalty may be waived, mitigated, increased or replaced with a fresh penalty.

Any penalty imposed by a Disciplinary or Investigation Tribunal is stayed from the day the ANDRA Chief Executive Officer received the petition and the bond. The location of the Tribunal shall be at the discretion of the ANDRA Board.

1.5.8.2 Australian Motor Sport Appeals Court

If a Defendant/ Appellant wishes to appeal the outcome of a Disciplinary Tribunal, or an Investigation Tribunal where a penalty has been imposed, he or she may, within 14 days of the Tribunal, petition the ANDRA Board for leave to appeal to the AMSAC. The petition and a \$6,000 bond must be lodged with the ANDRA Chief Executive Officer. Any penalty imposed by a Disciplinary or Investigation Tribunal is stayed from the day the ANDRA Chief Executive Officer received the petition and the bond. At least two thirds of the ANDRA Board delegates must agree to the appeal being heard before it may proceed.

1.5.8.3 Failure to Proceed with Appeal

Failure on the part of the Appellant to proceed with an Appeal, whether by lapse of time or for any other reason, shall be deemed to restore the status quo and the validity of the decision or situation in respect of which the Appeal was lodged. In case of such failure, the Appeal fee shall not be returned and the Appellant shall become and remain liable for any costs incurred by ANDRA as a consequence of the lodgment.

1.6 INSURANCE

Through membership of ANDRA, Members, Clubs and Tracks have exclusive access to a range of quality insurance covers.

- NOTE: The information in this chapter is a summary of the policies maintained by ANDRA. Reference should be made to the policy documents for specific details of coverage, terms and conditions. The terms and conditions of the policies will prevail.
- NOTE: Claims are similar to Worker's Compensation, and should be compiled with care.
- NOTE: Details and fees may change at time of renewal.

In the Event of an Accident or Injury

If an ANDRA Steward is not present at the scene of your accident or injury, the incident should be reported to the Meeting Director before leaving the track.

A Claim Form should be requested from ANDRA immediately after the event.

Proudly supporting ANDRA

Transit and static race vehicle insurance

In an industry that is no stranger to risk, your vehicle, transporter and tools are exposed to risks every day.

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Our longstanding history working with the motor sport industry, means our insurance experts understand your risks and can help you find the right cover to keep your passion on track.

Talk to us today

Martyn Luck – 08 8172 8121 martyn.luck@ajg.com.au

Renee Morris – 08 8172 8084 renee.morris@ajg.com.au



1.6.1 PUBLIC & PRODUCTS LIABILITY INSURANCE

Through its official brokers, ANDRA has arranged Public & Products Liability Insurance. In general terms, ANDRA, its Members, Volunteers, Officials, Employees, Councils, Committees, Trustees, Clubs and their respective Members, ANDRA Member Tracks, Organisers, Officials, Competitors, Landowners, Lessees and Sponsors are indemnified subject to the terms and conditions and limitations of the master policy, in respect of any claim up to the limit of indemnity which they may become legally liable to pay arising from injury, disease, personal loss of, or damage to property caused by an occurrence in connection with motor sporting events or activities authorised by or through ANDRA. Subject to the following provisions, events and/or activities organised under the auspices of ANDRA and formally authorised through the issue of an Event Permit, or written confirmation, are insured;

- a. Fees payable in respect of the policy shall be payable to ANDRA.
- b. Member Tracks, Event Organisers, Clubs and Members shall conform to the conditions set by ANDRA in respect of the event and/or activity.

1.6.2 AMOUNT OF COVER

\$100,000,000 for Public Liability (any one occurrence).

\$100,000,000 for Products Liability (in any one period of insurance).

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1.6.3 SOME MAJOR INCLUSIONS

- a. Costs incurred with the consent of the underwriters in defending any action.
- b. Whether the action is successful or otherwise the legal liability of any club for claims against it by Officials.
- c. Liability arising out of Practice Sessions/ Racing Driver activities/ Burnouts/ Test & Tune/ Corporate Functions/ Static Displays/ Property Owners.
- Liability of a Club Member to another Club Member (excluding whilst competing) liability to passengers in competition vehicles not participating in any race.
- e. Liability to students engaged in work experience.

1.6.4 SOME MAJOR EXCLUSIONS

- a. Claims by persons in the employ of the assured.
- Claims in respect of damage to property owned or occupied by or in the care, custody or control of the assured or any servant of the assured but this exclusion shall not apply to;
- c. Patrons' cars and/or their contents.
- d. Vehicles required for scrutineering or impounded.
- e. Premises, including contents thereof occupied for purposes of a meeting.
- f. Premises occupied as a tenant but only in respect of loss or damage consequent upon fire, lightning, explosion, water discharged or leaking from pipes or water system or vehicle impact.

1.6.5 SOME MAIN CONDITIONS

The policy requires that;

- a. All instances of injury or damage likely to give rise to a claim under the policy shall be notified to the event organisers and ANDRA immediately on the occurrence of such an incident.
- b. No admission of liability or promise of payment to any third party shall be made without the consent of the underwriter/s.
- c. All claims for injury or damage to property are subject to a deductible amount (excess), payable on settlement of the claim.
- d. Any Hold Harmless agreement entered into by a club or an organiser must be approved by the underwriters prior to signing.
- Deductible (Excess). \$5,000 each and every occurrence (part paid by ANDRA).
 - NOTE: Insurance Cover details may change at the time of renewal.



1.6.6 PERSONAL ACCIDENT INSURANCE

DRAG RACING

As a service to its members, ANDRA has arranged through its appointed insurance broker, two levels of Personal Accident cover for members competing in ANDRA events. Cover at the Category One level is mandatory for all Drivers/ Riders/ Crew at Drag Racing events run at all Championship, National (Open) and Pro-Am levels, where cover extends to those participants listed on the official Entry Form, up to the maximum number of passes issued by the track for that class or bracket. At events where Category One cover is mandatory, a fee of **\$20.00*** per entry, will be charged as part of the Entry Fee. Any Driver/Rider other than the one shown on the Entry Form must notify the ANDRA Stewards and pay an additional **\$20.00*** prior to participation, to ensure cover. ANDRA Category One Personal Accident cover is extended to volunteer Officials through the issue of an ANDRA Event Permit. Apart from those events at which it is compulsory, Category One ANDRA Personal Accident cover is only available to permanent ANDRA Licence holders.

At other ANDRA events (Bracket and Test & Tune), cover at the Category Two level is automatically provided to current ANDRA Members and permanent licence holders. Permanent licence holders wishing to upgrade to the Category One level at these events may do so by notifying the ANDRA agent and paying the **\$20.00*** fee, prior to Racing or Qualifying. Holders of ANDRA Divisional Day Licences may access ANDRA Personal Accident cover at the Category Two level, on payment of a **\$10.00*** fee.

This program should not be considered "comprehensive" and as such we encourage all participants to take out Private Health, Life and Income Protection Insurance according to their own individual needs and circumstances. It is an individual's responsibility to ensure that they have adequate insurance cover for their own needs.

*fees may be subject to change by the ANDRA.

1.6.7 BENEFITS

Category One: All Drivers, Pit Crew & Crew Members, Officials & Voluntary Workers. Category Two: Street Drag Racers.

Accidental Death:	\$75,000 (Category One) \$30,000 (Category Two-Driver/ Rider Only) \$20,000 (Persons under 18yrs & over 75yrs)
Permanent Total Disablement:	\$75,000 (Category One) \$30,000 (Category Two-Driver/ Rider Only)
Loss of Limb/s, Eye/s (up to):	\$75,000 (Category One) \$30,000 (Category Two-Driver/ Rider Only)
Temporary Total Disablement: Excess peri	100% of weekly earnings or \$1,000 per week whichever is the lessor. Limited to 104 weeks (Category One). 100% of weekly earnings or \$250 per week whichever lessor. Limited to 52 weeks. (Category Two-Drivers/ Riders Only). od of seven days applies to both categories.

Temporary Total Disablement (Non Income Earning):

\$250 per week. Limited to 52 weeks (Category One). \$250 per week. Limited to 52 weeks (Category Two-Drivers/ Riders only). Excess period of seven days applies to both categories. Non-Medicare Medical Expenses (including out of pocket and emergency transport):

100% of eligible expenses, as defined, after reimbursement from a recognised private health fund to a maximum of \$10,000 any one period of insurance. An excess of \$50 applies per claim.

NOTE: The policy cannot pay where the expenses are claimable against Medicare or any other private health insurance, or where the insurer is prohibited to pay due to private health legislation.

Funeral Benefit:	Up to \$10,000 for any one person.
Student Tutorial:	Maximum weekly benefit of \$500 per week. Limited to 52 weeks. Excess period of seven days applies. (Not payable if claiming under Temporary Total Disablement).
Domestic Help:	Reimburse the cost of hiring domestic help from a recognised and licensed domestic help agency provided that; a) The domestic help is certified by a Medical Practitioner as being necessary & hiring of family members of the insured persons family or other relatives are not included. b) Up to 80% of actual and reasonable expenses up to a maximum benefit of \$1,000 per week. Benefit period limited to 26 weeks and a 7 day deferral period.
Out of Pocket Expenses:	Up to \$250 for any one insured person.
Home and or Motor Vehicle Modification Benefit:	Up to \$10,000 for any one insured person. (Payable for home and vehicle modification expenses), provided that all modifications are certified necessary by the INSURED PERSON'S treating doctor or rehabilitation provider.

NOTE: Death and Capital Benefits listed may be increased through extra cost options available through ANDRA.

Professional Players/ Competitors: It is hereby noted and agreed that the excess period under the Weekly Benefits -Injury section will be increased to 28 days for any claims received under this Benefit.

- NOTE: It is noted and agreed that Insured PERSONS extends to include Passengers if the insurance cover is selected. Passengers and Day Licence Holders do not automatically have coverage unless they are specifically nominated to the INSURED or if they are entered into a Pro-Am event level or above where such cover is compulsory.
- NOTE: Except as otherwise provided in this endorsement, the Insuring Clause and all other policy terms and conditions shall have full force and effect.

1.6.8 CONDITIONS

DRAG RACING

- a. No person other than registered Officials/ Competitors/ Crew shall be eligible to make application.
- b. Only accidents occurring during official ANDRA Drag Racing events, or related activities in the case of Officials, can be considered.
- c. Payments shall be made at the discretion of the Insurer, and all paperwork must be in order, as with any compensation claim.
- d. Applications for compensation shall be on the official form provided by ANDRA, accompanied by a copy of the relevant ANDRA Incident Report.
- e. The Insurer will not pay accounts, but will reimburse genuine out-ofpocket expenses to the level stated under Benefits. Attach all accounts when paid, with a summary sheet clearly showing details.
- f. Completed forms must reach ANDRA within twenty-one (21) days of the incident.
- g. First Certificate must show anticipated period of Temporary Disablement if any.
- h. Written confirmation must be provided to show the Claimant is employed.
- i. If self-employed, a Statutory Declaration, duly signed, must be provided with the claim.

1.7 ANDRA AWARDS

1.7.1 JOHN STORM MEMORIAL TROPHY

Commissioned in memory of Mr. John Storm, the first National Director of ANDRA, this is an annual national award made to the competitor in Group 2, 3 and/or 4 who scores the highest accumulative points total from all rounds of the Summit Racing Equipment Sportsman Series, including all points from the final event, from any/all valid competition in any Class from any Group/s.

NOTE: Group 2 Performance Bonus Points will not be counted towards the John Storm Memorial Trophy.

In the event of a tie, the winner is decided on the best performance at the Grand Final event, in which participation is mandatory. The perpetual trophy is housed in the ANDRA Head Office, with a smaller replica being presented to the winner each season.

1.7.2 ANDRA SHIELD

Inaugurated in 1975, the ANDRA Shield recognizes the most successful ANDRA Division in Groups 2, 3 and 4, at the Australian Nationals and Grand Finals. One point is awarded for each Elimination Round win from the eighth finals to the final at those events. The perpetual trophy, an engraved shield, is housed in the ANDRA Head Office, with a smaller replica shield being presented to the winning division after each season.

1.7.3 DIVISIONAL CHAMPION CERTIFICATES

All competitors topping their home Division in Summit Racing Equipment Sportsman Series points in their respective bracket will receive an ANDRA Divisional Champion Certificate, denoting their accomplishment. In the event of a tie the award is given to the best performer at the Grand Final event followed by the best performances at other National events if no competitors competed at the Grand Final event. International competitors will not be eligible to win the Divisional Champion award. Preference will be given to competitors who have competed outside of their divisions in the event of a tie in points.

1.7.4 ANDRA NATIONAL RECORD CERTIFICATES

All competitors who officially break ANDRA National Records, both Elapsed Time and Terminal Speed, are presented with an ANDRA National Record Certificate and racer achievement decal. Additional copies of the National Record Certificate are available to the competitor, upon request.

1.7.5 ANDRA NATIONAL CHAMPION GOLD CHRISTMAS TREE

The ANDRA Gold Christmas Tree is a replica of the start line Christmas Tree. National Champions will receive a unique version of the ANDRA Gold Christmas Tree to acknowledge their accomplishment as the overall Eliminator winner and National Champion status. ANDRA National Champion Runners Up will be awarded a unique version of the ANDRA Silver Christmas Tree.

1.7.6 ANDRA ROUND WINNER GOLD CHRISTMAS TREES

An ANDRA Gold Christmas Tree is awarded to Eliminator winners at the Australian Nationals, Westernationals and Grand Finals.

1.7.7 ANDRA ROUND WINNER SILVER CHRISTMAS TREES

ANDRA Silver Christmas Trees are presented to Eliminator winners at rounds of the Australian Group 1 Championships and the Summit Racing Equipment Sportsman Series.

NOTE: A Silver ANDRA Christmas Tree may be commissioned as a duplicate on request.

1.7.8 TOP QUALIFIER MEDALLIONS

Gold medallions, carrying details of the event at which they are awarded, are presented to Top Qualifiers in all Eliminators at all ANDRA Christmas Tree events. The award is not conditional upon participation in Eliminations.



1.7.9 ANDRA LONGEST DISTANCE TRAVELLED AWARD

The ANDRA Longest Distance Travelled Award is presented to the Driver/ Rider who travels the longest distance within Australia to attend the Australian Nationals, Westernationals and Grand Finals. Distance is calculated on the most practical route from the competitor's home address to the event.

1.7.10 ANDRA BEST ENGINEERED VEHICLE AWARD

The ANDRA Best Engineered Vehicle Award is a specially commissioned trophy presented to the car or motorcycle judged to be the best engineered at the Australian Nationals, Westernationals and Grand Finals. Where competitors feel that their vehicle could be a contender for the award, they can nominate their vehicle to ANDRA Officials during the event. The basic criteria is;

- a. Not more than 5 years since building or restoration,
- b. Australian built,
- c. Technical excellence in engineering,
- d. Detailed presentation.

1.7.11 ANDRA AWARD OF MERIT

This award, which is accompanied by an ANDRA Gold Christmas Tree trophy, was initiated in 1975. In conferring this award, the ANDRA Board considers the beneficial effect of services rendered, and the influence for good the candidate has exercised on the sport of Drag Racing and its progress and administration throughout Australia.

No privileges other than the respect which the award implies attach to the granting of an Award of Merit, nor can nomination of candidates be made by other than the ANDRA Board.

1.7.12 ANDRA ENTRANTS AWARD

Entrants Award, consisting of a special Silver ANDRA Christmas Tree will be awarded to bona-fide owners of the winning vehicle in the six ANDRA Australian Group 1 Championship Eliminators, only in cases where that person is not the Driver/Rider.

1.7.13 ANDRA PROFESSIONAL RACERS CUP

Inaugurated in 1975, the ANDRA Professional Racers Cup recognises the most successful ANDRA Division in Group 1 categories contested at the Australian Nationals and Grand Finals. One point is awarded for each Elimination Round win at those events. The perpetual trophy, a silver cup, is housed in the ANDRA Head Office, with a smaller replica trophy being presented to the winning division after each season.

1.8 ANDRA CONTACT INFORMATION

AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION LTD.

11 McInnes Street, Ridleyton, South Australia 5008 Phone: (08) 8271 5355 SMS: 0437 933 745 Email: info@andra.com.au Website: <u>www.andra.com.au</u>

ANDRA Head Office Personnel

Chief Executive Officer: Business Manager: Business Development Manager: Technical Officer: Membership & Licencing Officer: Media and Public Relations Officer: Brett Stevens Jackie Mills Jennifer Lingo Scott Halfyard Kylie Hazelhurst Amanda Cobb Jigsaw Communications

External

Auditor: MGI Assurance (SA) Pty Ltd, Eastwood, SA. Solicitors: Barry Nilsson Lawyers, Adelaide, SA.

WWW.ANDRA.COM.AU

FUCT

CENTRAL AUSTRALIA CONTACTS

The state of South Australia and the Northern Territory.

Division Director: Peter Tzokas

Phone: 0448 326 464 Email: centralaustralia@andra.com.au All correspondence through Division Director.

CENTRAL AUSTRALIA CLUBS & TRACKS

ADELAIDE INTERNATIONAL RACEWAY (1/4 mile) Website: www.adelaideraceway.com.au Website: www.adelaidedrags.com.au

Beat the Heat NT PO Box 37258, WINNELLIE, NT 0821 Lynne Applebee Email: secretary@beattheheatnt.org.au Website: www.beattheheatnt.org.au

Central Australian Drag Racing Association ALICE SPRINGS INLAND DRAGWAY (1/4 mile) PO Box 434, ALICE SPRINGS, NT 0871 Email: secretary.cadra@outlook.com Website: www.cadra.com.au

Drag Riders Association of South Australia c/o 107 King William Street, KENT TOWN, SA 5700 Mark Habel: 0400 212 778 Email: dragriderssa@gmail.com

Hidden Valley Drag Racing Association HIDDEN VALLEY INTERNATIONAL DRAGSTRIP (1/4 mile) PO Box 1614, BERRIMAH, NT 0828 Trenton Barfoot: 0459 219 250 Email: mail@hiddenvalleydrags.com Website: www.hiddenvalleydrags.com

Northern District Motorsport Association Inc. PO Box 619, PT AUGUSTA, SA 5700 Angela Corbett: 0407 410 216 Email: northerndrag@hotmail.com Website: www.ndma.info

SA Drag Racers Association Inc. 48 Fourth Avenue, CHELTENHAM, SA 5014 Andrew Favotti: 0427 858 075 Email: sadra.admin@bigpond.com

South East Drag Racing Association Inc. PO Box 886, NARACOORTE, SA 5271

Spencer Gulf Drag Racers Association PO Box 918, PORT PIRIE SA 5540 Peter Damianos: 0416 880 521 Email: S.G.D.R.A@hotmail.com

Steel City Drag Club Inc. STEEL CITY RACEWAY (1/8 mile) PO Box 336, WHYALLA, SA 5700 Ron Matthews: 0418 793 710 Email: secretary@steelcitydrags.com Website: www.steelcitydrags.com 47

NEW SOUTH WALES CONTACTS

The state of New South Wales and the Australian Capital Territory.

Division Director: Paul Stephen Ph: 0408 853 911 Email: newsouthwales@andra.com.au All correspondence through Division Director.

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NEW SOUTH WALES CLUBS & TRACKS

GLEN AIR RACEWAY (1/8 mile) Glen Innes Airport, Gordon Smith Drive, GLEN INNES, NSW 2370

Midcoast Drag Racing Association Inc. TAREE AIRPORT (1/8 mile) Nathan Cooper: 0410 925 740 Email: mcdra2018@gmail.com

Northern Rivers Drag Racing Association CASINO AERODROME (1/8 mile) Shelley Airey: 0413 186 079

Tamworth Drag Racing Association GUNNEDAH (1/8 mile) PO Box 1383, TAMWORTH, NSW 2340 Bill Ausling: 0428 454 502 Email: tdrainc@hotmail.com

Supercharged Outlaws NSW Inc. & ET Drag Racing Club Dave McGaw: 0419 196 725 Email: info@quickcutconcrete.com.au Website: www.superchargedoutlawsnsw.com.au

Western Wheelers Car Club of West Wyalong Website: www.facebook.com/westernwheelerscarclub Email: westernwheelerscarclub@gmail.com



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QUEENSLAND CONTACTS

WWW.ANDRA.COM.AU

The state of Queensland.

Division Director: Nathan Peirano Ph: 0457 306 159 Email: gueensland@andra.com.au All correspondence through Division Director.

QUEENSLAND CLUBS & TRACKS

Barcaldine Motorsport Association BARCALDINE AERODROME (1/8 mile) PO Box 11, BARCALDINE, QLD 4725 Sue Walton: 0427 646 991 Email: barcymotorsport@gmail.com

Central Queensland Drag Racing Association Inc. BENARABY DRAGWAY (1/4 mile) PO Box 7351, GLADSTONE, QLD 4680 Email: cqdrapresident@gmail.com Website: www.benarabydragway.com

Charters Towers Restorers Club Inc PO Box 847, CHARTERS TOWERS, QLD 4820 Email: towersautomotive@hotmail.com Website: www.ctrc.com.au

Queensland Drag Racing Association Inc. PO Box 4256, RACEVIEW, QLD 4305 Gary Bannerman: 0425 204 077

Northern Drag Racers Club Inc 13 Fitzroy Street, CRANBROOK, QLD 4814 Kylie Fischer: 0423 951 153 Email: ndrctsv@gmail.com

Surfers Paradise Drag Racing Association Inc. PO Box 157, GATTON, QLD 4343 Email: secretary.spdra@gmail.com

Winton Motorsport Association Email: wintonmotorsport@gmail.com



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The states of Victoria and Tasmania.

DRAG RACING

 Division Director: Rob Cassar

 Ph: 0408 712 605
 Email: victoriatasmania@andra.com.au

 All correspondence through Division Director.

VICTORIAN / TASMANIA CLUBS & TRACKS

Ballarat Drag Racing Club Inc. BALLARAT RACEWAY (1/8 mile) PO Box 364, BALLARAT, VIC 3353 Email: ballaratdrags@gmail.com

Beat the Heat (VIC) Inc. Darryl Chamberlain Email: contact@btheat.org.au Website: http://btheat.org.au/

CALDER PARK RACEWAY 377 Calder Freeway, CALDER PARK, VIC 3036 Email: info@calderparkdragracing.com.au Website: www.calderparkdragracing.com.au

Casterton Drag Racing Club PO Box 210, CASTERTON, VIC 3311 Glenn Knight: 0408 816 155 Email: cddrci@hotmail.com

Cruzin Knights Car Club Inc Website: https://www.facebook.com/CruzinKnightsCarClub/

Melbourne Drag Racing Club Inc. Graeme Donovan: 0409 137 904 Email: secretarymdrc@gmail.com

South Coast Drag Racing Association Inc. SOUTH COAST RACEWAY (1/8 mile) PO Box 734, PORTLAND, VIC 3305 Email: southcoastraceway@gmail.com Website: www.southcoastraceway.com.au

Sunraysia Drag Racing Association SUNSET STRIP (1/8 mile) PO Box 113, MILDURA, VIC 3502 Kinglsey Kuchel: 0438 548 747 Email: sdrasecretary@gmail.com Website: www.sunsetstrip.org.au

VICTORIAN / TASMANIA CLUBS & TRACKS

Swan Hill Dragway PO Box 134, SWAN HILL, VIC 3585 Alan Ward: 0417 327 669

Victorian Drag Racers Club Inc. Sean Agius: 0431 236 571 Email: secretary@vdrc.org.au Website: www.vdrc.org.au

Wimmera Off Street Drag Racing Email:wosdrc@hotmail.com Website :www.facebook.com/warrackdrags/

WESTERN AUSTRALIA CONTACTS

The state of Western Australia. Division Director: Murray O'Connor Ph: 0408 093 987 Email: westernaustralia@andra.com.au All correspondence through Division Director.

WESTERN AUSTRALIA CLUBS & TRACKS

Beat the Heat (WA) Inc. Email: heatwa@bigpond.net.au Website: www.beattheheatwa.org.au

Perth Motorplex (1/4 mile) PO Box 241, KWINANA, WA 6966 Anketell Road, KWINANA BEACH, WA 6167 Ph: 08 9419 6622 Fax: 08 9439 4488 Email: dragracing@motorplex.com.au Website: www.motorplex.com.au

Western Australia Drag Racing Association Inc. PO Box 455, SERPENTINE, WA 6125 Netty Jones: 0418 939 499 Email: treasurer@wadra.com.au Website: www.wadra.com.au

West Coast Junior Dragster Association Ian Board: 0439 932 394 Email: wcjda@mail.com Website: www.facebook.com/groups/westcoastjds/ 51

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DRAG RA

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COMPETITOR INFORMATION 2

PARTICIPANT ACKNOWLEDGMENT OF RISK 21

In consideration of being granted entry to an event or access to an activity the participant agrees; to release the venue, the Australian National Drag Racing Association Ltd (ANDRA), promoters, sponsor organisations, land owners and lessees, organisers of the event, race teams, competitors, their respective servants, officials, representatives and agents (collectively, the "Associated Entities") from all liability for death, personal injury (including burns), psychological trauma, loss or damage ("harm") howsoever arising from participation in or attendance at the event (including any negligence on the part of the Associated Entities), except to the extent prohibited by law; that the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and; to attend or participate in the event at their own risk.

The participant acknowledges that; the risks associated with attending or participating in the event include the risk that you may suffer harm as a result of:

Motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;

Acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and

The failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons at the event.

Motor sport is dangerous and that accidents causing harm can and do happen and may happen to the participant.

The participant accepts the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by the Associated Entities, and agrees to read and sign all required entry forms, including the Acknowledgement of Risk statement and other such releases as shall be required by ANDRA and their insurers.

The full Acknowledgement of Risk Statement is available on the ANDRA website at https://www.andra.com.au/risk-statement/ or by contacting the ANDRA Office.



DRAG RACING

Want to get on the track and not look like a first-timer? Well-read on, as we cover ANDRA Drag Racing basics for first time competitors, as well as some of the "secrets" of Drag Racing.

This section of the ANDRA rulebook will give you the fundamentals of Drag Racing. We'll also tell you when you need an ANDRA Licence and how to get one. This won't make you an expert racer overnight but at least we can give you a head start.

2.2.1 INTRODUCTION

ANDRA Drag Racing is one of the most popular motor sports in this country. With Off-Street Meetings run by all ANDRA Member Tracks, it is also one of the most accessible, and it is not a big step from there to the competition events. From the outside, Drag Racing looks simple – two cars or bikes race each other to the finish line after getting the green light. Well, there is a bit more in it than that and newcomers to the 1/8 mile, 1000 feet or 1/4 mile racing can find it a little daunting with pre-Stage and Full Stage lights, red light starts, reaction times, handicaps, breakouts and so on.

2.2.2 TYPES OF RACING

ANDRA Drag Racing utilises several different formats for the various classes of racing.

The most popular area of the sport is "dial your own" competition. It handicaps fast cars or bikes against slow ones and as the name suggests, you nominate your own time. The slow vehicle gets the head start, which is programmed into the start line "Christmas Tree". To stop someone nominating a time they can beat themselves to gain an unfair advantage, a "breakout" rule is applied. Put simply, if you nominated 14.000 seconds as your "dial-in" and ran 13.999 seconds or quicker, you lose the race. If your opponent does the same thing it is a "double breakout" and the person breaking out by the least amount wins. The timing equipment sorts this out immediately, but this is where the vehicle that gets to the finish first doesn't always win.

2.2.3 OFF-STREET MEETINGS

Off-Street events are usually quite informal and most racing happens on a "Heads Up" basis. Some tracks may organise brackets later in the event, so people can race against each other using "dial your own" handicaps.

Off-Street events are where most people get their first taste of ANDRA Drag Racing. You can organise things early by ringing the track office a few days beforehand, or just enter on the day at the gate. All tracks have good signage and helpful Officials who'll direct you into the paddock area. From there you'll need to go to the scrutineering bays where a quick inspection will be carried out to make sure your car or bike is in a condition suitable for the race track. Don't forget to have an approved crash helmet, long pants and sleeves, shoes and socks. Motorcycles don't need a seat belt of course, but helmets, long trousers and leather jackets are all required.

You'll need your Civil Driver's Licence (Provisional at minimum) and you'll also need to buy an ANDRA Divisional Licence, which makes you an ANDRA Member for the day. This means you must comply with the rules of the event and ANDRA, and it also means you are automatically protected by ANDRA Public Liability cover in the event that you injure someone or damage their property. Some tracks include it with your entry fee.

2.2.4 OFF-STREET OR "GRUDGE"

Off-Street events are a great place to start racing, and as long as you don't run quicker than,

10.000 seconds 1/4 mile / 6.369 seconds 1/8 mile for Unmodified Modern Cars,

10.500 seconds 1/4 mile / 6.687 seconds 1/8 mile for Unmodified Cars,

12.000 seconds 1/4 mile / 7.643 seconds 1/8 mile for Modified Cars,

10.000 seconds 1/4 mile / 6.369 seconds 1/8 mile for Motorcycles,

Or 9.500 seconds <mark>1/4 mile / 6.050 seconds 1/8 mile</mark> on a Unmodified Factory-Built<mark>/ Production</mark> Motorcycles,

you can get a basic licence on the day and have the time of your life. Many tracks also provide brackets at Pro Am and National (Open) events for racing at this level.

If things get a bit more serious and you run under the times mentioned you'll need to join ANDRA, have a medical in most cases and apply for an Unlimited or Super Street ANDRA Licence. You'll be able to step up to Super Street or Modified Bike and be part of ANDRA Championship competition at national levels if you choose to go to that level.

2.2.5 GROUP 4 - FIXED INDEX

Fixed Index racing is where the time that everyone must run is fixed at 9.90 seconds for the 1/4 mile or equivalent time for other distances.

The breakout rule still applies.

Super Gas is run under the fixed Index system.

2.2.6 GROUP 3 - "DIAL YOUR OWN" HANDICAP

DYO handicap racing is very fair. It provides close competitive racing at a level you nominate.

As well as special brackets at most events, the "dial your own" system is used in Junior Dragster, Modified Bike, Super Street, Super Sedan, Modified and Supercharged Outlaws.

2.2.7 GROUP 2 - CLASS HANDICAP

The Handicap System (for Group 2 car racing only) is based upon the National Record but has no Index.

The Class Handicap will begin at the current Class National Record plus one tenth (0.10 second).

The Class Handicap does not adjust during events and will only adjust when runs are made under the Class Handicap in Eliminations. The Class Handicap adjustment does not require "back up" runs.

The Class Handicap will be adjusted for the next event by half the amount a racer goes under the Class Handicap. For example;

The Class Handicap = 8.10 seconds and a racer runs 8.00 seconds. The Class Handicap becomes 8.05 seconds for the next event.

National Record setting will still take place as per existing method with inputs only taken during Eliminations with a "back up" run still required. Note that Qualifying runs have no effect on the Class Handicap or National Record inputs. Also it is possible for a Class Handicap to be quicker than the National Record for any class.

At start of each new season the Class Handicap will then be reset to the National Record at that time plus one tenth (0.10 second). The plus 0.10 second added to the National Record at the start of the season is non-accumulative if the class has not been contested in the previous year. For example, the National Record of an uncontested class will not increase by a total of 0.30 seconds after a 3-year period.

DRAG RACING

2.2.8 GROUP 1 - "HEADS UP"

This style of competition, that Drag Racing started with, is known as Heads Up racing. Both lanes get the green light at the same time, after one flash of all the yellows simultaneously, which is known as the "Pro-Tree". The first to the finish line wins.

Top Fuel, Top Alcohol, Top Doorslammer, Top Fuel Motorcycle, Pro Stock and Pro Stock Motorcycle use "Heads Up" starts.

2.2.9 GOING RACING

Once you pass scrutineering, you can go straight to the staging lanes and line up to go to the start line.

NOTE: Any racer who is unfamiliar with the track layout or finish line location, should familiarise themselves before racing, or ask Officials for advice if unsure. If you are racing for the first time, sit and watch the start line activity before going out there.

Once you get to the staging lanes, one of the Officials will direct you to the burnout area. All tracks keep plenty of water on the surface here to get the wheels spinning. There's not too much of a rush at Off-Street level, but keep an eye on your competitor so you don't hold them up. Next thing to do is stage.



Layout of Timing Equipment.

2.2.10 STAGING

The starting lights system, or Christmas Tree, is divided into two identical halves, one for each lane. There are three light beams at the start line, triggered by your front wheels. The first two, the pre-Stage and Full Stage beams are connected to the two lights at the top of the Christmas Tree. As you approach the top light will come on. This means you are around 20 cm from the Full Stage beam. Creep slowly forward until the second light comes on, put your foot or hand firmly on the brake, and you are ready. The race cannot be started until the Full Stage light is glowing. Receiving the start will be interpreted as a racer being in Full Stage so that when they leave the start line, a red or green light will be activated on the Christmas Tree.

The third or 'guard beam' triggers the timers if it is broken in the case of very low cars. The timers also start when you clear the Full Stage beam.

Now concentrate on the Christmas Tree. If you are "grudge" racing you may get a "Pro-Tree" where all the ambers flash once before the green. Otherwise, the three amber lights will flash down in sequence before your green light comes on.



2.2.11 RACING

On the green, you drive or ride as quickly as you can to the finish line. This is marked on the track by diagonal lines, which also denote the finish line beams and the speed traps. These stop the timers the moment you cross the finish line, and they also measure your speed over the last 66 feet of the quarter mile.

Slow down and carefully take one of the turn offs, remembering the car or bike of your opponent is in the other lane.

Drive slowly back to the paddock area along the return road, and pick up your time slip. It will show your Elapsed Time and Terminal Speed, and in most cases your Reaction Time, which we will talk more about later.

2.2.12 GETTING BETTER

If you would like to race at a competition event, it is not much harder than at the entry levels.

Tracks prefer you to pre-enter a couple of weeks in advance for these events.

Early in the event, Qualifying Sessions for the various brackets will be scheduled. You should get three opportunities to run against the clock and get a good idea of what your "dial-in" should be. At the end of the Qualifying Sessions, there may be a Driver's Briefing. If there is, you must attend and listen carefully to the Meeting Director.

COMPETITION INFO

Before racing starts, all vehicles will be seeded into brackets and lined up in the staging lanes. This is when you decide your "dial-in", which is written on your car or bike with a white marker, where the timing Officials can see it.

If you have done two or three runs and they have been consistent, something just a bit quicker than your best is ideal. If you have been getting quicker all day, allow a bit more of a margin to avoid breaking out.

In ANDRA Drag Racing, we call the racing Eliminations because every time a pair goes down the track, one is eliminated.

Drag Racing competition is almost always conducted as a tournament, like tennis. If you win the first round, you are automatically seeded into the next. At this point, if you think you will go faster as you or the car or bike gets better, you can change your nominated "dial-in" for the next round. It is as simple as changing what is written on the window.

2.2.13 HOW TO GET THE MOST OUT OF THE START

It is important to remember that each lane is timed independently of the other and that the timers do not start when the green light comes on. For example, if you waited on the start line after the green until your opponent crossed the finish line and then left, you could still run a quicker Elapsed Time and lose by a quarter of a mile. This is where the term 'reaction time' applies. It is the time between the green light coming on and the timers being started when your front wheel moves out of the Full Stage beam. If you react better than your opponent does, you can gain an advantage.

The best reaction time possible is zero, which means you have left the start right at the point the green light came on. That's 0.40 seconds (four tenths of a second) after the last amber flashes. If you leave any sooner the red light at the bottom of the Christmas Tree will come on - which means you have jumped the start. Most newcomers to racing leave when the green light comes on. This results in a reaction time of around 1.10 seconds. If your opponent left with a perfect reaction, they would have a free head start of over half a second. Lesson number one in cutting a good light is to forget about the green. Try leaving as soon as you see the last amber light come on. You'll probably be surprised to find you don't red light.

So how can you leave successfully without waiting for the green light?

Medical studies tell us that humans generally react to things in around two tenths of a second (0.20 seconds). After that happens and you push the throttle open, your vehicle also takes time to react and move forward, taking the front wheel out of the stage beam. The total of all that is somewhere around the number we are looking for - 0.40 seconds (four tenths of a second) after the last amber flashes. That just about covers it. By increasing your understanding of how ANDRA Drag Racing works we would like to increase your enjoyment of the sport. Now, it is time to try it for yourself!





ANDRA Membership is open to any person, and is available at three levels – Full, Associate and Crew. All three deliver a wide range of benefits.

2.3.1 ASSOCIATE MEMBERSHIP

- Available online at www.andra.com.au
- Current ANDRA rulebook.
- Two ANDRA stickers.
- ANDRA membership card and free wallet.
- Electronic copies of the ANDRA Fastlane.
- Access to Divisional Drag Racing Licences (DDL) for vehicles with performances as detailed below (or slower) along with access to Category 2 ANDRA Personal Accident cover at Off Street Meetings.

10.000 seconds 1/4 mile / 6.369 seconds 1/8 mile for Unmodified Modern Cars, 10.500 seconds 1/4 mile / 6.687 seconds 1/8 mile for Unmodified Cars, 12.000 seconds 1/4 mile / 7.643 seconds 1/8 mile for Modified Cars,10.000 seconds 1/4 mile / 6.369 seconds 1/8 mile for Motorcycles,9.500 seconds 1/4 mile / 6.050 seconds 1/8 mile on a Unmodified Factory-Built/ Production Motorcycles.

2.3.2 FULL MEMBERSHIP

- Available online at www.andra.com.au
- As per Associate Membership, plus:
- Voting rights at Divisional Level.
- Opportunity to nominate for the ANDRA Divisional Council in your Division.

Full Membership is available to corporations and other groups for the purpose of holding an ANDRA Vehicle Logbook or supplying homologated products to racers.

- NOTE: For a membership card to be issued, you must supply a recent passport sized photograph.
- NOTE: To re-issue a lost or stolen membership card, a fee is payable.
- NOTE: Full ANDRA Membership (as a minimum) is compulsory for Parent/ Guardians of Junior competitors, and for all vehicle owners who are not current licence holders but require an ANDRA Logbook.

2.3.3 CREW MEMBERSHIP

- Available in both Full and Associate Membership options, with benefit packages applicable to membership level.
- Crew Membership upgrade is available to licence holders and current members.
- Special credential displaying acceptance of annual Acknowledgement of Risk Statement so that completing the sign on sheet at events is no longer necessary. (Requires completion of Acknowledgement of Risk Statement with Membership Application).

2.4 ANDRA RACING CREDENTIALS

DRAG RACING

All competitors taking part in any Drag Racing event staged under an ANDRA event permit are required to be in possession of a valid and current permanent ANDRA Drag Racing Licence, or a temporary licence where a permanent licence is not required.

All entrants in any ANDRA Group 1 or Summit Racing Equipment Sportsman Series round, must hold a permanent ANDRA Drag Racing Licence at the appropriate level. DDLs and OSLs are not acceptable in ANDRA Championship categories at these events.

Licence Level	Included Membership
GOL - Group One Licence	Full Membership*
UDL - Unlimited Drag Racing Licence	Full Membership*
SSL - Super Street Licence	Full Membership*
JCL - Junior Competition Licence	Junior Membership
OSL - Off-Street Licence	Associate Membership
DDL - Divisional Drag Racing Licence	Associate Membership**

*Junior Membership is included if the applicant is under 18 years old.

**Obtaining a DDL confers Associate Membership upon the holder for the duration of the event for which it is valid.

DDL / OSL excluded, the licence hierarchy allows that the holder of a higherlevel licence (as per the table above) be allowed to compete in a bracket level with a lower licence requirement.

Personal Accident Insurance is included with all ANDRA Racing Licences and Memberships excluding DDL.

Other drag racing licences (e.g. a Single Event Licence) are available by contacting the ANDRA Office or visiting www.andra.com.au

2.4.1 DIVISIONAL DRAG RACING LICENCE (DDL) AND OFF STREET LICENCE (OSL)

A DDL <mark>/ OSL</mark> is required by any person who is not an ANDRA Licence holder and who does not need a permanent ANDRA Drag Racing Licence for vehicles performing at the following times (or slower),

10.000 seconds 1/4 mile / 6.369 seconds 1/8 mile for Unmodified Modern Cars, 10.500 seconds 1/4 mile / 6.687 seconds 1/8 mile for Unmodified Cars, 12.000 seconds 1/4 mile / 7.643 seconds 1/8 mile for Modified Cars, 10.000 seconds 1/4 mile / 6.369 seconds 1/8 mile for motorcycles, Or 9.500 seconds 1/4 mile / 6.050 seconds 1/8 mile on a unmodified factory-built/ production motorcycle,

To obtain a DDL / OSL you will need to provide your Civil Driver's Licence, or Provisional Licence as a minimum. You may obtain an ANDRA DDL / OSL upon turning seventeen (17) years of age and where you hold a Provisional Civil Driver's Licence.

The DDL is available on the day of the event or as part of the entry fee in some cases. ANDRA Personal Accident Cover is also available at the Category Two level to the holder of a DDL for the duration of the event at an additional cost.

OSL needs to be applied for directly through the ANDRA Office or online at www.andra.com.au

NOTE: Any person who purchases an ANDRA DDL / OSL, in doing so declares that they are medically fit to race and do not suffer from any conditions that would otherwise prevent them from competing in the sport of Drag Racing.

2.4.2 JUNIOR COMPETITION LICENCE (JCL)

The Junior Competition Licence is issued to applicants between the ages of 8 and 16 years old, for participation in Junior Dragster Eliminator and 11 to 16 years old for Junior Drag Bike Eliminator.

All new JCL applicants must include a copy of the applicant's birth certificate. A medical examination is also required at the time of a JCL application and every 2 years thereafter.

All new applicants for a Junior Competition Licence (JCL) are required to display competency in the following areas prior to any paired competition.

• Track Orientation: An ANDRA Official orientates the applicant with the track fixtures and the applicant demonstrates an understanding.

• **Cockpit Orientation:** The applicant demonstrates to the ANDRA Official familiarity with all of the vehicle controls. A cockpit familiarisation test (blindfold test) is also required of the vehicle controls and vehicle exiting procedure.

• Vehicle Control Testing: Various tests that demonstrate the prospective licence holder's ability to control the vehicle.

Upon completion of the Track Orientation and Cockpit Orientation the applicant will complete nine (9) test passes. All test passes will be solo runs; no side-by-side runs permitted on licence testing passes.

The two stages of licence testing must be carried out in the below order on at least two separate days as a minimum. Licence testing should however be completed within a period no greater than twelve (12) months

1. One tow behind (no timeslip required)

2. Basic driving test (no timeslip required)

3. Two 60' runs and stop (no timeslip required)

4. One 330' run and stop (no timeslip required)

Stage Two

Stage One

- 5. One 330' run and stop (no timeslip required) 6. One 660' run at moderate speed
- 7. Two full 660' runs

Final full 660-foot runs must be representative of the vehicles performance but not exceed the restrictions for the drivers age.

Once all testing has been completed the junior competitor must return copies of the Junior Competitor passbook to ANDRA Head Office for processing and issuing of provisional Junior Licence.

ONOTE: The Parent/ Guardian must be present at all stages of the licencing process.

Recognition of Prior Junior Event Participation: Juniors with prior junior drag racing involvement may have testing sections waived at the discretion of ANDRA upon the production of the following;

• Two full 660 foot run time slips in the class for which you seek a licence within the past 12 months at any facility or event.

• Full 660 foot runs must be representative performance of the category applying for.

The testing pages are to be signed off by ANDRA and the time slips MUST be forwarded to ANDRA Head Office for processing.

NOTE: Refer to the ANDRA Junior Competitor Licence Testing Process document for further information.

All Junior Competition Licences (JCL) will expire on the holder's 17th birthday. Existing competitors who turn 17 during a recognised series will be permitted to complete that series provided they apply to ANDRA for a pro-rata extension to their current JCL not less than 21 days prior to the expiry date. Within the extension period the competitor will be allowed to compete at any events, Championship or otherwise. Consent of the parent or legal guardian, who must be a current Full Member of ANDRA, is required.

2.4.3 SUPER STREET LICENCE (SSL)

DRAG RACING

The SSL is suitable for competitors not requiring a UDL at ANDRA Championship events, but wishing to hold a permanent ANDRA Licence. An SSL can be used for the following vehicles performance,

- Modified Bike classed motorcycles 10.000-12.000 seconds 1/4 mile 6.369-7.643 seconds 1/8 mile,
- Modified Bike classed unmodified production motorcycles 9.50-12.000 seconds 1/4 mile / 6.050-7.643 seconds 1/8 mile,
- Super Street classed Unmodified Cars with a Logbook* 10.000-10.499 seconds 1/4 mile / 6.369-6.687 seconds 1/8 mile,
- Super Street classed Unmodified Cars without a Logbook
 10.500-12.999 seconds 1/4 mile / 6.687-8.279 seconds 1/8 mile,
- Super Street classed Unmodified Modern Cars 10.000-12.999 seconds 1/4 mile / 6.369-8.279 seconds 1/8 mile,
- Super Street classed Modified Cars with a Logbook* 10.000-11.999 seconds 1/4 mile / 6.369-7.642 seconds 1/8 mile,
- Super Street classed Modified Cars without a Logbook
 12.000-12.999 seconds 1/4 mile / 7.643-8.279 seconds 1/8 mile.

*As long as the vehicle meets the Class Regulations for the ET.

The SSL is valid for 12 or 24 months from the last day of the month of issue.

Applicants may apply for an ANDRA SSL upon turning seventeen (17) years of age and where they hold a Provisional Civil Driver's Licence, or sixteen (16) years of age where the applicant can also prove experience competing in recognised junior motor sport formulae, which must be received and approved by ANDRA Head Office prior to the event. Licence will be fully endorsed only after successful completion of Performance Testing at Level Three.

No medical examination is required for a Super Street Licence, unless the applicant is 75 years old or over where a medical examination is required annually or if deemed necessary by ANDRA.

A new Super Street Licence may be applied for by supplying a competitor photo, copy of Civil Driver's Licence (Provisional as a minimum) and completed application directly to ANDRA Head Office.

The Super Street Licence is also available online at www.andra.com.au and at some tracks, applications made at the track will receive a temporary racing number which may be used immediately.

A permanent ANDRA Licence and membership pack will be mailed to you after processing at ANDRA Head Office.

2.4.4 UNLIMITED LICENCE (UDL)

The UDL is valid for 12 or 24 months from the last day of the month of issue or on expiry of the Medical Examination Report, whichever comes first.

New licence applications must be made on the official ANDRA forms, one being the Application Form, and the other being the Medical Examination Report that must be completed by a doctor. A medical examination is required on application and every 2 years thereafter, annually if the applicant is 75 years old or over, or if deemed necessary by ANDRA.

A new Unlimited Licence may be applied for by supplying a competitor photo, copy of Civil Driver's Licence (Provisional as a minimum) and completed application directly to ANDRA Head Office.

Applicants may apply for an ANDRA UDL upon turning seventeen (17) years of age and where they hold a Provisional Civil Driver's Licence, or sixteen (16) years of age where the applicant can also prove experience competing in recognised junior motor sport formulae, which must be received and approved by ANDRA Head Office prior to the event. The licence will be fully endorsed only after successful completion of Performance Testing at Level Three. Refer Performance/ Licence Testing.

2.4.5 GROUP 3 UDL

The Group 3 Unlimited Licence is compulsory for all classes in Modified, Super Sedan and Super Gas.

Also required for all cars running quicker than 10.000 seconds and all other motorcycles quicker than 10.000 seconds (1/4 mile) / 6.369 seconds (1/8 mile) or 9.500 seconds (1/4 mile) / 6.051 seconds (1/8 mile) on a unmodified factory-built motorcycle.

2.4.6 GROUP 2 UDL

The Group 2 Unlimited Licence is compulsory for all classes in Exhibition, Competition, Super Stock, Competition Bike, Top Sportsman and Supercharged Outlaws.

2.4.7 GROUP ONE LICENCE (GOL)

The GOL is valid for 12 or 24 months from the last day of the month of issue or on expiry of the Medical Examination Record, whichever comes first.

New licence applications must be made on the official ANDRA forms, one being the Application Form and the other being the Medical Examination Record that must be completed by a doctor. A medical examination is required on application and every 2 years thereafter, annually if the applicant is 75 years old or over, or if deemed necessary by ANDRA.

A new Group One Licence may be applied for by supplying a competitor photo, copy of Civil Driver's Licence (Provisional as a minimum) and completed Application Form directly to ANDRA Head Office.

Applicants may apply for an ANDRA GOL* upon turning seventeen (17) years of age and where they hold a Provisional Civil Driver's Licence, or sixteen (16) years of age where the applicant can also prove experience competing in recognised junior motor sport formulae, which must be received and approved by ANDRA Head Office prior to the event.

*New GOL applications for Pro Stock Motorcycle, Pro Stock, Top Alcohol and Top Doorslammer only.

In Top Fuel, Nitro Funny Car, and Top Fuel Motorcycle classes; new applicants must hold a fully endorsed Unlimited Licence. The GOL will only be endorsed after successful completion of Performance Testing in the vehicle specified. The Group One Licence is compulsory for all Drivers/ Riders of vehicles eligible for competition in ANDRA Group 1 Eliminators.

2.4.8 EXHIBITION VEHICLES

ALL Exhibition classes that run Supercharged, Turbocharged, Nitrous Oxide, Nitromethane applications are required to hold a Group 2 UDL as a minimum. All other exhibition vehicle Driver/ Riders will be required to have an ANDRA Licence of a level to a similar race vehicle class in ANDRA competition.

2.5 APPLICATIONS AND RENEWALS

Applications and Renewals must reach the ANDRA Head Office, together with the necessary forms, fees, and photograph (if required) at least 10 business days prior to the date on which the licence is required.

Competitors presenting for racing at a track without the required licence, Logbook or Technical Inspection sticker will not be allowed to race unless approved by ANDRA Head Office and/or a declaration has been signed and accepted at the track. Refer Licence/ Logbook Declaration.

Applicants under the age of eighteen (18) years must furnish a Form of Consent, completed and signed by a parent or guardian, who must be a Full Member of ANDRA as a minimum.

A recent head and shoulders passport type photograph, no older than twelve (12) months, must be submitted to ANDRA every 5 years except for Junior Dragster who must submit a new photo every year. Old or dilapidated photographs are not acceptable. A suitable size photograph is 38 mm high x 32 mm wide and can be of digital format (e.g. photo taken with a mobile phone).

2.5.1 NEW LICENCE APPLICATIONS

All new applications for ANDRA GOL, UDL, SEL, and JCL must be made directly with ANDRA Head Office.

Ph: (08) 8271 5355 Email: info@andra.com.au SMS: 0437 933 745 (clear photos required, this is an SMS only number) Post: ANDRA, 11 McInnes Street, Ridleyton, South Australia, 5008 Or in person at the above address.

New applications for SSL & OSL may be applied for by the methods detailed above as well as online at www.andra.com.au

Competitor photos must be supplied with all new applications and can be of digital format (e.g. a photo taken with a mobile phone).

- NOTE: It is essential that the Civil Driver's Licence number and any previous Competition Licence Numbers (where applicable), be quoted on the Application Form.
- **NOTE: A copy of the Civil Driver's Licence is also required.**

2.5.2 LICENCE AND MEMBERSHIP RENEWALS

It is the responsibility of the competitor to ensure that the licence is renewed prior to the expiration date.

During the month prior to expiration, a Renewal Notice is mailed or emailed to the holders of all ANDRA Licences (GOL, UDL, SSL, JCL, & OSL) and ANDRA Membership holders, outlining the renewal procedure.

- NOTE: This service does not imply any obligation by ANDRA to renew a Licence or Membership.
- NOTE: Licence numbers will be forfeited six (6) months after the date of expiration, unless notified otherwise.
- NOTE: It is the responsibility of the competitor to ensure they have a valid licence prior to participating in an ANDRA sanctioned event.

2.5.3 NON-STANDARD CHARGES

An extra fee will be charged if the applicant wishes to have the application processed within 3 business days.

An extra fee will be charged if any additional correspondence is required in connection with the issue or renewal of an ANDRA Licence, where this has been occasioned by incomplete or incorrect applications.

In addition to bank charges, a fee will be charged for dishonoured cheques or non-acceptance of credit card entry and the licence will be cancelled forthwith until all fees are remitted.

To re-issue a lost or stolen licence a fee is payable.

To re-issue a lost or stolen competitor passbook a fee is payable. Replacement of competitor passbooks will not be processed unless a declaration from the competitor is forwarded to Head Office stating there are no outstanding infringements.

Inquiries and all correspondence must be addressed to:-

ANDRA, 11 McInnes Street, Ridleyton, South Australia, 5008 Ph: (08) 8271 5355 SMS: 0437 933 745 Email: info@andra.com.au

Renewals can be made by post, email or SMS with all the appropriate paperwork to ANDRA Head Office.

2.6 VEHICLE LOGBOOKS

ANDRA Logbooks may only be held by Full Members of ANDRA and only one Logbook is permitted per vehicle.

The Logbook shall contain a current description of the vehicle for which it was issued, current details of ownership as stated on the Logbook Application, the ANDRA Chassis Identification Number and any other information as may from time to time, be required by ANDRA. The Vehicle Logbook shall carry the full name and membership number of the owner.

Details of Technical Inspection, component certification, Event Scrutineering/ ESP Audit, and Performance Testing relevant to the vehicle will be noted in the Vehicle Logbook by the appropriate Officials.

ANDRA will only issue a Vehicle Logbook to a current ANDRA Member who is the bona-fide legal owner, as stated on the Logbook Application. Owner of Logbook must hold current Full Membership as minimum before a Vehicle Logbook will be issued. The Logbook application must be accompanied by the 'Office Copy' of a completed ANDRA Vehicle Technical Inspection form.

All Group 1 and Group 2 vehicles must supply photos of the vehicle from several angles, together with a completed body specification sheet (where applicable), and nomination of intended class of racing.

Any alteration to the specification of the vehicle, or any change to its legal ownership shall necessarily require the return of the Vehicle Logbook to ANDRA for amendment or re-issue. Amendments to the Vehicle Logbook or the details recorded shall be made only by the ANDRA Head Office, on receipt of written confirmation from the bona-fide legal owner of the vehicle concerned.

A fee will be charged for replacement or alteration of Logbooks by ANDRA Head Office.

Junior Eliminator vehicles will not be charged for Vehicle Logbook; however, a fee for Technical Inspection and supply of Technical Inspection sticker will be applicable.

Junior Vehicle Logbooks will only be issued to the listed Parent/ Guardian who must also hold a current full ANDRA Membership as a minimum.

Logbooks are perpetual and will follow the vehicles history. Upon Logbook renewal the current Logbook must be returned to the ANDRA Head Office, where all current pages will be scanned and kept on electronic file under the vehicle's ANDRA Chassis Identification Number.

When a vehicle is sold the Logbooks must be passed onto the new owner.

Vehicle owners will be required to ensure that they send the Perpetual Logbook, along with a completed Technical Inspection, to ANDRA Head Office every two (2) years from the date of the current Technical Inspection.

ANDRA Logbook renewals will be sent either via email or post in the month prior to renewal.

The Vehicle Logbook must be valid on the day/ date that the vehicle is to be raced.

A Technical Inspection is required to be undertaken every two (2) years.

Further enquiries should be directed to the ANDRA Licence & Membership Officer.

A Logbook is required for the following vehicles;

- All Dragsters/ Altereds/ Funny Cars,
- All Unmodified Cars running 10.499 seconds 1/4 mile / 6.687 seconds 1/8 mile or quicker,
- All Unmodified Modern Cars running 9.999 seconds 1/4 mile / 6.368 seconds 1/8 mile or quicker,
- All Modified Cars running 11.999 seconds 1/4 mile / 7.642 seconds 1/8 mile or quicker,
- All unmodified factory-built motorcycle quicker than 9.500 seconds (1/4 mile or equivalent),
- All motorcycles quicker than 10.000 seconds (1/4 mile or equivalent),
- All motorcycles with modified swing arm, frame or brakes,
- All factory prepared Race Vehicles,
- All Exhibition Vehicles in any category,
- Any other vehicle deemed necessary by ANDRA Officials.

If a competitor who is required to have a permanent ANDRA Drag Racing Licence and/or Logbook is unable to produce the valid and current documentation on the day, they will be permitted to compete after completing a declaration form.

NOTE: For each document that is unable to be produced, a competitor must complete the required ANDRA Declaration Form/s. A fee may be invoiced by ANDRA for not having these documents at the event.

Competitor Declaration Forms must state;

Eliminator to be competed in,

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- That they are a holder of a valid ANDRA Licence and/or Logbook,
- That there are no outstanding infringements in the Competitor Passbook,
- The reason for not being able to produce the valid documentation,
- In the case of a Vehicle Logbook that there are no outstanding vehicle compliance entries,
- In the case of a Vehicle Logbook, that the ANDRA Technical Inspection is current.

Any competitor that is not able to present a current ANDRA Logbook, will be required to complete an ANDRA Declaration Form, and will be required to submit to scrutineering for a full vehicle inspection and class compliance audit prior to completing any runs. Failure to observe these requirements will be subject to the same penalties as a false declaration.

Any racer that is not able to present a current ANDRA Licence (where applicable), will be required to complete an ANDRA Licence Declaration Form prior to completing any runs. Failure to observe these requirements will be subject to the same penalties as a false declaration.

Declaration Forms are to be forwarded onto ANDRA Head Office for processing.

- NOTE: The onus is on the competitor to make sure all paperwork has been received and processed by ANDRA Head Office prior to completing a declaration form.
- NOTE: A penalty fee for Licence Declarations and for Logbook Declarations will be charged to the competitor if the competitor was at fault. The fee is not refundable.

2.7.1 FALSE DECLARATIONS

Any competitor found to have completed a false declaration will be fined, and/or suspended for a period of three (3) months, and will forfeit any Championship points gained at the event in which the false declaration was made.

2.8 PERFORMANCE/ LICENCE TESTING

2.8.1 PERFORMANCE TESTING

Performance Testing is carried out in circumstances where the racer/ vehicle combination has changed, for example the racer is a current holder of the appropriate level of licence for the vehicle and class, but they require familiarisation with a new vehicle setup. Performance Testing must be carried out in a vehicle eligible for the class.

Performance Testing may be carried out at National events prior to or during Qualifying Runs, at the discretion of the Meeting Director and Chief Steward.

Where a competitor has undertaken Performance Testing at a non-ANDRA sanctioned event they must forward details of timecards and passes made to ANDRA Technical 14 days prior to competing at an ANDRA sanctioned event if they do not wish to undertake further Performance Testing. Performance Testing will only be endorsed by ANDRA Technical or the Chief Steward where at least equivalent levels of testing have been undertaken.



All competitors currently endorsed for the appropriate or equivalent class, with a new Vehicle/ Driver/ Rider combination, will be required to perform a solo half pass and full pass to the satisfaction of an ANDRA Steward or designated Observer.

Any Vehicle/ Driver/ Rider so directed by ANDRA Stewards, is required to undergo Performance Testing at the appropriate level, at an ANDRA sanctioned event.

Where the Vehicle/ Driver/ Rider combination changes, Drivers/ Riders with a current fully endorsed licence for the relevant class must complete one solo pass, which may count for Qualifying purposes, to the satisfaction of the appropriate ANDRA Official prior to paired competition.

2.8.2 LICENCE TESTING

All new holders of ANDRA Group 1, Unlimited or Junior Competition Licences will be required to undergo Licence Testing at the appropriate level.

Licence Testing is carried out when the racer is not a current holder of the required level of licence. Licence Testing is carried out to determine that the racer can control the vehicle in set conditions as listed below;

Licence Testing must not be conducted at National Championship events where the Eliminator is being contested as a points round of the Championship. It is the competitors responsibility to ensure they have attained the appropriate level of licence and have completed all Licence Testing requirements, prior to completing an entry form to any National Level event.

Where a competitor has undertaken Licence Testing at a non-ANDRA sanctioned event they must forward details of timecards and passes made to ANDRA Technical 14 days prior to competing at an ANDRA sanctioned event if they do not wish to undertake further Licence Testing. Licence testing will only be endorsed by ANDRA Technical or the Chief Steward where at least equivalent levels of testing have been undertaken.

Entrants in the Australian Group 1 Championships and any Summit Racing Equipment Sportsman Series round must hold a permanent ANDRA Drag Racing Licence at the appropriate level.

2.8.3 LEVEL ONE (LICENCE TESTING) (TOP FUEL, NITRO FUNNY CAR)

- a. The applicant for Top Fuel or Funny Car may undertake the relevant course at an ANDRA recognised Drag Racing Driving School, or be the holder of an endorsed Unlimited Licence, reflecting successful participation in at least three ANDRA competition level events.
- b. Previous experience in the class for which endorsement is sought will only be considered where it has occurred in the previous three (3) years.
- c. It is the responsibility of the Applicant to notify the relevant Officials and seek permission from the track no later than 14 days prior to testing.
- d. The Testing Panel will consist of the Chief Steward or his representative, and one Group One Licence holder from Top Fuel, Funny Car, Top Alcohol or Top Doorslammer. The Chief Steward will complete the Performance Testing Form as required, and forward it to the ANDRA Head Office.
- e. Licence Testing must be carried out in a vehicle eligible for the class.
- f. The two stages of the test must be carried out on separate days. No paired competition is permitted, and runs made as part of Licence Testing will not be considered for Qualifying purposes.
- g. For Top Fuel endorsement, the driver must complete a minimum of two passes with terminal speeds greater than 250 mph (400 kph). For Funny Car endorsement, the driver must complete a minimum of two passes with terminal speeds greater than 240 mph (375 kph).
- h. Where the Vehicle/ Driver/ Rider combination changes, Drivers/ Riders with a current fully endorsed licence for the relevant class must complete one solo pass, which may count for Qualifying purposes, to the satisfaction of the appropriate ANDRA Official prior to paired competition.

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 Current holders of a fully endorsed Group 1 Top Fuel or Funny Car licence may alternate between Top Fuel and Funny Car, and vice-versa, by undertaking the required Licence Testing. EU

- j. Licence Testing to be completed within a period no greater than twelve (12) months.
- k. Current holders of Group 1 Top Fuel or Funny Car licences are required to perform a minimum of one Full Pass within the previous two (2) year period, otherwise completion of Stage Two Licence Testing is required, prior to a paired run.

Level One - Stage One Tests

- 1. Blindfold Test.
- 2. Burnout/Launch must shut off at designated point.
- 3. Burnout/ Launch must shut off at 330 feet.
- 4. Burnout/ Half Pass must shut off at designated point.

Level One - Stage Two Tests

- 1. Burnout/ Half Pass must shut off at designated point.
- 2. The completion of one of the following;
- Two Full Passes completed to the satisfaction of the Testing Panel, for Drivers/Riders currently licensed in one of the following;
- Top Alcohol Dragster and licensing for Top Fuel and having a minimum
 of two (2) years experience approved by ANDRA; or
- Top Alcohol Funny Car and licensing for Funny Car and having a minimum of two (2) years experience approved by ANDRA; or
- b. Two Full Passes completed to the satisfaction of the Testing Panel, for Drivers/ Riders that have completed the relevant course at an ANDRA recognised Drag Racing Driving School; or
- c. Three Full Passes completed to the satisfaction of the Testing Panel.

2.8.4 LEVEL TWO (LICENCE TESTING)

(GROUP 1 MOTORCYCLES, POWER ADDED GROUP 2 MOTORCYCLES, ALL OTHER CARS REQUIRING PARACHUTE USE)

- a. Licence Testing must be carried out in a vehicle eligible for the class.
- b. Drivers/ Riders undergoing Licence Testing must hold an ANDRA Drag Racing Licence applicable to the class.
- c. It is the responsibility of the licence holder to notify the relevant Officials and seek permission from the track no later than 14 days prior to testing.
- d. Runs will be observed by an ANDRA Steward, or an ANDRA Observer appointed by the Division Director.

The ANDRA Steward or the ANDRA Observer will endorse the licence accordingly at the successful completion of Licence Testing requirements as listed below;

- Blindfold Test.
- Burnout/ Half pass must shut off at designated point.
- Two Full solo passes, completed to the satisfaction of the ANDRA Steward or Observer.

2.8.5 LEVEL THREE (LICENCE TESTING) (ALL OTHER VEHICLES)

Two full solo passes, completed to the satisfaction of the ANDRA Steward, or an Observer approved by the Division Director.

2.8.6 JUNIOR COMPETITORS (/JD, /JFC AND /JB)

The Junior Competition Licence is issued to applicants between the ages of 8 and 16 years old, for participation in Junior Dragster/ Bike Eliminator.

All new JCL applicants must include a copy of the applicant's birth certificate. A medical examination is also required at the time of a JCL application and every 2 years thereafter.

All new applicants for a Junior Competition Licence (JCL) are required to display competency in the following areas prior to any paired competition.

 Track Orientation: An ANDRA Official orientates the applicant with the track fixtures and the applicant demonstrates an understanding.

• **Cockpit Orientation:** The applicant demonstrates to the ANDRA Official familiarity with all of the vehicle controls. A cockpit familiarisation test (blindfold test) is also required of the vehicle controls and vehicle exiting procedure.

• Vehicle Control Testing: Various tests that demonstrate the prospective licence holders ability to control the vehicle.

Upon completion of the Track Orientation and Cockpit Orientation the applicant will complete nine (9) test passes. All test passes will be solo runs; no side-by-side runs permitted on licence testing passes.

The two stages of licence testing must be carried out in the below order on at least two separate days as a minimum. Licence testing should however be completed within a period no greater than twelve (12) months.

•	
Stage One	 One tow behind (no timeslip required)
	2. Basic driving test (no timeslip required)
	3. Two 60' runs and stop (no timeslip required)
	4. One 330' run and stop (no timeslip required)
Stage Two	5. One 330' run and stop (no timeslip required)
	6. One 660' run at moderate speed
	7. Two full 660' runs
	trunc must be representative of the vehicles performan

Final full 660-foot runs must be representative of the vehicles performance but not exceed the restrictions for the drivers age.

Once all testing has been completed the junior competitor must return copies of the Junior Competitor passbook to ANDRA Head Office for processing and issuing of provisional Junior Licence.

ONOTE: The Parent/ Guardian must be present at all stages of the licencing process.

Recognition of Prior Junior Event Participation: Juniors with prior junior drag racing involvement may have testing sections waived at the discretion of ANDRA upon the production of the following;

• Two full 660 foot run time slips in the class for which you seek a licence within the past 12 months at any facility or event.

• Full 660 foot runs must be representative performance of the category applying for.

The testing pages are to be signed off by ANDRA and the time slips MUST be forwarded to ANDRA Head Office for processing.

2.8.7 EXHIBITION VEHICLES

Vehicles/ Drivers/ Riders/ Operators in any exhibition vehicle or category will be required to successfully complete a program of Licence Testing at levels specified by ANDRA, based on vehicle type and operation.

2.9 ANDRA CHAMPIONSHIP DRAG RACING

The purpose of ANDRA Championship Drag Racing is to provide a consistent level of competition opportunities at local levels and to determine Champions at Divisional and National levels, for the approved Eliminators listed in these Rules. For an official ANDRA Championship to be determined, or for ANDRA National Records to be reset, the following requirements must be met:

- Racing must be over the Timed Distance of one quarter (1/4) of a mile (402.33 metres), 1000 feet (304.8 metres), or one eighth (1/8) of a mile (201.16 metres), or otherwise by special approval from the ANDRA Board.
- Racing must be electronically timed by certified equipment and measured, for Qualifying purposes, to one thousandth of a second (0.001 seconds). Elapsed Times and Terminal Speeds must be quoted to two (2) decimal places for record setting, and to three (3) decimal places to determine qualifying order.
- The three amber, 0.40 seconds (four tenths of a second) Christmas Tree must be used as a starting device. Where read-outs displaying the handicap for each run are not utilised, the tree must be run down, displaying the difference prior to staging.
- Reaction times will not be displayed to racers during Elimination Rounds.

2.10 CHAMPIONSHIP ELIMINATORS

2.10.1 GROUP 1

- HEADS UP/ PRO-TREE

Group 1 Competition is Drag Racing in both its simplest and most complex form. Both vehicles receive the green at the same time, and the first to the finish line is the winner, where lane infractions or foul starts do not occur and the winning vehicle complies to the relevant regulations at the end of the run. The machinery is some of the most complex and exciting in all of Drag Racing.

For an ANDRA Group 1 Eliminator to be contested, a minimum of four vehicles must attempt to qualify, and at least three must contest the first round of Eliminations.

Nitro Eliminator: Single class bracket featuring Nitromethane fuelled Dragsters and Funny Cars- the sport's ultimate performers. The bracket will consist of the quickest 3 to 8 cars from those qualified for the Top Fuel (T/F) or Funny Car (FC), racing Heads Up and using a Pro-Tree.

Top Doorslammer Eliminator: Single class bracket featuring the ultimate in Supercharged Sedans or Coupes. When posted, this bracket will consist of the quickest 3 to 8 cars and at some events 16, from those qualified for the Top Doorslammer (T/D), racing Heads Up and using a Pro-Tree. Cars from this category are part of Competition Eliminator and may compete as such where no separate bracket has been posted, using their ANDRA Class Index.

Top Alcohol Eliminator: Multi class bracket combining Methanol fuelled Dragsters, Funny Cars and Altereds. When posted, this bracket will consist of the quickest 3 to 8 cars from those qualified for the Top Alcohol Dragster (TA/D), Top Alcohol Funny Car (TA/FC) or Top Alcohol Altered (TA/A), racing Heads Up and using a Pro-Tree. Cars from this category are part of Competition Eliminator and may compete as such where no separate bracket has been posted, using their respective ANDRA Class Indexes.

Top Fuel Motorcycle Eliminator: Multi class bracket featuring the motorcycle equivalent of Top Fuel Dragsters - the ultimate performance on two wheels. This bracket will consist of the quickest 3 to 8 motorcycles from those qualified for the Top Fuel Motorcycle (TFM), racing Heads Up and using a Pro-Tree. Separate classes for multi cylinder engine (TFM/M) and twin cylinder engines (TFM/T) both competing for the Top Fuel Motorcycle (TFM) Eliminator.

Vehicles from this category are part of Competition Bike and may compete as such where no separate bracket has been posted, using their ANDRA Class Index.

Pro Stock Eliminator: Single class bracket featuring late model street appearing four seat Sedans or Coupes, using highly modified, Naturally Aspirated V8 engines. This bracket will consist of the quickest 3 to 8 cars, and at some events 16, from those qualified for the Pro Stock (PRO) class racing Heads Up and using a Pro-Tree. Cars from this category are part of Super Stock and may compete as such where no separate bracket has been posted, using their ANDRA Class Index.

Pro Stock Motorcycle Eliminator: Single class bracket featuring the motorcycle equivalent of the Pro Stock cars - highly developed but street appearing. This bracket will consist of the quickest 3 to 8 motorcycles from those qualified for the Pro Stock Motorcycle (P/M) class, racing Heads Up using a Pro-Tree. Vehicles from this category are part of Competition Bike Eliminator, and will compete as such where no separate bracket has been posted, using their ANDRA Class Index.

2.10.2 GROUP 2

ANDRA Class Handicap System - Full Tree Start.

Group 2 Competition Eliminator and Super Stock Eliminator cater for different types of cars racing each other, which are equalised by the Class Handicap System.

The Class Handicap will begin at the current Class National Record plus one tenth (0.10 second). The Class Handicap does not adjust during events and is only adjusted for the next event by half the amount a racer goes under the current Class Handicap. It only adjusts when runs are made in Eliminations and does not require any "back up" runs. Qualifying runs have no effect on Class Handicap or National Record inputs, and it is possible for a Class Handicap to be quicker than the National Record for a class.

Group 2 National Record setting will still take place as per existing method with inputs only taken during Eliminations with a "back up" run still required.

At start of each new season the Class Handicap will then be reset to the National Record at that time plus one tenth (0.10 second).

- NOTE: Forany ANDRA Group 2, 3 and 4 Eliminator to be contested, a minimum of four (4) vehicles must attempt to qualify, and at least four (4) must contest the first round of Eliminations.
- NOTE: At Summit Racing Equipment Racing Series rounds, brackets may only be reduced in size with the approval of the ANDRA Board prior to the Supplementary Regulations being circulated.
- NOTE: No vehicle may be entered more than once in the one event, regardless of intended classing.

Super Comp: At Sportsman Championship Rounds; Competition and Super Stock may be posted as one combined bracket of up to sixteen cars, known as Super Comp Eliminator.

Super Comp may be the advertised bracket outside of the Australian Nationals and the Grand Final where each Eliminator will be advertised separately. At the Australian Nationals or Grand Final, brackets may be combined where there is an undersubscribed field.

Competition Eliminator: Multi class bracket covering up to 90 types of Dragsters, Funny Cars, Altereds, power added Sedan type vehicles or factory derivatives using 4, 5, 6, and 8 cylinders and Rotary engines, running between 150 mph (240 kph) to over 225 mph (360 kph). This bracket will consist of the 6 to sixteen cars from AA/G, AA/GA, BB/G, BB/GA, CC/G, CC/GA, AA/AP, AA/APA, AA/APN, AA/APAN, AA/API, AA/APIA, BB/AP, BB/APA, BB/APN, BB/APAN, BB/API, BB/APIA, CC/API, CC/APIA, AA/A, AA/AA, BB/A, BB/AA, CC/AA EE/A, EE/AA, F/A, FF/AA, RR/AI, RR/AIA, RRR/AI, RRR/AIA, A/A, A/AA, B/A, B/A, B/AA, C/AA, D/AA, E/A, E/AA, F/A, F/AA, AA/FC, BB/FC, BB/FCA, AA/D, BB/D, BB/DA, CC/DA, EE/D, EE/DA, FF/D, FF/DA, RR/DI, RRR/DI, RRR/DI, RRR/DI, RRR/OIA, A/D, A/D, A/D, B/D, B/DA, C/DA, D/DA, E/D, E/DA, F/D, F/DA, AA/SC, BB/SC, CC/SC, DD/SC, AA/SM, BB/SM, CC/SM, DD/SM, EE/SM, RR/SM, AA/OM, CC/OM, RR/OM, RRR/OM, AF/D, AF/D, A/A, AF/A, as well as TA/FC, TA/D, TA/A and T/D classes that qualifying closest to or better than their ANDRA Class Handicap. System.

Super Stock Eliminator: Multi class bracket covering up to 58 types of Sedan type vehicles or factory derivatives, ranging from cars with speeds around 135 mph (216 kph) to speeds over 180 mph (288 kph). This bracket will consist of the six to sixteen cars from A/MS, A/MSA, B/MS, B/MSA, C/MS, C/MSA, D/MSA, E/MSA, H/MSA, A/MP, A/MPA, B/MP, B/MPA, C/MP, C/MPA, D/MP, D/MPA, A/SM, A/SMA, B/SM, B/SMA, C/SM, C/SMA, D/SM, D/SMA, A/G, A/GA, B/G, B/GA, C/G, C/GA, D/G, D/GA, DD/G, GG/GA, RR/G, RR/GA, E/G, E/GA, F/G, F/GA, G/GA, RR/API, RR/APIA, RRR/API, RR/APIA, DD/APIA, A/AP, A/APA, B/AP, B/APA, C/AP, C/AP, Z/AP and E/APA as well as PRO classes that qualifying closest to or better than their ANDRA Class Handicap System.

Competition Bike Eliminator: Multi class bracket covering up to 35 types of motorcycles ranging from Nitromethane burning Top Fuel Motorcycles and blown alcohol fuelled Competition Bikes to highly modified Street Bikes, running between 140 mph (224 kph) to over 200 mph (320 kph).

This bracket will consist of the six to sixteen bikes from A/SB, B/SB, C/SB, D/SB, A/AB, B/AB, C/AB, D/AB, AA/AB, BB/AB, CC/AB, DD/AB, ST/B, AA/CB, AA/CBN, BB/CB, BB/CBN, CC/CB, CC/CBN, DD/CB, DD/CBN, PP/CB, PP/CBN, VV/CB, VV/CBN, A/CB, B/CB, C/CB, D/CB, P/CB, V/CB, NB/T as well as P/M, TFM/M and TFM/T classes qualifying closest to or better than their ANDRA Class Index for their respective classes. Index starts are used for racing, based on ANDRA Class Indexes.

Three Round Shootout Style format racing will continue for all Group 2 Competition Bike competitors for the 2022/2023 Season. Competition Bike competitors complete in qualifying as per normal processes and are seeded into a maximum 16 bike field. From there each competitor would get to race in three 'Elimination' rounds where points would be issued for a win and lose. The highest points scorers from the Elimination rounds would then compete in a Final deciding the winner and runner up.

National Records and Indexes will be as per current and National Records can still be set as per the rulebook "In Group 2 any runs capable of supporting a new National Record during Eliminations to calculate the new National Record". There will be NO Index adjustments between rounds of Eliminations.

2.10.3 GROUP 3

INDIVIDUALLY NOMINATED

(DYO) HANDICAPS: Group 3 competition is based on handicap times nominated by the racer. To ensure fair competition a "breakout" rule is enforced, which means the competitor is disqualified should they run quicker than the Elapsed Time they nominated before the run. Bracket racing is probably the simplest of all forms of Drag Racing with two vehicles running a quarter mile or eighth mile drag race, handicap is nominated by competitor according to their Elapsed Times during Qualifying. The dial-in is the greatest equaliser, emphasising driver skill and consistency, effectively eliminating the possibility of "buying a winner". Whether you are driving a full-size family Sedan or a power added Dragster, it will always be a fair race. Bracket racing works this way. After the close of time trials, each competitor dials-in. Dial-ins are to be displayed clearly on each car or motorcycle.

The choice of the dial-in is open, but it must remain within the cut-offs for the Eliminator. The handicap used at the start is simply the difference between the two dial-ins, and the slower vehicle is given the appropriate head start. A breakout is any amount below the dial-in figure in competition, which then constitutes an automatic loss. In the case of a dual breakout, the lesser infraction is the winner.
The disgualification rules listed in the regulations are applied in instances of red light/ crossed boundary lines, etc. by one competitor and a breakout by the other. A breakout is considered the least severe of any disqualification offence.

- NOTE: For any ANDRA Group 2, 3 and 4 Eliminator to be contested, a minimum of four (4) vehicles must attempt to qualify, and at least four (4) must contest the first round of Eliminations.
- NOTE: No vehicle may be entered more than once in the one event, regardless of intended classing.

Top Sportsman Eliminator: Full Tree Handicap Start. Multi class bracket for faster Super Sedan type vehicles. Using the "dial your own" handicap for cars meeting the relevant Group 3 regulations using any automobile type engine and any power adder combination. Top Sportsman Eliminator will consist of the guickest 32 cars gualifying between 5.800 and 8.499 seconds (1/4 mile) at ANDRA Championship level. Cars running guicker than 5.800 seconds during Eliminations at any event will be disqualified from competition, except in the event of a dual 5.800 second infringement in the final round of Eliminations where the lesser infraction shall be deemed the winner. Cars running guicker than a 5.800 second Elapsed Time during Qualifying will be placed at the bottom of the qualifying list unless a time within the relevant limits is recorded. Additional cars may be included from non-qualifiers as listed, where less than 32 cars are gualified. ET limits are at the discretion of the Meeting Director at non-Championship events. At Championship events dial-ins must remain between 5.800 and 8.499 seconds. At Summit Racing Equipment Racing Series rounds, Top Sportsman may be combined with Super Sedan as a single bracket. Top Sportsman and Super Sedan combined will only be approved by the ANDRA Board where there are less than four (4) of one of the brackets entered at the close of entries. The final bracket will be determined upon numbers attempting to gualify. Where brackets are combined points will be allocated dependant on bracket entered. The cut-offs for the combined bracket will be 5.800 to 10.999 seconds.

Supercharged Outlaws: Pro-Tree Handicap Start. Combines Dragsters/ Altereds/ Funny Cars (SC/O) and Sedans (SC/S) meeting relevant Group 3 regulations and using V8 engines with Rootes or Screw type Superchargers. Supercharged Outlaws Eliminator will consist of the quickest sixteen Dragsters, Altered and Funny Cars and the quickest sixteen Sedans qualifying between 6.500 and 7.999 seconds (1/4 mile) at ANDRA Championship level. Cars running guicker than 6.500 seconds during Eliminations at any event will be disqualified from competition, except in the event of a dual 6.500 second infringement in the final round of Eliminations where the lesser infraction shall be deemed the winner. Cars running guicker than a 6.500 second Elapsed Time during Qualifying will be placed at the bottom of the qualifying list unless a time within the relevant limits is recorded. Additional cars may be included from non-qualifiers as listed, where less than 32 cars are qualified. ET limits at the discretion of the Meeting Director at non-Championship events. At Championship events dial-ins must remain between 6.500 and 7.999 seconds inclusive.

Modified Eliminator: Full Tree Handicap Start. Multi class bracket which is the bracket racing or "dial your own" handicap equivalent of Competition Eliminator, covering 20 types of Dragsters, Funny Cars, Altereds and Hot Rods. Mini Funny Cars may compete in this section at less than 92 inch (2337 mm) wheelbase, but may only be fitted with motorcycle engines. Classing will be /MD or /MA dependent on engine location, /MD is front or rear engine placement whereas /MA has a front engine placement.

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A range of engine types are catered for and power adding is permitted in some classes. Modified Eliminator represents the best performance per dollar spent in all of Drag Racing. This bracket will consist of all eligible cars qualifying 10.999 seconds (1/4 mile) or quicker from A/HR, B/HR, AA/HR, BB/HR, A/MD, B/MD, C/MD, AA/MD, BB/MD, CC/MD, A/MA, B/MA, C/MA, AB/MA, BB/MA, CC/MA, A/MR, B/MR, AA/MR and BB/MR. Where there are less than 32 cars qualified better than 11.000 seconds, additional cars can be included from the non-qualifiers on a fastest to slowest basis, to make up a 32 car field. Otherwise, there is no maximum field size. All dial-ins must remain within the ANDRA cut-offs. Handicap starts are used, based on the driver's nominated Elapsed Time.

Super Sedan Eliminator: Full Tree Handicap Start. Multi class bracket which is the bracket racing or "dial your own" handicap equivalent of Super Stock Eliminator, covering 6 classes of Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc). A range of engine types is catered for and power adding is permitted in some classes. Super Sedan offers competitive Championship racing to the amateur driver with a modified street car, or the serious bracket racer with a highly modified full chassis cars.

This bracket will consist of all eligible cars qualifying between 8.500 seconds (1/4 mile) and 11.999 seconds, from SS/A, SS/B, SS/C, SS/AA. SS/BB or SS/CC, unless Super Street Eliminator is posted for cars slower than 10.999 seconds.

Where there are less than 32 cars qualified better than the cut off used, additional cars can be included from the non-qualifiers on a fastest to slowest basis, to make up a 32 car field. Otherwise, there is no maximum field size. All dial-ins must remain within the ANDRA cut-offs. Handicap starts are used, based on the driver's nominated Elapsed Time.

Super Street Eliminator: Full Tree Handicap Start. This is a bracket for cars nominating dial-ins between 10.000 seconds and 12.999 seconds. Class designations are S/STA, S/STB and S/STM. This bracket is aimed at "street machines" and budget Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) racers. At regional title events, the Elapsed Time cut-offs for Super Street Eliminator may be varied. Cars running under the Class Minimum in Qualifying will be moved to the bottom of the qualifying order unless an Elapsed Time within the Eliminator requirements is achieved.

Competitors who hold a Super Street Licence may run as quick as 9.950 seconds (1/4 mile or equivalent) once per event in Qualifying or testing only as long as the car meets Class Regulations for their ET. Competitors running quicker than 9.950 seconds (1/4 mile or equivalent) multiple times during Qualifying or quicker than 10.000 seconds (1/4 mile or equivalent) during Eliminations at any event will be disqualified from competition.

All cars in S/STB that do not have a current Technical Inspection and Vehicle Logbook may run as quick as 10.450 seconds (1/4 mile or equivalent) once per event in Qualifying except for cars in S/STM (Modern Street Cars) which can run to 9.950 seconds (1/4 mile or equivalent) once per event in Qualifying.

S/STM Modern Street Cars that run quicker than 9.950 seconds (1/4 mile or equivalent) in Qualifying or 10.000 seconds during Eliminations at any event will be disqualified from competition. The only exception will be in the event of a dual 10.000 second infringement in the final round of Eliminations where the lesser infraction shall be deemed the winner. All dial-ins must remain within the ANDRA cut-offs. Handicap starts are used, based on the driver's nominated Elapsed Time. Where available, Summit Racing Equipment Racing Series points will only be accrued by cars running within the ANDRA cut-offs.



Modified Bike Eliminator: Full Tree Handicap Start. Multi class bracket which is the bracket racing or "dial your own" handicap equivalent of Competition Bike, covering 8 classes from power added competition only bikes to street ridden machines with little or no modifications. A range of engine capacities is catered for and power adding is permitted in some classes. This bracket will consist of all eligible bikes qualified 11.999 seconds or quicker, from A/MB, B/MB, C/MB, D/MB AA/MB, BB/MB, CC/MB, DD/MB. Where there are less than 32 bikes qualified better than the cut-off, additional bikes can be included from the non-qualifiers on a fastest to slowest basis, to make up a 32 bike field. Otherwise, there is no maximum field size. All dial-ins must remain within the ANDRA cut-offs. Handicap starts are used, based on the Rider's nominated Elapsed Time.

Junior Dragster Eliminator: Full Tree Handicap Start. Multi class bracket using the bracket racing or "dial your own" handicap system, created for drivers between the ages of eight (8) and sixteen (16), in scale replica Dragsters and Funny Cars. Competition is conducted over a distance of 1/8 mile only, this bracket will consist of all Junior Dragster/ Funny Cars (A/JD, B/JD, C/JD, A/JFC, B/JFC, C/JFC) vehicles qualified 8.000 seconds or slower. There is no maximum field size. Handicap starts are used, based on the driver's nominated Elapsed Time.

An allowance for one tenth of a second (0.10 seconds) during Qualifying Rounds only will allow for accidental breaches of class limits. Vehicles running faster than the Class Limit during Qualifying will be placed at the bottom of the field until being able to post a qualifying time within the class limits. Any vehicles running faster than the one tenth allowance or running a time within the one tenth allowance more than once, will be immediately disqualified and take no further part in that event.

2.10.4 GROUP 4

FIXED INDEX (BREAKOUT).

HEADS UP/ PRO-TREE: Group 4 competition is based on an Index of 9.900 seconds (1/4 mile) / 6.300 seconds (1/8 mile), common to all competitors in the category. Starts are "Heads Up" using a Pro-Tree, and a competitor with an Elapsed Time quicker than 9.900 seconds (1/4 mile) / 6.300 seconds (1/8 mile) at the completion of an Elimination Run is disqualified. In the case of a dual breakout, the lesser infraction is the winner. The disqualification rules listed in the regulations are applied in instances of red light/ crossed boundary lines, etc. by one competitor and a breakout by the other.

A breakout is considered the least severe of any disqualification offence. Deep Staging is not permitted.

- NOTE: Forany ANDRA Group 2, 3 and 4 Eliminator to be contested, a minimum of four (4) vehicles must attempt to qualify, and at least four (4) must contest the first round of Eliminations.
- NOTE: No vehicle may be entered more than once in the one event, regardless of intended classing.

Super Gas Eliminator: Single class bracket using the "fixed Index" handicap system, featuring cars from the Hot Rod classes, and those Sedans meeting Super Sedan regulations. At Championship events, this bracket will consist of up to 32 eligible cars running closest to, but not quicker than the 9.900 second (1/4 mile) / 6.300 seconds (1/8 mile) fixed Index. Cars running under the fixed Index in Qualifying will be moved to the bottom of the qualifying order unless an Elapsed Time within the Eliminator requirements is achieved. Otherwise, there is no maximum field size. The 9.900 second (1/4 mile) / 6.300 seconds (1/8 mile) Index is optional at non-Championship events. Racing is Heads Up, using a Pro-Tree.

DRAG RACING

Where at least three rounds are posted, and receive competitor entry forms, ANDRA National Championship series are staged each season for Group 1 categories. All of them are included in the Australian Nationals and Grand Final events, with other rounds being scheduled independently.

2.11.1 ELIMINATION ROUND FORMAT

The ANDRA Group 1 Championship points schedule provides performance bonuses. Points from all rounds are included in the series total.

Position/ Achievement	Points Allocation Eliminator Round Format
Winner	100
Runner Up	80
Semi Final Lose	60
Quarter Final Lose	40
Non-Qualifier	20
Low Elapsed Time	5
Top Speed	5

ELIMINATION ROUND FORMAT

NOTE: Top speed points are not allocated in Top Alcohol competition.

2.11.2 THREE ROUND FORMAT

The Three Round Format may only be run by approval from ANDRA. The consolation final is not optional and must be contested. The ANDRA Three Round Format shall be made up of:

- Compulsory Qualifying Session.
- Elimination Round.
- Finals (including consolation final).

Non-compulsory Qualifying Sessions may be added on approval by ANDRA.

2.11.3 COMPULSORY QUALIFYING SESSION

Competitors must make an attempt at a burnout at a minimum in order to be eligible for Eliminations.

2.11.4 ELIMINATION ROUND

The Elimination Round is made up of all competitors who take part in the compulsory Qualifying Session. It is seeded as per the first round of Traditional Eliminations Format, where the top qualifier takes on the bottom qualifier, second qualifier takes on second bottom qualifier and so on. In the case of an uneven field the top qualifier earns the solo pass. Run order is as per Traditional Eliminations Format.

2.11.5 FINALS

Final: The final (deciding winner and runner up) will be made up of the two winners from the Elimination Round with the quickest Elapsed Time.

Consolation Final: The consolation final (deciding third and fourth) will be between the next two quickest winners, where there are four or more winners from the Elimination Round.

Where there are only three winners from the Elimination Round, the two quickest winners will compete for the Final and the third quickest winner will run the consolation final as a solo pass. Fourth position points will be awarded to the quickest loser of the Elimination Round.

Where four competitors race in the Elimination Round, the two losers will contest the consolation final for third and fourth position points. Elimination Round losers will not be permitted to race against a winner in the consolation final.

2.11.6 DOUBLE CHAMPIONSHIP ROUND

Subject to approval from ANDRA, two Championship Rounds may be run on consecutive days using the Three Round Format on each day. Performance Bonus and Elimination Round Points will be allocated at a rate of 60%, Qualifying points will remain at 100% on both days.

Position/ Achievement	Single Championship Round	Double Championship Round
Winner	100	60
Runner Up	80	48
Third	70	42
Fourth	60	36
Elimination Round Winner who doesn't Qualify for Finals	50	30
Elimination Round Loser	40	24
Non-Qualifier/Withdrawal	20	12
Low Elapsed Time	5	3
Top Speed	5	3

2.11.7 CONDITIONS

Lane Choice: As per 1.3.14.

Qualifying: Where a double-Championship Round is approved, the first round will be as per 1.3.15. Qualifying for the second round will be in the alternate lane.

Aborted Runs: In the event that a competitor is forced to abort their run due to their opponent crossing the centreline during the Elimination Round of the Three Round Format, an appeal may be lodged which must be considered by The Starter, Meeting Director and the Group 1 Liaison. If it is determined to be a valid appeal the run will be considered aborted and the affected competitor will be allowed to substitute their time from the compulsory Qualifying Session in place of the aborted run time.

Performance Bonus: Points will be allocated for Low Elapsed Time and Top Speed, each of which may be set at any time during official Qualifying or Eliminations. Where the low ET or Top Speed is matched by another competitor during the event, refer to the Tie Break Process used for National Records.

Total: The points total for each competitor will be the total accrued at all rounds. In the event of a tie in Championship points at the end of the final round, where two competitors are excluded at the same point, the better performer will be decided on the basis of best Elapsed Time during the event, or best Terminal Speed where the Elapsed Times are the same.

Supplementary Regulations: Will be circulated prior to each round, with entry information and details associated with each Championship.

Non-Contest: Bracket qualifiers unable to contest the first round will receive first round lose points.

Non-Qualifiers: Must have attempted at least one Qualifying Run for non-qualifier points to be awarded and that is defined as placing the vehicle in the hands of The Starter under its own engine power.

Reserves: Will not accrue points until the second round of Eliminations.

Weather: Where rounds of the Australian Group 1 Championships are affected by weather, the minimum possible points, including the performance bonus points, will be allocated where at least one round of Qualifying has been completed. Cancelled events cannot be completed at any other event.

For further information and event abandonment scenarios refer to the ANDRA Event Abandonment and Weather Impacted Events Policy.

Insufficient Entrants: All Group 1 entrants present at rounds of their respective Australian Group 1 Championships will receive the minimum points available where the event is lost at any point or the round cannot be contested due to insufficient entries on the day of the event.

Tie Decider: In the event of a tie in Championship points at the end of the final round, where two competitors are excluded at the same point, the better performer will be decided on the basis of best Elapsed Time during the final event, or best Terminal Speed where Elapsed Times are the same. When using the Three Round Format, if times are equal for potential finalist, the order will be decided first by the highest speed and then by who ran the time first.

	Qualifying Points			
8 VEHICLE FIELD SIXTEEN VEHICLE FIELD			D	
ТОР	8	TOP	8	
SECOND	7	SECOND	7	
THIRD	6	THIRD	6	
FOURTH	5	FOURTH	5	
FIFTH	4	FIFTH & SIXTH	4	
SIXTH	3	SEVENTH & EIGHTH	3	
SEVENTH	2	NINTH - TWELFTH	2	
EIGHTH	1	THIRTEENTH - SIXTEENTH	1	

Tie Break: Where the Low ET or Top Speed is matched by another competitor during the event, refer to the Tie Break Process used for National Records. Refer Race Procedures, National Records.



2.12 SUMMIT RACING EQUIPMENT SPORTSMAN SERIES

Summit Racing Equipment Sportsman Series is a national, points based competition open to all permanent ANDRA Licence holders for participants in Groups 2, 3 and 4. Summit Racing Equipment Sportsman Series signage is compulsory on all vehicles wishing to participate in any round of the series. Failure to display such signage may result in exclusion from participation at the event.

NOTE: The rules covered here for the Summit Racing Equipment Sportsman Series rounds will be applicable to the 2022/2023 racing seasons only. These rules may be revised for the 2022/2023 onwards seasons.

Points Cap: In Groups 2, 3, and 4, competitors may score points at any round. Prior to the final event of an Eliminator, the total points for each entrant will be capped at a maximum of 300 points. This will determine the qualifying order within each Division. Points accrued at the final event will be added to these, to determine the overall results.

Event Winner Bonus Points: Every racer that wins a Summit Racing Equipment Sportsman Series round will be awarded 10 bonus points for the win and 5 points for a runner up. These bonus points are to be added to the final total once an attempt to qualify at the final round of the series has been made. These points will be added in addition to the 300 points cap.

Points Accruing: In Groups 2 and 3, entrants may only accrue points as a Driver/ Rider/ Bracket combination. Changes of class within the same Eliminator are permitted with no points penalty.

Points Allocation: In Groups 2, 3, and 4, all points scoring will be based on a minimum of three rounds of racing at each event.

Therefore, if the Class/Eliminator has four (4) competitors, it must be run as a Three Round Format. If there are five (5) or more competitors, it must be run as a standard Elimination format as per the ANDRA seeding sheets.

For Three Round format - When there are four (4) competitors, the event winner receives 80 points, runner up receives 60 points, and the other two competitors receive 40 points each if they present for any round of racing under the Three Round Format.

For Elimination format - If there are eight (8) qualifiers, 40 points will be awarded to all competitors who present* for the first round of racing. However, if there are nine (9) to sixteen (16) or seven (7) to four (4) qualifiers, 20 points will be awarded to all competitors who present* for the first round of racing. *In all scenarios above, "present" means the vehicle's engine must start and the vehicle must Stage under its own engine power when directed by The Starter. If the vehicle's engine cannot be started and/or the vehicle cannot Stage under its own engine power for Round 1 (where there are three (3) rounds of racing), zero points will be allocated to that competitor.

NOTE: Competitors will be awarded points as per the normal existing points structure for all subsequent rounds of racing following the first round of racing.

Traditional Elimination Format	Points
Winner	100 points
Runner Up	80 points
Semi Final Lose	60 points
Quarter Final Lose	40 points
Eighth Final Lose	20 points

Three Round Format (Group 1)	Points
Winner	100 points
Runner Up	90 points
Third (B Final Winner)	85 points
Fourth (B Final Lose)	75 points
Elimination Round Winner (not in Final)	70 points
Elimination Round Lose (not in Final)	60 points
Non-Qualifier/Withdrawal	20 points

NOTE: Points Allocation where standard field numbers cannot be met, may be altered to suit. A minimum of four (4) qualifiers in each class must be met. Where Super Comp is run, points awarded will transfer directly to nominated Class Eliminator.

Competition Bike Shootout Style Format: Points will be allocated on the basis of 20 points for round win and 10 points for a round loss. Where more than two competitors are tied on the highest points after 3 rounds the tie breaker will be best performance against the Index in Elimination round 3. Second tie breaker will be best performance against the Index in Elimination Round 2. The highest points scorers from the 'Elimination' rounds compete in a final, deciding the winner and runner up.

Competition Bike Shootout Format	Points
Winner	100 points
Runner Up	80 points
Win 3 Elimination rounds but doesn't make final	60 points
Win 2 Elimination rounds lose one round	50 points
Win 1 Elimination round lose 2 rounds	40 points
Lose 3 Elimination rounds	30 points

Group 2 Performance Bonus Points: Points will be allocated for setting an Elapsed Time record or Top Speed (mph) record or Top Qualifier in Group 2 Classes;

Achievement	Points
Top Qualifier	10 points
ET Record	5 points
MPH Record	5 points

NOTE: Group 2 Performance Bonus Points will not be counted towards the John Storm Memorial Trophy.

Low ET/ Top Speed Tie Break: Where the Low ET or Top Speed is matched by another competitor during the event, refer to the Tie Break Process used for National Records.

Travel Bonus Points: A 50% bonus for points scored at the Hidden Valley or Alice Springs rounds, where at least one additional Summit Racing Equipment Sportsman Series round is contested in the same season, will be applied. Bonus points will be applied to the round the competitor gathers the most points at.

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Pre-Qualifiers: The top ten points earners nationally, in Groups 3 and 4, will be guaranteed a place in Eliminations for their respective brackets at the final event of the season. In all cases, bracket seeding will be determined by qualifying at the event. All Pre-Qualifiers must attempt at least one Qualifying Run to remain eligible for Eliminations. In Eliminators that require a set performance to be achieve in Qualifying (i.e. Supercharged Outlaws 6.500 to 7.999 seconds), competitors who fail to complete at least one run during Qualifying to satisfy the requirement, will not progress to Elimination Rounds.

Australian Championship Honours Tie Decider: In the event of a tie for an Eliminator Championship or the John Storm Memorial Trophy, the title will be awarded to;

- a. The Driver/ Rider who lasts longer in Eliminations at the final event of the Eliminator then;
- b. Where the parties end the event in the same round of racing at the final event of the Eliminator, the party who is the better performer in relation to their Class Handicap/ Index or Dial-In at that round, then;
- c. The Driver/ Rider who contests the final event for that Eliminator, then;
- The Driver/ Rider who contested most Summit Racing Equipment Racing Series rounds during the season, then;
- e. The Driver/ Rider who contested events outside their Division.
 - NOTE: The awarding of Australian Champion honours is conditional upon the recipient contesting at least one round outside his or her home Division in the same season.

Summit Racing Equipment Sportsman Series Entry: All competitors who enter into a Summit Racing Equipment Sportsman Round are automatically entered into the Summit Racing Equipment Sportsman Series and agree to contact details being sent to Summit Racing Equipment.

Abandoned Event: Where any round of the series or the final event for an Eliminator is abandoned at any point, all entrants in attendance at the event will receive a minimum of 20 points.

Competitors who have not qualified for a maximum field size, of 16 or 32 as per Class/Eliminator regulations, will receive zero points if Qualifying is completed. Where competitors are eliminated prior to points being allocated, zero points will be issued.

For further information and event abandonment scenarios refer to the ANDRA Event Abandonment and Weather Impacted Events Policy.

Award Eligibility: To be eligible for any award, trophy or prize offered for an ANDRA Sportsman National Championship the competitor must have competed outside of their home division in at least one round of their ANDRA National Sportsman Championship. This includes but is not limited to eligibility for trophies, financial rewards and prizes.

2.12.1 CALENDAR

The dates for ANDRA Championship and Summit Racing Equipment Sportsman Series rounds may be varied due to numerous circumstances, they remain subject to change at any time without notice. For up to date information regarding racing schedules please refer to the ANDRA website at <u>www.andra.com.au</u>

The ANDRA Championship Drag Calendar may be reproduced where credited.

2.12.2 ANDRA CHAMPIONSHIP SERIES SIGNAGE

ANDRA Championship Series signage is compulsory on both sides of all vehicles wishing to participate in any round of the series. Failure to display such signage (during Eliminations Rounds) may result in exclusion from participation at the event or no allocation of event points. Correct placement of signage is detailed in the following image, no other placements will be deemed acceptable unless otherwise approved by the ANDRA Chief Executive Officer. IIIE

Summit Racing Equipment Sportsman Series signage is compulsory on both sides of all vehicles wishing to participate in any round of the series. Failure to display such signage (during Eliminations Rounds) may result in exclusion from participation at the event or no allocation of event points. Correct placement of signage is detailed in the following image, no other placements will be deemed acceptable unless otherwise approved by the ANDRA Chief Executive Officer.



2.12.4 OTHER BRACKET SPONSORS

Should a bracket receive a national sponsor, which is other than Summit Racing Equipment, the placement of sponsor decals must adhere to the Summit Racing Equipment decal placement regulation.



2.13 NON CHAMPIONSHIP COMPETITION

2.13.1 ET BRACKETS

INDIVIDUALLY NOMINATED - (DYO) HANDICAPS;

For cars or motorcycles that cannot be classified into a Group 2, 3, or 4 class but wish to contest ET based "dial your own" brackets, such as Quick ET, Super ET, Street ET, Bike ET or Real Street. ANDRA Group 3 procedures apply and all requirements relevant to the type of vehicle used are applicable. Special brackets or classes not specifically provided for in these rules may be organised with the prior approval of ANDRA and written advice to all participants.

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2.13.2 EXHIBITION VEHICLES

All Exhibition Vehicles will be required to meet the necessary minimum requirements of a level to a similar ANDRA race vehicle class as determined by ANDRA Technical.

Vehicles built for this section are strictly for exhibition purposes only and will not compete in normal Bracket or Class Eliminations. They may compete in special match races, with the exception of Wheelstanders which must do solo runs, unless it can be proved to the satisfaction of the ANDRA Stewards that the vehicles involved in paired runs can run straight.

Rocket/ Peroxide Propulsion vehicles not permitted. All Exhibition Vehicles must conform with ANDRA General Regulations and Drivers/ Riders must hold a current ANDRA Unlimited Licence, refer ANDRA Racing Credentials, Unlimited Licence (UDL). Nitromethane based fuels or additives are permitted (refer Protective Clothing). Cars in this section must generally meet Altered Class Regulations (refer Competition, Altered) with the exception of the engine used, engine location, driver location and rollcage, which must conform to Dragster or Funny Car regulations. All new Exhibition Vehicles must first satisfy the Stewards on General Regulations and design through a series of observed private runs before being permitted to run in public. Where jet engines are used, reports on their condition, fitting and associated controls may be requested from recognised civil or military aviation authorities. Any person considering construction of any jet powered vehicle must submit their detailed design to ANDRA for consideration and possible approval prior to construction. Guidelines and Regulations in relation to Jet Powered Dragsters and Funny Cars are obtainable in the ANDRA Supplementary Rulebook.

ALL Exhibition classes that run Supercharged, Turbocharged, Nitrous Oxide, Nitromethane applications require Group 2 UDL Licence.

All exhibition vehicle Drivers/ Riders will be required to have an ANDRA Licence of a level to a similar ANDRA race vehicle class.

Exhibition vehicles will require Technical Inspection and Vehicle Logbook to be eligible to run at any ANDRA sanctioned event.

Regulations for the following vehicles can be found in the ANDRA Supplementary Rulebook:

- Jet Powered Dragster, Funny Car & Trucks
- Junior Drag Bike
- HAMBsters
- Factory Xtreme
- Nostalgia Top Fuel
- Outlaw Nitro Funny Car
- Outlaw Nitro Doorslammer/ Fuel Coupe
- Extreme Outlaw
- Extreme Motorcycle
- Electric Powered Vehicles
- Burnout Vehicles

2.13.3 AFFILIATED ORGANISATIONS

ANDRA will recognise affiliated organisations who may, with approval, organise and regulate rules specific to their own categories and events.

In every instance the ANDRA rules will take precedence when racing is conducted at an ANDRA sanctioned event.



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3. CLASS REGULATIONS

A wide range of classes have been developed to provide opportunities for nearly all types of vehicles and tastes, competing at different levels of challenge and investment. Beginning with Super Gas, the listing moves through other entry level categories such as Modified Bike and Super Street, progressing right up to the fastest racing cars on earth, Top Fuel Dragsters.

3.1 SUPER GAS ELIMINATOR

CLASS DESIGNATION: S/G

ELIMINATOR:

- FIXED INDEX SUPER GAS



Super Gas Eliminator - Graeme Spencer (Sunraysia Street and Strip Photography)

NOTE: All General Regulations must be read and complied with where applicable.

Class Description;

Super Gas is reserved for full-body cars using a common fixed Index. At ANDRA Championship events the Index is fixed at 9.900 seconds (1/4 mile) or 6.300 seconds (1/8 mile), but remains optional at other times. Heads Up, Pro-Tree is used.

Class Regulations;

Body: Must be full bodied car. Full fenders are mandatory. Cars with top and windshield must have two driver exits. Tops may be chopped. Cars without tops do not require working doors. Hot Rods and Sports Cars may remove top and windshield. Duplicates in fibreglass or composite material are permitted.

Body Type: Coupes, Sedans, Roadsters, Vans, Utilities (Utes) and Sports Cars acceptable. Convertibles and cars originally fitted with removable tops may run without the top.

Deep Staging: Deep Staging is not permitted. Vehicles Deep Staging will be disqualified.

All other regulations as per Super Sedan for Sedan type vehicles, or Modified Eliminator for open vehicles.

Technical Inspection and Vehicle Logbook: Required.

Licence Requirements: Group 3 UDL as a minimum.



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Junior Dragster Eliminator - Brodie Zappia (High Octane Photos)

NOTE: All General Regulations must be read and complied with where applicable.

Class Description;

Summit Racing Equipment Junior Dragster was created by ANDRA for competitors between the ages of eight (8) and sixteen (16) inclusive, racing scale Dragsters and Funny Cars, replicas of the sport's fastest cars. The dial your own handicap system is used. Junior Dragsters are limited to competition over 1/8 mile. Three categories/ performance levels are provided;

All applicable Eliminator/ class rules will apply to the Junior Funny Car as it does for Junior Dragster.

A/JD & A/JFC

For drivers between the ages of 13 and 16 years, limited to ET no quicker than 7.90 seconds and Top Speed no faster than 89.99 mph (144 kph).

B/JD & B/JFC

For drivers between the ages of 11 and 16 years, limited to ET no quicker than 8.500 seconds and Top Speed no faster than 80.00 mph (128 kph).

C/JD & C/JFC

For drivers between the ages of 8 and 10 years inclusive, limited to ET no quicker than 11.90 seconds and Top Speed no faster than 60.00 mph (96 kph) (1/8 mile).



Class Regulations;

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A one-time-only allowance of one tenth of a second (0.10 seconds) during Qualifying Rounds only for breaching class limits. Any competitor running faster than the one tenth of a second allowance or running a time within the one tenth of a second allowance more than once, will be immediately disqualified and take no further part in that event.

Persistent breaches of exceeding class limits will be considered a contravention and Tribunal Action may result.

Class	One tenth of a second (0.1sec) allowance from Class Limits, during Qualifying Rounds only	Qualifying Class Limits (seconds)	Racing / Competition Class Limits (seconds)
A/JD	Not factor than 7 800	8 000	7.000
A/JFC		8.000	7.900
B/JD	Not factor than 9,400	8,600	8 500
B/JFC	NOUTASLET LITATI 6.400	8.000	8.500
C/JD	Not factor than 11 900	12,000	11,000
C/JFC		12.000	11.900

The top qualifier will be the competitor that achieves a time closest to their qualifying class limit than the other competitors, without breaking out. This qualifying method will be continued throughout the field e.g. A C/JD running a 12.01 second pass will qualify above a A/JD running a 8.02 second pass.

NOTE: Please be advised that it is the responsibility of Parents/ Guardians of Junior Dragster competitors to withdraw your racer/ racers completely from any event, where they run quicker than the allowable ET cut off, as detailed above. If this is not done, a penalty of two meeting suspensions will be imposed and any points gained at that event will be forfeited. Repeat offenders will face up to 12 months suspension and up to a \$1000 fine. After the event is completed, all run sheets will be checked, and any team found to have breached this rule will be notified.

Paired Runs: Paired runs between Junior Dragster vehicles and those from any other category is prohibited.

A/JD Performance Testing: Competitors must complete six runs between 8.500 and 8.90 seconds to the satisfaction of the Officials at ANDRA events to be eligible for competition in A/JD. These runs must be individually noted in the Competitor Passbook and may be run at a combination of events at multiple tracks.

JD Crew Members: Junior Dragster crew members aged between 8 and 14 years must be supervised by an adult crew member.

Staging Procedure: Once the competitor has gone through/past the waterbox and is considered to be in the hands of The Starter, the competitor may only be pushed back once by their crew and may then only perform one water burnout and/or one dry burnout. **Parent/ Legal Guardian:** A parent or legal guardian must consent to and be responsible for the actions of the Junior Competition Licence holder. The parent or guardian must be a current Full ANDRA Member as a minimum. Only a current full ANDRA Member may witness a Junior Competition Licence Holder entry and ESP form.

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Pit and Paddock Area: Junior Dragster/ Funny Car competitors must not drive the vehicle under its own power through the pit/ paddock area. Returning vehicles must be towed (or pushed) by a compliant tender vehicle. The junior competitor can drive the vehicle under its own power to an area within the normal return road, that does not block or hinder other traffic, then must bring the vehicle to a stop and await collection by the tender vehicle for returning to the pits/ paddock area.

Airfoils/Wings: Suitably mounted wings are permitted.

Arm Restraints: Required on all vehicles of this type. Refer Driver and Rider Protection, Arm Restraints.

Ballast: Removable ballast is limited to 25 lbs (11.33 kg) and can be in any location, but no higher than the top of the rear tyres.

Body: Required. Specific Body regulations are as below:

Dragster Body;

Body and cowl must be constructed of Aluminium or fibreglass or composite material, designed to prevent driver's body or limbs from coming into contact with any moving part of the car or the track surface, Dragster style bodies only permitted.

Funny Car Body;

Body to be constructed from Aluminium or fibreglass or composite material. Body Dimensions overall length 3650 mm, height 880 mm width 960 mm, all measurements to be +/- 2%. A wing is optional but may not extend more than 150 mm from the rear of the body, Sill plates are not to be more that 150 mm high. Front windscreen only, made of approved shatterproof material, or Polycarbonate.

There must be an opening in the side of the bodywork adjacent to the driver's compartment that is large enough to allow egress of the competitor in the case of a vehicle being on its roof. Arm Restraints as per rules. Top hatch minimum size 400 mm x 340 mm, (15.75 inch x 13.38 inch) fixed hinge on the front edge. No latching of the hatch permitted. The hatch position must allow easy egress once the racer has cleared the rollcage internally to stand and exit the hatch.

Exhaust pipe to extend and exit 50 mm (2 inch) pass the rear of the body. Allowing adequate clearance between the pipe and the bodywork.

Body to be hinged at the rear of the chassis with quick release pins. Front retaining clips to be quick release. Rear axle to be extended in width so that the wheels are within the body wheel arches. Width of axle must be greater than the height of the body. External body lift points must be clearly marked.

The internal body to be coated in a flame retardant paint. Fuel tank to be relocated to the front of the chassis, securely mount to the chassis with anti-leak valves. Fuel lines to be either braided or metal and not to pass into the cab area. Fuel lines to pass around or under the floor/ side bodywork of the chassis.

Brakes: Must operate on both rear wheels. A single disc brake with minimum diameter of 7 inches (178 mm), or twin disc brakes with a minimum of two 5 inch (127 mm) discs.

Chain/ Belt Guard: All cars must be equipped with a metal guard covering the width and top of chain and belt runs. Minimum thickness required is 3.0 mm (1/8 inch).

Clothing: SFI 3.2A/1 or FIA 8856 driving suit as a minimum, shoes, socks, and gloves required. Driving suit may be one-piece or two-piece. No flammable footwear or clothing permitted. Refer Protective Clothing.

Controls: Foot operated brake and throttle required. Positive ignition shutoff within easy reach of the driver is mandatory. Kill switches to be externally mount at the rear of the body and appropriately signed. A mechanical high tension earthing device, operable by the driver, to shut down the engine is also compulsory.

Deflector Plate: A metal deflector plate of minimum 1/16 inch (1.6 mm) must extend from the lower frame rail between the engine and the driver the width of the chassis rails and to the height of the driver's shoulders (shoulder hoop as a minimum) and extend to the first bend in the rollcage at a minimum width of 6 inches (152 mm).

Delay Devices: The use of delay devices is not permitted.

Driveline: Chain or belt drive only. All cars must be equipped with a dry centrifugal type engine clutch. Torque converter belt assembly units permitted. All Junior Dragsters are required to have a Steel or billet Aluminium Flywheel or a Flywheel Shield made from 3 mm Steel or 6 mm Aluminium.

Engine: Any four stroke, single cylinder, side valve engine accepted by NHRA (US) and those currently accepted by ANDRA. Any modifications permitted. Engine must be located ahead of rear axle centreline and crankshaft centreline may be no higher than 17 inches (432 mm) above the ground with normal tyre inflation.

Floor: Floor must be mounted on top of lower frame rail cross braces, and extend from the driver's seat to 6 inches (152 mm) beyond the pedals.

Frame: Five point rollcage, upper and lower frame rails: minimum 1 1/8 inch (28 mm) round Steel tubing. Uprights: minimum 7/8 inch (22 mm) round Steel tubing, may be no further than 20 inches (508 mm) apart when measured on the same side of the vehicle in driver's compartment area (see diagram in 4.14.3 Junior Dragster). Diagonals: minimum 3/4 inch (19 mm) round Steel tubing. Tubing thickness and design must conform with standard Dragster configuration.

Fuel: Restricted to Ethanol, Methanol or Petrol only.

Frontal Head Restraints: Effective 1st January 2020 any driver of a Junior Dragster (or Junior Funny Car) is required use a Frontal Head Restraint system meeting either SFI 38.1 or FIA 8858-2002 or FIA 8858-2010.

The Frontal Head Restraint, when connected, must conform to the manufacturer's instructions. A Frontal Head Restraint may be used with or without a neck collar. Where required, the fitment of tether post and eyelets to helmets must only be done in accordance with the manufacturers guidelines and only if the helmet is approved for the purpose. When using a Frontal Head Restraint, at all times that the driver is in the race vehicle, from when the vehicle is in the hands of The Starter until the vehicle is on the return road, the driver must properly utilise the Frontal Head Restraint, including connecting the helmet as required for full functionality of the device.

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Helmet: Required. Full faced helmets only. Open faced helmets are not permitted. Modular (flip-up) helmets are not permitted.

Permitted to use FIA 8859-2010, FIA 8859-2015, FIA 8860-2010, FIA 8860-2018, SNELL SA2020, SNELL M2020, SNELL SA2015, SNELL M2015, SFI 31.1, SFI 41.1, AS/NZS 1698:2006, ECE 22.05. Helmet must not be more than 10 years old from date of manufacture.

It is recommended that all junior competitors have helmets correctly fitted to their body size and weight (in accordance with the manufacturer's specifications).

Induction: Carburettor only. No power adders or fuel injection permitted.

Minimum Weight: Minimum weight of 225 lbs (102 kg) excluding driver and apparel.

Racing Harness/ Belts: Five point harness required.

Seat: Properly braced and supported seat constructed of Aluminium or fibreglass or composite material mandatory. Upholstery optional.

Silencers/ Mufflers: All Junior Dragsters are required to have an effective silencing device which limits noise levels to a maximum of 95 dBa measured at 4000rpm at a distance of 30 metres directly to the rear of the vehicle. Measurement is to be taken in a location where ambient noise registers less than 60 dBa.

Steering: A collar or pin must be used to prevent the steering shaft from injuring the driver in case of frontal impact.

Throttle: Throttle must be manually controlled by driver's foot. Electronics, pneumatics, hydraulics or any other device must in no way affect throttle operation. All vehicles must be equipped with a positive throttle return spring that closes the throttle when released. Electronic Throttle Stops are not permitted, refer Delay Devices.

Transmission: Gear type transmission prohibited.

Tyres: Rear tyres minimum diameter of 18 inches (457 mm), maximum 21 inches (533 mm), minimum width of 8 inches (203 mm) measured at widest point.

Wheelbase: Minimum wheelbase 90 inches (2286 mm), maximum 150 inches (3810 mm).

Wheels: Rear wheels minimum diameter of 8 inches (203 mm).

Front wheels minimum diameter of 5 inches (127 mm).

Licence Requirement: Junior Competition Licence (JCL) as a minimum.

Refer ANDRA Racing Credentials, Junior Competition Licence (JCL).

The Junior Competition Licence is issued to applicants between the ages of 8 and 16 years old, for participation in Junior Dragster Eliminator.

Existing participants who turn 17 during a recognised series will be permitted to complete that series.

A Medical Examination will be required at time of licence application. Consent of the parent or legal guardian, who must be a current Full Member of ANDRA, is required.

All new JCL applicants must include a copy of the applicant's birth certificate. A medical examination is also required at the time of a JCL application and every 2 years thereafter.

Technical Inspection and Vehicle Logbook: Required.

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Modified Bike Eliminator - Shane Walker (BrightDesign Photography)

Class Description;

Modified Bike is the bracket racing or "dial your own" handicap equivalent of Competition Bike, covering classes from power added competition only bikes to street ridden machines with little or no modifications. It is the perfect entry level for motorcycle competitors competing quicker than 12.000 seconds (1/4 mile or equivalent).

Class Details;

Class	4 Cylinder	Triple Cylinder	Twin Cylinder
A/MB & AA/MB	1061 cc	1101 cc	1201 cc
	and over	and over	and over
B/MB & BB/MB	801 cc to	901 cc to	1001 cc to
	1060 cc	1100 cc	1200 cc
C/MB & CC/MB	641 cc to	721 cc to	801 cc to
	800 cc	900 cc	1000 cc
D/MB & DD/MB	Up to 640 cc	Up to 720 cc	Up to 800 cc

Naturally Aspirated: A/MB, B/MB, C/MB & D/MB

Supercharged/Turbocharged/Nitrous Oxide: AA/MB, BB/MB, CC/MB & DD/MB



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Class Regulations;

Engine: Any internal combustion engine to a maximum of 2500 cc permitted. Any modification permitted. A maximum of three (3) true motorcycle engines may be fitted with no capacity limit.

General Regulations: All other Group 2 General Regulations relative to the performance of the motorcycle are required.

Self Starting: Required. Push starts are not permitted. Refer Support Group, Self Starting.

Engine Management: Delay devices and throttle stops are not permitted. Aftermarket or OEM Electronic Fuel Injection permitted. Motorcycles that are factory fitted with electronic rider aids (such as but not limited to traction control and anti-wheelstand) will be acceptable in Group 3 Competition. Motorcycles with these functions will not be considered to have any performance advantage over motorcycles that do not have electronic rider aids as standard where the motorcycle is deemed as Unmodified Production Motorcycle.

OEM equipment/ systems controlling the operation of brakes, steering, fuel/ ignition systems or transmission will be permitted where the original engine and drivetrain is used.

Power Adders: Superchargers, Turbochargers or Nitrous Oxide injection permitted.

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

Ballast: Removable ballast to a maximum of 12.00 kg (26.45 lbs).

Controls: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip. On all vehicles quicker than 10.000 seconds (1/4 mile) / 6.369 seconds (1/8 mile), a functional "lanyard" type kill switch must be fitted in addition to the kill switch requirement and be attached to the rider while operating.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms. Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium. Stock chain guard may be retained at a minimum on unmodified motorcycles.

Wheelbase: No maximum or minimum wheelbase requirements.

Wheelie Bars: Permitted. To be capable of supporting the weight of the bike with the rider in position. Will be required upon testing.

Helmet: Required. Refer Driver and Rider Protection, Helmets.

Protective Clothing: All permanent ANDRA Licence holders, or any rider quicker than 10.000 seconds (1/4 mile or equivalent) must wear helmet, visor or goggles, full leathers or material of similar or greater durability, gloves and full leather boots extending at least 275 mm (10.8 inches) from the base of the heel. Short boots that extend to above ankle are accepted in bike classes providing the rider's pants extend to cover part of the boot and prevent exposure of skin. Clothing should include full length pants, no shortened pant types allowed. The wearing of club "colours" in conjunction with leathers or otherwise is expressly forbidden. Refer Protective Clothing.

Licence Requirement: Super Street Licence (SSL) as a minimum for motorcycles 11.999 seconds to 10.000 seconds (1/4 mile or equivalent).

All motorcycles quicker than 10.000 seconds (1/4 mile or equivalent) or quicker than 9.500 seconds (1/4 mile or equivalent) for unmodified motorcycles)) require Group 3 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Mandatory for modified motorcycles quicker than 10.000 seconds (1/4 mile) / 6.369 seconds (1/8 mile) or any motorcycle with a modified swing arm, frame or brakes. Unmodified Production Motorcycles may achieve a performance of no quicker than 9.500 seconds (1/4 mile or equivalent) without requiring a Technical Inspection and Vehicle Logbook.



Super Street Eliminator - Lisa Garbellini (High Octane Photos)

NOTE: All General Regulations must be read and complied with where applicable.

Class Description;

Super Street is the entry level Sedan category, using the "dial your own" handicap system.

Super Street is open to Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) nominating to run between 10.000 and 12.999 seconds (1/4 mile) / 6.369 and 8.279 seconds 1/8 mile at ANDRA Championship level.

Competitors in vehicles with an ANDRA Vehicle Logbook (Tech Inspected vehicles) S/STA or Modern Cars S/STM may run as quick as 9.950 seconds (1/4 mile) / 6.337 seconds (1/8 mile) once per event in Qualifying or testing only as long as the vehicle meets Class Regulations for the ET.

Competitors in vehicles with an ANDRA Vehicle Logbook (Tech Inspected vehicles) S/STA or Modern Cars S/STM that run quicker than 9.950 seconds (1/4 mile) / 6.337 seconds (1/8 mile) during Qualifying or quicker than 10.000 seconds (1/4 mile) / 6.369 seconds (1/8 mile) during Eliminations at any event will be disqualified from the competition.

Cars in S/STB that do not have a current Technical Inspection and/or Vehicle Logbook may run as quick as 10.450 seconds (1/4 mile) / 6.656 seconds (1/8 mile) once per event in Qualifying or testing only as long as the vehicle meets Class Regulations for the ET.

Competitors not requiring an ANDRA Vehicle Logbook (Tech Inspection) that run quicker than 10.450 seconds (1/4 mile) / 6.656 seconds (1/8 mile) during Qualifying or quicker than 10.500 seconds (1/4 mile) / 6.687 seconds (1/8 mile) during Eliminations at any event will be disqualified from the competition.

The cut-offs and the bracket are optional at other times. Dial-ins during competition must remain within the class limits, and vehicles qualifying faster will be placed in the lowest qualifying position unless a suitable qualifying time is achieved.

GROUP

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DRAG RACING

Class Details;

Super Street has been split up into three (3) designations.

Designation	Vehicle Performance/ Specification
S/STA	10.000-12.999 seconds / 1/4 mile
S/STB	10.500-12.999 seconds / 1/4 mile
S/STM	10.000-12.999 seconds / 1/4 mile (Modern Cars)

Vehicles competing in S/STA must have a valid Technical Inspection and Vehicle Logbook. Vehicles competing in S/STB and S/STM may have a Technical Inspection and Vehicle Logbook but it is not a requirement.

Cars running quicker than 10.500 seconds (1/4 mile) / 6.687 seconds (1/8 mile) must comply with all relevant General Regulations for cars quicker than 10.500 seconds (1/4 mile) / 6.687 seconds (1/8 mile) or will be disqualified.

Class Regulations;

Engine: Automobile type engines required, any modification permitted. Any engine location permitted. Electric motor vehicles permitted (see below).

Electric Motor Vehicles: Must be OEM specification. Onus of proof that the vehicle is OEM specification lies with the competitor. Any divergence from OEM specification throughout the entire vehicle may lead to disqualification, however tyre/wheel changes are permitted.

Fuel: All classes restricted to Ethanol, Methanol, LPG, Diesel or Petrol only. Electric/battery powered vehicles permitted (see above).

Mufflers: All vehicles in Super Street Eliminator and all vehicles fitted with Rotary engines not using Turbochargers are required to use effective commercially manufactured mufflers which limit noise levels to a maximum 98 dBa measured at 30 metres. Not applicable for Electric vehicles.

Self Starting: Required. Push starts not permitted.

Delay Devices: The use of delay devices is not permitted.

Throttle Stops: Throttle stops are not permitted.

Electronic Management: OEM equipment/systems controlling the operation of brakes, steering, fuel/ ignition systems or automatic transmission will be permitted where the original engine and drive-train are used.

Aftermarket or OEM Electronic Fuel Injection permitted.

Vehicles that are factory fitted with electronic driver aids (such as but not limited to traction control and stability control) will be acceptable in Group 3 Competition. Vehicles with these functions will not be considered to have any performance advantage over vehicles that do not have electronic driver aids.

Power Adders: Supercharging, Turbocharging or Nitrous Oxide injection is permitted. Turbocharged vehicles are permitted to also use Nitrous Oxide injection. Hybrid vehicles permitted to use battery power adder, however must comply as per Electric Motor Vehicles.

4WD: Four Wheel Drive (4WD) vehicles retaining original engine and drive train may compete in this class.

Suspension: All rules pertaining to Gas class suspension are relevant to these classes, except that rear suspension is optional. Refer Drivetrain, Suspension.

DRAG RACING

Transmission: Any transmission type permitted.

Air Shifters: Permitted.

Body: Any body produced by an automobile manufacturer is acceptable. Sedans, Panel Vans, Utilities (Utes), etc. are permitted. Convertibles of Sedan models are acceptable but must compete with the hood up. All competitors utilising a Utility (Ute) type body configuration must ensure that the tailgate (where fitted) remains closed during competition.

Fibreglass or composite material replica bodies permitted. The replacement of removable panels with fibreglass or composite material is permitted. With the exception of 1948 and earlier traditional Hot Rod type vehicles, no external panels such as bonnet or fenders may be removed.

Moveable aerodynamic devices will not be permitted under any circumstances.

Doors: A minimum of two operative doors required that permit entry from both sides.

Upholstery/ Seats: Driver's seat only required.

Left or right-handed drive is permitted. Centre steering is prohibited.

Windshield and Windows: Must be in good condition. Do not need to be operative. Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace original glass. All non-operative windows must be permanently closed. Other than factory tint, front windscreens must be clear on all vehicles. Refer Body, Windows for Window Net and Arm Restraint requirement.

Chassis: Frame from radiator to rear of car may be replaced. Any properly reinforced frame accepted. Additional members may be added for strength and/or rollcage installation.

Wheelbase: Wheelbase alterations are acceptable, with a maximum variation from left to right of 1 inch (25 mm).

Cars with wheelbase of less than 79" (2006 mm) are restricted to S/STB and S/STM classes, whilst being no quicker than 10.500 seconds and no faster than 125mph 1/4 mile (6.687 seconds and 100mph for 1/8 mile) and a maximum of 6 cylinders and 250 cubic inches Naturally Aspirated (NA) or power added.

Cars from 79 inches (2006 mm) to 89 inches (2260 mm) are restricted to maximum of 6 cylinders and 250 cubic inches Naturally Aspirated (NA) or power added or single four-barrel V8s Naturally Aspirated (NA) to 310 cubic inches.

There are no restrictions on vehicles above 89 inches (2260 mm).

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

Helmet: Required, refer Driver and Rider Protection, Helmets.

Night Lighting: Required.

Parachute: Compulsory all vehicles exceeding 130 mph (208 kph), or 140 mph (224 kph) where four wheel brakes are fitted.

Tender Vehicles: The use of tender vehicles in Super Street Eliminator is not permitted.

Licence Requirements: Super Street Licence (SSL) as a minimum.

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Super Sedan Eliminator - Peter Tzokas (High Octane Photos)

NOTE: All General Regulations must be read and complied with where applicable.

Class Description;

Super Sedan caters for a wide range of Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) running Elapsed Times between 8.500 and 10.999 seconds in Group 3, using the dial your own handicap system. Four Wheel Drive (4WD) vehicles retaining original engine and drive train may compete in this class using tyres fit for purpose on all axles.

Class Details;

Designation	Description
SS/A:	No power adder, 8 or more cylinders
SS/B:	No power adder, 6 cylinders or Rotary powered
SS/C:	No power adder, 4 cylinders
SS/AA:	Supercharged/Turbocharged/Nitrous Oxide 8 or more cylinders
SS/BB:	Supercharged/Turbocharged/Nitrous Oxide 6 cylinders or Rotary powered
SS/CC:	Supercharged/Turbocharged/Nitrous Oxide 4 cylinders

Naturally Aspirated: SS/A, SS/B, SS/C

Supercharged/Turbocharged/Nitrous Oxide: SS/AA, SS/BB, SS/CC



Class Regulations;

DRAG RACING

Engine: Automobile type engines required, any modification permitted. Any engine location permitted.

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

Lower Engine Containment Device: Required on all piston-engine cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET quicker than 9.000 seconds (1/4 mile) or 5.732 seconds (1/8 mile).

Self Starting: Required. Push starts not permitted.

Electronic Management: OEM equipment/ systems controlling the operation of brakes, steering, fuel/ ignition systems or automatic transmission will be permitted where the original engine and drive-train are used. Aftermarket Electronic Fuel Injection permitted.

Exhaust: Open exhaust permitted but must direct gases out and to the rear (not at the track surface) of the vehicle. All Turbocharged vehicles without mufflers must have two diffuser bolts through exhaust pipe.

Power Adders: Supercharging, Turbocharging or Nitrous Oxide injection is permitted. Refer Class Designations for classification. Turbocharged vehicles are permitted to also use Nitrous Oxide injection.

Body: Convertibles of Sedan models are acceptable but must compete with the hood up. All competitors utilising a Utility (Ute) type body configuration must ensure that the tailgate where fitted remains closed during competition.

Any body produced by an automobile manufacturer is acceptable. Fibreglass or composite material replica bodies permitted. The replacement of removable panels with fibreglass or composite material is permitted. Sedans, Panel Vans, Utilities (Utes), etc. are permitted.

With the exception of 1948 and earlier traditional Hot Rod type vehicles, no external panels such as bonnet or fenders may be removed.

Moveable aerodynamic devices are not permitted.

Doors: A minimum of two operative doors required that permit entry from both sides.

Upholstery/ Seats: Driver's seat only required.

Left or right-handed drive is permitted. Centre steering is prohibited.

Windshield and Windows: Must be in good condition. Do not need to be operative. Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace original glass. All non-operative windows must be permanently closed. Other than factory tint, front windscreens must be clear on all vehicles. Refer Body, Windows for Window Net and Arm Restraint requirements.

Chassis: All of the chassis frame may be replaced. Any properly reinforced frame accepted. Additional members may be added for strength and/or rollcage installation.

Wheelbase: Wheelbase alterations are acceptable. Minimum wheelbase is 79 inches (2006 mm). Cars from 79 inches (2006 mm) to 89 inches (2260 mm) are restricted to a maximum of blown sixes and fours up to 250 cubic inch capacity, or single four barrel V8s to 310 cubic inches. Such cars must have a 4 or 6 point rollcage and wheelie bars. There are no restrictions on vehicles above 89 inches (2260 mm). Wheelbase variation from left to right, maximum of 1 inch (25 mm).

Suspension: All rules pertaining to Gas class suspension are relevant to these classes, except that rear suspension is optional. Refer Drivetrain, Suspension.

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Transmission: Any type of transmission may be used.

Rear Hubs: All power added Sedans quicker than 7.500 seconds (1/4 mile) / 4.90 seconds (1/8 mile) are required to use fully floating rear hubs, except for vehicles weighing 2500 lbs or less, that are alternatively permitted to use aftermarket 40-spline two-piece axles. Refer Drivetrain, Rear Axle.

Auto Trans/ Converters: Refer Drivetrain.

Clutch: Refer Drivetrain, Clutch.

Flywheel: Refer Drivetrain, Flywheel.

Rear Axle: Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted. Refer Drivetrain, Rear Axle.

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

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

Helmet: Refer Driver and Rider Protection, Helmet.

Licence Requirements: Group 3 UDL as a minimum.

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

Night Lighting: Required.

Parachute: Compulsory all vehicles exceeding 130 mph (208 kph), or 140 mph (224 kph) where four wheel brakes are fitted. Dual parachutes with separate shroud line attachments mandatory on vehicles exceeding 200 mph (320 kph).

Tender Vehicles: The use of tender vehicles in Super Sedan Eliminator will be permitted for any vehicles required to comply with the ANDRA parachute regulations, and all vehicles from the semi finals on, regardless of parachute requirement, as a minimum.

Technical Inspection and Vehicle Logbook: Required.



3.6 **MODIFIED ELIMINATOR**

DRAG RACING

This bracket will consist of all eligible cars qualifying 10.999 seconds (1/4 mile) or quicker. Where there are less than 32 cars qualified better than 11.000 seconds, additional cars can be included from the non-qualifiers on a fastest to slowest basis, to make up a 32 car field.

NOTE: All General Regulations must be read and complied with ٥ where applicable.

3.6.1 **MODIFIED HOT ROD CLASS DESIGNATION: /HR**

ELIMINATOR:

- DIAL YOUR OWN HANDICAP



Modified Eliminator, Modified Hot Rod - Anthony Raschella (High Octane Photos)

Class Description;

Hot Rod provides four classes for these vehicles running in Modified Eliminator using the dial your own handicap system.

Replica Production Automotive type Sedans, Coupes, Panel Vans, Utilities (Utes) and derivatives, deemed as Hot Rods, must have been originally produced in 1948 or earlier and are not permitted to have centre steer. Vehicles must have operational tail and headlights, radiator and must be fitted with a windscreen maintaining a minimum height of 125 mm (5 inches) measured vertically.

Class Details:

Designation	Description
A/HR	No power adder, Street Hot Rods with engines of 8 or more cylinders
B/HR	No power adder, Street Hot Rods with 6 or 4 cylinders or Rotary powered engines
AA/HR	Supercharged/Turbocharged/Nitrous Oxide Street Hot Rods with engines of 8 or more cylinders
BB/HR	Supercharged/Turbocharged/Nitrous Oxide Street Hot Rods with 6 or 4 cylinders or Rotary powered engines

Class Regulations:

Refer Supercharged Outlaws Eliminator and Modified Eliminator Class Regulations.



3.6.2 MODIFIED DRAGSTER CLASS DESIGNATION: /MD - DIAL YOUR OWN HANDICAP

ELIMINATOR:

MODIFIED

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Modified Eliminator, Modified Dragster - Craig Baker (HighRPM Ed Forman)

Class Description;

Modified Dragster provides six classes for these vehicles running in Group 3, using the dial your own handicap system.

Class Details;

Designation	Description
A/MD	No power adder, Dragster using engines of 8 or more cylinders
B/MD	No power adder, Dragster using 6 cylinders or Rotary engines
C/MD	No power adder, Dragster using 4 or less cylinder engines
AA/MD	Supercharged/Turbocharged/Nitrous Oxide Dragster using engines of 8 or more cylinders
BB/MD	Supercharged/Turbocharged/Nitrous Oxide Dragster using 6 cylinders or Rotary powered engine
CC/MD	Supercharged/Turbocharged/Nitrous Oxide Dragster using 4 or less cylinder engines

Class Regulations;

Refer Supercharged Outlaws Eliminator and Modified Eliminator Class Regulations.



Modified Eliminator, Modified Altered - Darryl Treasure (High Octane Photos)

Class Description;

Modified Altered provides six classes for these vehicles, including Funny Cars running in Group 3, using the dial your own handicap system.

Altered type vehicles are required to be centre steer. Replica Production Automotive type Sedans, Coupes, Roadsters, Panel Vans, Utilities (Utes) and derivatives, deemed as Altered, must have originally been produced in 1948 or earlier.

Class Details;

Designation	Description
A/MA	No power adder, Altered with engines of 8 or more cylinders
B/MA	No power adder, Altered using 6 cylinders or Rotary engines
C/MA	No power adder, Altered using 4 or less cylinder engines.
AA/MA	Supercharged/Turbocharged/Nitrous Oxide Altered using engines of 8 or more cylinders
BB/MA	Supercharged/Turbocharged/Nitrous Oxide Altered using 6 cylinders or Rotary powered engines
CC/MA	Supercharged/Turbocharged/Nitrous Oxide Altered using 4 or less cylinder engines

Class Regulations;

Refer Supercharged Outlaws Eliminator and Modified Eliminator Class Regulations.

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3.6.4 MODIFIED ROADSTER CLASS DESIGNATION: /MR - DIAL YOUR OWN HANDICAP



Modified Eliminator, Modified Roadster - Craig McVie (Emma Hickmott Collective Photography)

Class Description;

Modified Roadster provides four classes for these vehicles running in Group 3, using the dial your own handicap system.

Roadster type vehicles are not restricted by steering location; centre, left or right hand permitted.

Replica Production Automotive type Sedans, Coupes and Utilities (Utes) and derivatives, deemed as Roadsters, may have bodies produced in any year.

Sedans, Coupes and vans with cut out roof are prohibited.

Roadster body styles may enclose the driver's compartment where driver access is not restricted. With the exception of 1948 and earlier style bodies, no external panels such as bonnet or fenders may be removed. All bodies must incorporate a wind deflector in front of the driver as a minimum as per Windscreen. Suspension, radiator, head lights and multiple tail lights optional. Refer Electrical, Night Lighting.

There is no restriction on wheelbase.

Class Details;

Designation	Description
A/MR	No power adder, using engines of 8 or more cylinders
B/MR	No power adder, using 6 cylinders or Rotary engines
AA/MR	Supercharged/Turbocharged/Nitrous Oxide using engines of 8 or more cylinders
BB/MR	Supercharged/Turbocharged/Nitrous Oxide using 6 cylinders or Rotary powered engines

Class Regulations;

Refer Supercharged Outlaws Eliminator and Modified Eliminator Class Regulations.

3.7 SUPERCHARGED OUTLAWS ELIMINATOR CLASS DESIGNATION: SC/ - DIAL YOUR OWN HANDICAP

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ELIMINATOR:

DRAG RAL

SUPERCHARGED OUTLAWS



Supercharged Outlaws Eliminator - Tim Stewart (Nathan Berridge Photography)

NOTE: All General Regulations must be read and complied with where applicable.

Class Description;

Supercharged Outlaws combines two classes for Dragsters/ Altereds/ Funny Cars, and Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) meeting relevant Group 3 regulations and using V8 engines with mechanical Supercharging - Rootes, Screw Type or Centrifugal Superchargers only.

Supercharged Outlaws Eliminator will operate off of a handicapped Pro-Tree.

Supercharged Outlaws Eliminator will consist of the quickest sixteen Dragsters, Altered and Funny Cars and the quickest sixteen Sedans qualifying between 6.500 and 7.999 seconds (1/4 mile) at ANDRA Championship level.

Vehicles running quicker than 6.500 seconds during Eliminations at Championship level will be disqualified from competition, except in the event of a dual 6.500 second infringement in the final round of Eliminations where the lesser infraction shall be deemed the winner.

Vehicles running quicker than the minimum Elapsed Time during Qualifying will be placed at the bottom of the qualifying list unless a time within the relevant limits is recorded.

Additional vehicles may be included from non-qualifiers as listed, where less than 32 cars are qualified. ET limits at the discretion of the track at non-Championship events.

At Championship events dial-ins must remain between 6.500 and 7.999 seconds inclusive.

Class Details;

Designation	Description	
SC/O	Dragster, Funny Car, Altered	
SC/S	Sedan	

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Class Regulations;

SC/O: Must meet Modified Dragster, Modified Altered or Hot Rod requirements as a minimum.

SC/S: Must meet Super Sedan requirements as a minimum.

Body: This Eliminator is intended for Dragsters, Altereds and Funny Cars complying with Group 2 General Regulations, and Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) which must comply with the following regulations. Body must have two operative doors that permit entry from both sides. All other Group 2 General Regulations apply.

Sedan, Panel Vans, Utilities (Utes), etc., are permitted. Convertibles of Sedan models are acceptable but must compete with the roof up. May be based on any body produced by an automotive manufacturer. Fibreglass or composite material replacement bodies permitted.

The replacement of removable panels with fibreglass or composite material is permitted. Tops may be chopped and/or body height sectioned. Bodies may be lengthened in front of windscreens and may be narrowed.

With the exception of 1948 and earlier traditional Hot Rod type vehicles, no external panels such as bonnet or fenders may be removed and may not be centre steer. No holes permitted in the back of bodies.

Engine: Automobile type engines required.

Engines originally designed for marine use are prohibited.

Any modification permitted. Modified classes are permitted to use engines originally designed for motorcycle use.

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

Lower Engine Containment Device: Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET quicker than 9.000 seconds (1/4 mile) / 5.732 seconds (1/8 mile).

Power Adders: Mechanical Supercharging only in Supercharged Outlaws, Rootes or Screw Type or Centrifugal Superchargers.

Supercharging, Turbocharging or Nitrous Oxide injection is permitted in Modified Eliminator. In Modified Eliminator Turbocharged vehicles are permitted to also use Nitrous Oxide injection, however Supercharged vehicles are not.

Electronic Management: Aftermarket electronic fuel injection permitted. Delay devices are not permitted.

Driveline: All Modified Eliminator and Supercharged Outlaws vehicles faster than 150 mph (240 kph) are required to meet the relevant Driveline standards for Competition Eliminator vehicles.

Rear Axles: Full floating hubs are required on all power added cars that have a known performance of 7.500 seconds (1/4 mile or equivalent) or quicker, except for vehicles weighing 2500 lbs, or less, that alternatively are permitted to use aftermarket 40-spline two-piece axles. Refer Drivetrain, Rear Axle.

Licence Requirements: Modified Eliminator require a Group 3 UDL as a minimum. SC/O & SC/S require a Group 2 UDL as a minimum.

Night Lighting: Required.

Parachute: Compulsory on all vehicles exceeding 130 mph (208 kph), or 140 mph (224 kph) where four wheel brakes are fitted. Dual parachutes with separate shroud line attachments mandatory on vehicles exceeding 200 mph (320 kph).

Self Starting: Required. Push starts not permitted.

Technical Inspection and Vehicle Logbook: Required.

3.8TOP SPORTSMAN ELIMINATORclass designation: ts/- dial your own handicapeliminator:TOP SPORTSMAN



Top Sportsman Eliminator - Vlado Turic (High Octane Photos)

$\diamond~$ NOTE: All General Regulations must be read and complied with where applicable.

Class Description;

Top Sportsman combines two classes for Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) meeting relevant Group 3 regulations using any engine combination with or without any type of power adders.

Top Sportsman Eliminator will consist of the quickest 32 Sedans qualifying between 5.800 and 8.499 seconds (1/4 mile) at ANDRA Championship level.

Vehicles running quicker than 5.800 seconds during Eliminations at Championship level will be disqualified from competition, except in the event of a dual 5.800 second infringement in the final round of Eliminations where the lesser infraction shall be deemed the winner.

Vehicles running quicker than 5.800 seconds during Qualifying will be placed at the bottom of the qualifying list unless a time within the relevant limits is recorded.

Additional vehicles may be included from non-qualifiers as listed, where less than 32 cars are qualified. ET limits at the discretion of the track at non-Championship events.

At Championship events dial-ins must remain between 5.800 and 8.499 seconds inclusive.

Class Details;

Designation	Description	
TS/A	Naturally Aspirated Engines	
TS/AA	Engines with power adders	

GROUP 3

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Engine	Minimum Weight
4 cylinders (with or without power adders)	884.50 kg (1950 lbs)
Rotary Engine (with or without power adders)	952.54 kg (2100 lbs)
6 cylinders or more (Naturally Aspirated)	952.54 kg (2100 lbs)
6 cylinders or more (with power adders)	1043.26 kg (2300 lbs)

Class Details/ Minimum Weights (including driver);

Class Regulations;

Engine: Automobile type engines required, any modification permitted. Any engine location permitted.

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

Lower Engine Containment Device: Required on all cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET quicker than 9.000 seconds (1/4 mile) and all Naturally Aspirated cars quicker than 8.000 seconds (1/4 mile).

Self Starting: Required. Push starts not permitted.

Electronic Management: OEM equipment/ systems controlling the operation of brakes, steering, fuel/ ignition systems or automatic transmission will be permitted where the original engine and drive-train are used. Aftermarket Electronic Fuel Injection permitted.

Exhaust: Open exhaust permitted but must direct gases out and to the rear (not at the track surface) of the vehicle. All Turbocharged vehicles without mufflers must have two diffuser bolts through exhaust pipe.

Power Adders: Supercharging, Turbocharging or Nitrous Oxide injection is permitted. Refer Class Designations for classification. Turbocharged vehicles are permitted to also use Nitrous Oxide injection.

Body: Convertibles of Sedan models are acceptable but must compete with the hood up. All competitors utilising a Utility (Ute) type body configuration must ensure that the tailgate where fitted remains closed during competition. Left or right hand drive permitted.

Any body produced by an automobile manufacturer is acceptable. Fibreglass or composite material replica bodies permitted. The replacement of removable panels with fibreglass or composite material is permitted. Sedans, Panel Vans, Utilities (Utes), etc. are permitted.

With the exception of 1948 and earlier traditional Hot Rod type vehicles, no external panels such as bonnet or fenders may be removed.

Moveable aerodynamic devices will not be permitted under any circumstances.

Chassis: Cars quicker than 6.500 seconds must meet Top Doorslammer regulations or SFI 25.1D as a minimum. All of the chassis frame may be replaced. Any properly reinforced frame accepted. Additional members may be added for strength and/or rollcage installation.

Doors: A minimum of two operative doors required that permit entry from both sides.

Upholstery/ Seats: Driver's seat only required.

Left or right-handed drive is permitted. Centre steering is prohibited.

Windshield and Windows: Must be in good condition. Do not need to be operative. Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace original glass. All non-operative windows must be permanently closed. Other than factory tint, front windscreens must be clear on all vehicles.

Wheelbase: Wheelbase alterations are acceptable. Minimum wheelbase is 79 inches (2006 mm). Cars from 79 inches (2006 mm) to 89 inches (2260 mm) are restricted to a maximum of blown sixes and fours up to 250 cubic inch capacity, or single four barrel V8s to 310 cubic inches. Such cars must have a 4 or 6 point rollcage and wheelie bars. There are no restrictions on vehicles above 89 inches (2260 mm). Wheelbase variation from left to right, maximum of 1 inch (25 mm).

Suspension: All rules pertaining to Gas class suspension are relevant to these classes, except that rear suspension is optional. Refer Drivetrain, Suspension.

Transmission: Any type of transmission may be used.

Rear Hubs: All power added Sedans quicker than 7.500 seconds (1/4 mile) / 4.90 seconds (1/8 mile) are required to use fully floating rear hubs - except for vehicles weighing 2500 lbs or less, that are alternatively permitted to use aftermarket 40-spline two-piece axles. Refer Drivetrain, Rear Axle.

Auto Trans/ Converters: Refer Drivetrain, Auto Trans Shifters.

Clutch: Refer Drivetrain, Clutch.

Flywheel: Refer Drivetrain, Flywheel.

Rear Axle: Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted. Refer Drivetrain, Rear Axle.

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

Licence Requirements: Group 2 UDL as a minimum.

Night Lighting: Required.

Parachute: Compulsory all vehicles exceeding 130 mph (208 kph), or 140 mph (224 kph) where four wheel brakes are fitted. Dual parachutes with separate shroud line attachments mandatory on vehicles exceeding 200 mph (320 kph).

Tender Vehicles: Permitted.

Technical Inspection and Vehicle Logbook: Required.





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3.9 COMPETITION BIKE ELIMINATOR

- NOTE: A limit of only two (2) classes per Eliminator per season may be contested.
- NOTE: Two-stroke motorcycles are not permitted. Capacity limits apply to the actual displacement of the engine. That will be doubled in the case of Rotary engines for the purpose of classification.
- 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: 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: All General Regulations must be read and complied with where applicable.

3.9.1 STREET BIKE CLASS DESIGNATION: /SB - CLASS INDEX - FULL TREE START

ELIMINATOR:

COMPETITION BIKE



Competition Bike Eliminator, Street Bike - Michael Macri (High Octane Photos)

Class Description;

The Street Bike classes cater for Naturally Aspirated production touring machines as supplied by the manufacturer, modified to the limits described in the Class Regulations. Treaded street tyres must be used.

Class Details;

Class	4 Cylinder	Triple Cylinder	Twin Cylinder
A/SB	1061 cc and over	1101 cc and over	1201 cc and over
B/SB	801 cc to 1060 cc	901 cc to 1100 cc	1001 cc to 1200 cc
C/SB	641 cc to 800 cc	721 cc to 900 cc	801 cc to 1000 cc
D/SB	Up to 640 cc	Up to 720 cc	Up to 800 cc

Engine: Stock crankcase covers with stock dimensions required.

Any internal modifications permitted provided original cylinder/s and crankcase castings are retained.

Modifications to crankcase covers permitted only to the limit necessary to facilitate remote starter use. Stock crankcase width must be maintained.

Any cylinder head available from the bike manufacturer permitted.

Any motorcycle engine sump/ oil pan permitted.

Provision for engine sealing required.

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Ignition: Any ignition system permitted provided external appearance of the machine is unaltered.

Magnetos are prohibited unless fitted as original equipment.

Exhaust: Any exhaust system permitted.

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

Taps must be installed in fuel lines except on EFI factory engines that are fitted with operating factory tip over sensor.

ECU: OEM Motorcycle ECU required where Fuel Injection is used but may be supplemented with aftermarket non reactive controllers, specifically accepted by ANDRA, that enhance existing functions.

Carburettors: Any motorcycle carburettors permitted.

Fuel Injection: Any OEM motorcycle Electronic Fuel Injection permitted. Any OEM motorcycle Throttle body and any OEM motorcycle ECU permitted. Refer Definitions, "OEM".

Liquid Overflow: Liquid Overflow required.

Appearance: All machines must bear full street equipment including instruments, mudguards, wiring harness, etc.

Original headlight and tail light must be used and operative.

Factory production fuel tank for model used is required.

Mirrors and other obstacles in the proximity of the rider must be removed.

Models that have a fairing and screen fitted standard must use them or replicas. Screens must be thin and flexible.

Removal of Indicators optional.

Replacement of existing instruments with aftermarket units permitted.

Replacement replica guards permitted.

Street appearance. Tank location may not be changed.

Ballast: Ballast is prohibited.

Handlebars: All tubular handlebars must be plugged on ends.

All bikes must have a self returning twist grip throttle.

Clip on bars permitted. Handle bar grips must be no more than 152 mm (6 inches) in front or behind the fork stem with a minimum of 380 mm (15 inches) width and no more than 305 mm (12 inches) above the seat.

Z" bars are prohibited.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Seat: Original seat base to be retained.

GROUP

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Frame: Top frame tubes may be made removable to facilitate engine disassembly only where the strength of the frame is not compromised. Such tubes must be in place while racing. No other Frame modifications permitted.

ONOTE: Excess modifications will render machine ineligible for this section.

Trimming of upholstery to a minimum of 25 mm (1 inch) at the front half of the seat permitted.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium.

Stock chain guard may be retained at a minimum.

Clutch: Clutch must be of original type for engine used.

Springs and friction plates may be substituted.

No centrifugal assistance is permitted.

No means of delaying clutch engagement is permitted.

Tyres: DOT rated motorcycle tyres with minimum tread depth of 1.6 mm (1/16 inch) required.

Slicks and tyres marked "Not for Highway Use" prohibited.

Wheels: Standard wheels for model used required as a minimum. Aftermarket wheels produced for motorcycles permitted. Minimum diameter 17 inches (432 mm). Refer Wheels and Tyres.

Gear Shifting: Each individual shift must be controlled manually by the rider's foot.

Ignition/ fuel interruption to facilitate gear change permitted.

Air (pneumatic) or electronic gear change devices prohibited.

Ratio: Any final drive ratio permitted.

Brakes: Stock front and rear operative brakes required as a minimum.

Suspension: Stock operating suspensions and steering for model used required.

Lowering permitted but must retain a minimum of 25 mm (1 inch) downward suspension travel front and rear.

External straps or devices used to limit the downward travel of forks permitted but must be recognisable as fit for purpose.

Swing Arm: Stock swing arms are required.

Swing arm notching permitted but must be limited to the inside of arms only. No notching deeper than one half of the tube diameter permitted. Notched swing arms must be reinforced in that area.

Swing arm bracing for flex or twist is permitted.

Steering: Steering dampers are highly recommended.

Wheelie Bars: Wheelie Bars are prohibited.

Self Starting: Required. Push starts are prohibited. Refer Support Group, Self Starting.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

3.9.2 ALTERED BIKE CLASS DESIGNATION: /AB - CLASS INDEX - FULL TREE START

Ing

DRAG RA



Competition Bike Eliminator, Altered Bike - Ross Smith (High Octane Photos)

- NOTE: Minimum weight for all classes is 220 kg (485.02 lbs). Capacity limits apply to the actual displacement of the engine.
- ONOTE: Excess modifications will render machine ineligible for class.

Class Description;

The Altered Bike classes cater for highly modified production motorcycles as supplied by the manufacturer, modified to the limits described in the Class Regulations. Power adders are permitted in some classes.

Designation	Weightbreak
A/AB	160.54 kg/litre (5.80 lbs/cube) or more
B/AB	188.22 kg/litre (6.80 lbs/cube) or more
C/AB	215.90 kg/litre (7.80 lbs/cube) or more
D/AB	243.58 kg/litre (8.80 lbs/cube) or more
AA/AB	199.30 kg/litre (7.20 lbs/cube) or more when Supercharged/ Turbocharged, 171.62 kg/litre (6.20 lbs/cube) or more Nitrous Oxide
BB/AB	226.98 kg/litre (8.20 lbs/cube) or more when Supercharged/ Turbocharged, 199.30 kg/litre (7.20 lbs/cube) or more Nitrous Oxide
CC/AB	254.66 kg/litre (9.20 lbs/cube) or more when Supercharged/Turbocharged, 226.98 kg/litre (8.20 lbs/cube) or more Nitrous Oxide
DD/AB	282.34 kg/litre (10.20 lbs/cube) or more when Supercharged/Turbocharged, 254.66 kg/litre (9.20 lbs/cube) or more Nitrous Oxide

Class Regulations;

Engine: Any engine modifications permitted. Aftermarket cylinder blocks permitted. Any cylinder head available from the bike manufacturer permitted. Any motorcycle engine sump/ oil pan permitted. All classes must utilise factory engine cases for frame model used.

Engines in replica Chromoly frames are to be of the same dateline/ era/ period of the replica frame. The dimensional positioning/ angle/ mounting of the engine is to be of equivalent position and mounting angle to the OEM engine, as it would be in an OEM frame in which the replica frame represents.

Class compliance is the competitor's responsibility and engine specifications will be checked prior to the Vehicle Logbook being issued and the bike racing in Competition Bike.

Sealing: Provision for engine sealing required.

EFI: Competitors using EFI must use ANDRA approved/ nominated ECU.

Electronics: Any Electronic Management permitted.

Ignition: Any ignition system permitted.

Exhaust: Any exhaust system permitted. Refer Engine, Exhaust.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only. Taps must be installed in fuel lines except on EFI factory engines that are fitted with operating factory tip over sensor. Refer Fuel.

Induction: All classes are permitted to use any motorcycle carburettors or electronic fuel injection system.

Liquid Overflow: Required. Refer Ancillary Components, Liquid Overflow.

Supercharging: All motorcycles fitted with Superchargers must have a minimum 3.0 mm (1/8 inch) thick Steel or 5.0 mm (3/16 inch) thick Aluminium cover fitted in order to protect the rider in the event of a Supercharger explosion. Approved ballistic blankets are also acceptable.

Power Adders: All classes where regulations permit are limited to one form of power addition.

Body: All bodywork must match frame model used.

Bodywork on replica Chromoly frames are to be of the same dateline/ era/ period of the replica frame.

Class compliance is the competitor's responsibility and bodywork specifications will be checked prior to the Vehicle Logbook being issued and the bike racing in Competition Bike.

All machines must bear resemblance to original production machine. Models that have a fairing and screen fitted standard must use them or replicas. Screens must be thin and flexible. Mirrors and other obstacles in the proximity of the rider must be removed. Original headlight or painted on or adhesive stickers (simulated) required.

Extended rear bodywork sympathetic to model used permitted. Replacement replica guards permitted. Removal of OEM indicators permitted. Removal of OEM tail light permitted. Replica fuel tanks or fuel tank shells permitted.

Fuel Cell: Fuel cells where fitted must be mounted in any suitable location under the bodywork.

Instruments: Removal or replacement of existing instruments with aftermarket units permitted.

Seat: Seat may be moved, but must have a minimum height from the ground of 508 mm (20 inches).

Frame: Factory OEM Frame required with limited modifications permitted.

Any brackets, tabs, braces, mounts, gussets etc. may be moved, modified, replaced, or removed providing frame strength is not compromised. Subframe and/or seat rails may be modified or replaced.

Engineered replica Chromoly frames permitted providing they are within OEM specification for dateline/ era/ period in which they represent.

Replica Chromoly frames must be dimensionally equivalent to OEM of the dateline/ era/ period in which they represent, other than to accommodate a wider rear wheel.

Class compliance is the competitor's responsibility and frame specifications will be checked prior to the Vehicle Logbook being issued and the bike racing in Competition Bike.

For replica Chromoly frames; tabs, braces, mounts, gussets etc for replica frames may be fitted to enhance strength and durability, along with providing the ability to customise for accessory mounting.

Steering: Steering dampers are required. The bottom of the steering head may be modified in order to increase the clearance between the front tyre and the bottom triple clamp to a maximum of 1 inch (25 mm). Steering Rake may not exceed +/- 2 degrees from original.

Handlebars: All tubular handlebars must be plugged on ends. All bikes must have a self returning twist grip throttle. Clip on bars permitted. Handlebars must be no more than 152 mm (6 inch) in front of or behind the forks and no more than 760 mm (30 inch) wide.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Wheels: Minimum front wheel diameter 16 inches (406 mm). Minimum rear wheel diameter 17 inches (432 mm). Maximum rear wheel width 6.75 inches (171 mm). OEM or aftermarket replacement wheels produced for motorcycles permitted front and rear. Maximum rear wheel width 6.75 inches (171 mm).

Tyres: DOT rated motorcycle tyres with minimum tread depth of 1.6 mm (1/16 inch) required. Maximum rear tyre width 200 mm (7 7/8 inches). Slicks and tyres marked "Not for Highway Use" prohibited.

Wheelbase: Maximum wheelbase of 1905 mm (75 inches) permitted, measured from axle to axle.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium.

Clutch: Aftermarket 2 stage, multi-stage lock up and slider clutches permitted.

Gear Shifting: Each individual shift must be a function of the rider. All entrants must utilise an OEM-style shift drum and transmission. Air (pneumatic) or electronic gear change devices permitted. Automated shifters and/or timer type shifting devices prohibited.

Brakes: Operative brakes, front and rear required.

Suspension: Front Suspension must have a minimum fork tube diameter of 30 mm. All forks must have some form of shock dampening and rebound absorption. Swing arm style rear suspension required. Swing arm bracing required on all motorcycles with power adders. Bracing to be designed to limit torsional forces. Chromoly or Aluminium construction required.

Ballast: Removable permitted to a maximum of 12.00 kg (26.45 lbs). Refer Frame and Chassis, Ballast.

Ride Height: Lowering permitted but must retain a minimum of 25 mm (1 inch) downward suspension travel front and rear. External straps or devices used to limit the downward travel of forks permitted but must be recognisable as fit for purpose.

Swing Arm: Swing arm may be extended or replaced with aftermarket item. Bolt-on swing arm extensions prohibited.

Wheelie Bars: Wheelie Bars are prohibited.

Night Lighting: Required.

Clothing: The wearing of club "colours" in conjunction with leathers or otherwise is expressly forbidden. Refer Protective Clothing.

Self Starting: Required. Push starts are prohibited. Refer Support Group, Self Starting.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

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3.9.3 SUPER TWIN BIKE CLASS DESIGNATION: ST/B - CLASS INDEX - FULL TREE START

ELIMINATOR:

COMPETITION BIKE

Class Description;

All machines must bear full street equipment including lights, instruments, mudguards, wiring harness, etc. Aftermarket headlight, taillight and instruments permitted. Indicators and mirrors may be removed. Full size fuel tank for frame used mandatory. All rider and General Regulations applicable to 'Street Bike' Eliminator must be complied with as a minimum.

Weightbreak: 5.85 lbs/cube, 148 cubic inch maximum.

Engine: US V-Twin only, up to 148 cu ins (2425.28cc). Provision must be made for engine sealing.

Mass produced cast aftermarket engine cases, cylinders and cylinder heads permitted. Billet barrels permitted.

Electrical: Full charging and self-starting system required.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Exhaust: Any exhaust system permitted. Refer Engine, Exhaust.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only. Taps must be installed in fuel lines except on EFI factory engines that are fitted with operating factory tip over sensor. Refer Fuel.

Induction: OEM or mass-produced aftermarket EFI system designed as a direct replacement for Harley Davidson EFI permitted.

Carburettors: Any motorcycle carburettor/s permitted.

Transmission: Aftermarket transmission of up to six speeds permitted. Automatic transmissions prohibited.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium.

Stock chain guard may be retained at a minimum on unmodified motorcycles.

Gear Shifting: Air (pneumatic) or electronic gear change devices permitted.

Clutch: Aftermarket V-Twin clutch permitted using primary chain or Belt.

Wheels: Minimum wheel diameter 16 inches (406 mm). Aftermarket wheels permitted.

Tyres: DOT rated motorcycle tyres with minimum tread depth of 1.6 mm (1/16 inch) required. Slick and tyres marked "Not for Highway Use" prohibited.

Handlebars: Handlebars must be no more than 457 mm (18 inches) above seat.

Frame: OEM, mass-produced or commercially available aftermarket frame permitted.

Ballast: Removable ballast to a maximum of 12.00 kg (26.45 lbs).

Suspension: Required. Minimum travel of 50 mm (2 inches) front and 25 mm (1 inch) rear required. Minimum fork tube diameter of 32 mm (1 1/4 inches).

Wheelbase: Maximum wheelbase of 1778 mm (70 inches).

Wheelie Bars: Wheelie Bars are prohibited.

Self Starting: Required. Push starts are prohibited. Refer Support Group, Self Starting.

Night Lighting: Required.

Clothing: The wearing of club "colours" in conjunction with leathers or otherwise is expressly forbidden. Refer Protective Clothing.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

3.9.4 COMPETITION BIKE CLASS DESIGNATION: /CB, /CBN, /T - CLASS INDEX - FULL TREE START ELIMINATOR: COMPETITION BIKE

Competition Bike Eliminator, Competition Bike - Phill Paton (High Octane Photos)

NOTE: Minimum weight for all classes is 220 kg (485.02 lbs). Capacity limits apply to the actual displacement of the engine. That will be doubled in the case of Rotary engines for the purpose of classification.







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DRAG RACING

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Class Description;

Competition Bike classes accommodate purpose built Drag Racing motorcycles with fully fabricated frames and highly modified motorcycle engines. Power adders are permitted in some classes.

Designation	Weightbreak
AA/CB	199.30 kg/litre (7.20 lbs/cube)or more Supercharged/Turbocharged
AA/CBN	199.30 kg/litre (7.20 lbs/cube) or more Nitrous Oxide
BB/CB	226.98 kg/litre (8.20 lbs/cube)or more Supercharged/Turbocharged
BB/CBN	226.98 kg/litre (8.20 lbs/cube) or more Nitrous Oxide
CC/CB	254.66 kg/litre (9.20 lbs/cube) or more Supercharged/Turbocharged
CC/CBN	254.66 kg/litre (9.20 lbs/cube) or more Nitrous Oxide
DD/CB	319.70 kg/litre (11.55 lbs/cube) or more Supercharged/Turbocharged
DD/CBN	319.70 kg/litre (11.55 lbs/cube) or more Nitrous Oxide
PP/CB	152.24 kg/litre (5.50 lbs/cube) or more. Pushrod engines of motorcycle origin, Supercharged/ Turbocharged
PP/CBN	152.24 kg/litre (5.50 lbs/cube) or more. Pushrod engines of motorcycle origin, Nitrous Oxide
VV/CB	215.90 kg/litre (7.80 lbs/cube) or more Supercharged/ Turbocharged Harley Davidson V-Rod. Must use Harley Davidson V-Rod factory cylinder heads and factory engine crankcase. Either Harley Davidson or aftermarket EFI is allowed.
VV/CBN	215.90 kg/litre (7.80 lbs/cube) or more Nitrous Oxide Harley Davidson V-Rod. Must use Harley Davidson V-Rod factory cylinder heads and factory engine crankcase. Either Harley Davidson or aftermarket EFI is allowed.
A/CB	188.22 kg/litre (6.80 lbs/cube) or more.
B/CB	215.90 kg/litre (7.80 lbs/cube) or more.
C/CB	243.58 kg/litre (8.80 lbs/cube) or more.
D/CB	304.48 kg/litre (11.00 lbs/cube) or more.
Р/СВ	143.94 kg/litre (5.20 lbs/cube) or more. Pushrod engines of motorcycle origin, no power adders.
V/CB	207.60 kg/litre (7.50 lbs/cube) or more Harley Davidson V-Rod. Must use Harley Davidson V-Rod factory cylinder heads and factory engine crankcase. Either Harley Davidson or aftermarket EFI is allowed.
NB/T	157.77 kg/litre (5.70 lbs/cube) or more. Reserved for Nitromethane fuelled carburetted engines only. Must be pushrod engine 45 degree V-Twin, 122 cubic inch maximum displacement.

Class Regulations;

Engine: Any engine modifications permitted, except V/CB and VV/CB.

Electronic Management: Permitted.

DRAG RACING

Exhaust: Any exhaust system permitted.

Fuel: All classes restricted to Ethanol, Methanol or Petrol only (except NB/T which is restricted to Methanol or Nitromethane only).

Fuel Shutoff: Where fuel injection is used, a handlebar mounted fuel shut-off is required. NB/T Require a handle bar mounted fuel shutoff.

Induction System: AA/CB, AA/CBN, BB/CB, BB/CBN, CC/CB, CC/CBN, DD/CB, DD/CBN, PP/CB, PP/CBN are permitted to use any carburettor or mechanical fuel injection system.

A/CB, B/CB, C/CB, D/CB, P/CB, are permitted to use any motorcycle carburettors, mechanical or Electronic Fuel Injection system.

NB/T required to use any carburettor.

Electronic Fuel Injection: EFI permitted in AA/CB, AA/CBN, BB/CB, BB/CBN, CC/CB, CC/CBN, DD/CB, DD/CBN, PP/CB, and PP/CBN.

Mechanical and Electronic Fuel Injection prohibited in NB/T.

Liquid Overflow: Required.

Supercharger Protection: All motorcycles fitted with Superchargers must have a minimum 3.0 mm (1/8 inch) thick Steel or 5.0 mm (3/16 inch) thick Aluminium cover fitted in order to protect the rider in the event of a Supercharger explosion. Approved ballistic blankets are also acceptable.

All classes where regulations permit are limited to one form of power adder.

Controls: All tubular handlebars must be plugged on ends. All bikes must have a self returning twist grip throttle.

NB/T Dual cable push-pull throttle required.

Kill Switch: A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

Lanyard: A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Controls: Clip on bars permitted. Handlebars must be no more than 152 mm (6 inch) in front of or behind the forks and no more than 760 mm (30 inch) wide.

Ballast: Permitted to a maximum of 12.00 kg (26.45 lbs). Refer Frame and Chassis, Ballast.

Footrests: Must not be located behind the rear most extremity of the machine frame.

Frame: Any bike using a non-unit motor must use either a full cradle frame or engine plates so that the frame will not be weakened in the event of an engine/ crankcase failure.

Streamlining: Permitted provided the covering over the front wheel is not lower than 152 mm (6 inches) from the ground.

Wheelbase: Maximum 1778 mm (70 inches) for V/CB and VV/CB only.

Tyres: Maximum tyre width for V/CB and VV/CB only of 10 inches (254 mm). Maximum tyre width for NB/T only is 11 inches (280 mm).

Transmission: NB/T restricted to single speed only.

Excepting NB/T any OEM or aftermarket transmission of up to six speeds.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium.

Flywheels: Exposed Flywheels and clutches must be adequately protected from rider contact with material that will not flex or contact clutch unit with a minimum requirement of 5.0 mm (3/16 inch) Aluminium.

Cylinder Head Restraints: NB/T must be fitted with a ballistic containment cover of metal or fabric with ballistic qualities, surrounding each cylinder head and retained by straps attached to the crankcase independently of each cylinder/ head unit or a device meeting SFI 46.1.

Brakes: Operative brakes, front and rear are required. NB/T require hydraulic type front and rear. Minimum size is 230 mm (9 inch) diameter with 3.0 mm (1/8 inch) rotor thickness.

Suspension: Front Suspension must have a minimum fork tube diameter of 30 mm (1 3/16 inch). All forks must have some form of shock dampening and rebound absorption. Fork bracing is required on all bikes known to be capable of exceeding 130 mph 1/4 mile. Steel or Steel-reinforced fibreglass or composite material front mudguards are acceptable as fork bracing.

External straps or devices used to limit the downward travel of forks permitted but must be recognisable as fit for purpose. Rear suspension optional.

Hagon type rubber band suspensions are prohibited.

Steering: Steering dampers are required.

Wheelie Bars: Permitted but are required upon testing, to be capable of supporting the weight of the bike with the rider in position.

Night Lighting: Required.

Self Starting: Required. Push starts are prohibited. Refer Support Group, Self Starting.

Licence Requirement: Group 2 UDL as a minimum.

Clothing: The wearing of club "colours" in conjunction with leathers or otherwise is expressly forbidden. Refer Protective Clothing.

Technical Inspection and Vehicle Logbook: Required.



AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION

3.10 SUPER STOCK ELIMINATOR

DRAG RACING

- NOTE: A limit of only two (2) classes per Eliminator per season may be contested.
- 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: For D/MSA and E/MSA engines must be sealed prior to competition due to level of engine restrictions.

3.10.1 MODIFIED SEDAN CLASS DESIGNATION: /MS, /MSA CLASS HANDICAP SYSTEM - FULL TREE START



Super Stock Eliminator, Modified Sedan - Jamie Chaisty (High Octane Photos)



Cars in Modified Sedan are street appearing production cars available to the general public, maintaining the appearance of a highly modified street car. Only vehicles originally fitted with an assembly line fitted V8 engine are eligible to compete in this class. Other than D/MSA and E/MSA, H/MS and H/MSA V8 engines with a single carburettor and a flat tappet camshaft must be used. Liberal rear suspension modifications are permitted, within the limits provided by the regulations. Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing. The onus is on the competitor to supply all relevant body dimensions. Any information found to be incorrect may result in Tribunal Action.

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Class Designations;

A/MS, A/MSA, B/MS, B/MSA, C/MS, C/MSA, D/MSA, E/MSA, H/MS, H/MSA

Designation	Weightbreak
A/MS & A/MSA	207.60 kg/litre (7.50 lbs/cube) or more, minimum weight 1451.50 kg (3200 lbs)
B/MS & B/MSA	260.19 kg/litre (9.40 lbs/cube) or more, minimum weight 1315.42 kg (2900 lbs)
C/MS & C/MSA	314.17 kg/litre (11.35 lbs/cube) or more, minimum weight 1315.42 kg (2900 lbs)
D/MSA	200.67 kg/litre (7.25 lbs/cube) or more, minimum weight 1381.18 kg (3045 lbs). Engine size restricted to 420.00 to 460.00 cubic inches. Maximum RPM limit is 9200 rpm.
E/MSA	249.12 kg/litre (9.00 lbs/cube) or more, minimum weight 1387.99 kg (3060 lbs). Engine size restricted to 340.00 to 365.00 cubic inches. Maximum RPM limit is 9200 rpm.
H/MS & H/MSA	260.19 kg/litre (9.40 lbs/cube) or more, minimum weight 1406.13 kg (3100 lbs). Restricted to VT to VF Holden Commodores or derivatives of the VT to VF Commodores. Sedan, Utility (Ute), Station Wagon and Coupe bodies of VT to VF Commodores are acceptable.

Class Details/ Weightbreaks (including driver);

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



Class Regulations;

DRAG RACING

Camshaft: Excepting D/MSA and E/MSA, H/MS and H/MSA vehicles all classes restricted to flat tappet camshaft only. Tappets must rotate freely in lifter bores at all times. Hydraulic lifters may be converted to solid operation. Mushroom camshafts and/or lifters not permitted. Flat tappet lifters limited to a maximum diameter of 0.904 inch. H/MS and H/MSA may use solid or hydraulic roller tappet camshaft. D/MSA and E/MSA restricted to maximum 55mm diameter core. D/MSA restricted to 0.900 maximum valve lift and E/MSA restricted to 0.800 maximum valve lift (both measured at the valve). D/MSA and E/MSA Roller Lifters permitted with a maximum 0.904 inch diameter.

Cylinder Heads.

D/MSA

Any OEM or non-billet aftermarket cylinder head permitted.

E/MSA;

Any OEM or non-Billet aftermarket inline valve cylinder head permitted (Canted valve, Splayed valve or Billet cylinder heads not permitted).

H/MS and H/MSA;

Limited to cathedral OEM LS1 and LS2 cylinder heads, casting numbers #241, #853, #243 and #799.

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.

The grouping of models will be considered the same for classification purposes, e.g. Holden - HK to HG, HQ to HZ, Commodore VB to VL, Falcon - XR to XY, XD to XF. Use of a different capacity engine is permitted. In all cases, the make of engine is determined by the cylinder heads fitted.

Any aftermarket Cast Iron engine block of original configuration is permitted. Oversize engines of a different configuration may be fitted in A/MS and A/MSA provided the recognised connection to manufacturer is maintained.

D/MSA and E/MSA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads.

D/MSA permitted to use any aftermarket cast iron or alloy non-billet block, but must maintain OEM bore spacing for make and engine brand/family. Only permitted in D/MSA to allow for large cubic inch small block configurations used across the different engine brands - but must still maintain a recognised connection between the manufacturer of engine and body used.

D/MSA engine size restricted to 420.00 to 460.00 cubic inches. Maximum Bore Size 4.300.

E/MSA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080.

Maximum RPM limit for D/MSA and E/MSA is 9200 rpm.

D/MSA and E/MSA 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/MSA and E/MSA wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet/ vacuum pump.

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.

Fuel: All classes except D/MSA and E/MSA restricted to Ethanol, Methanol or Petrol only. D/MSA and E/MSA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

Ignition: Any distributor ignition system permitted with the exception of magnetos.

Induction System: Excepting D/MSA and E/MSA, H/MS and H/MSA vehicles using EFI, all classes restricted to a maximum of one carburettor with a maximum of four venturis. Tunnel ram plenum type manifolds are not permitted. H/MS and H/MSA utilising EFI permitted to use OEM or aftermarket manifolds retaining OEM configuration, maximum of a single 105 mm throttle body/blade or a single 4 barrel type throttle body using a carburettor style base when fitted to a mass produced cast manifold permitted. Any ECU permitted.

D/MSA and E/MSA restricted to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of 4150 for E/MSA and 4500 for D/MSA 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.

Power Adders: Not permitted.

Ballast: Permitted.

Bellypan: Not permitted.

Bonnet Scoops: Permitted in all /MS classes, minimal modifications are permitted for induction clearance only. Otherwise, bonnet scoops must not exceed 254 mm (10 inches) in height. Refer Section "Bonnet Scoops".

Electronic Management: Electronic gear shifting devices permitted. Refer Electrical, ECU Software.

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

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. Aftermarket panels must retain OEM appearance and OEM shape. Single or multi-piece front clips prohibited.

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.

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

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

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.

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Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

Chassis: Stock automobile frame for body used must be retained forward of the rearmost point of the front door.

Chassis may be reconstructed rearward of the rearmost point of the front door.

A maximum of two front to rear frame strengthening members may be added to any Unibody constructed car and may be up to 50 mm (2 inches) x 75 mm (3 inches) material, or any permitted material suitable for construction in Material Designation", running longitudinally between the front and rear sub frame.

If material passes through the floor they must be welded to the floor leaving no holes.

Suitable material for chassis construction can be found in section "Material Designation".

Electrical: Each car in this class must have a full working wiring harness.

Fuel System: Fuel Systems: Fabricated fuel tanks permitted, mounted in rear/ boot area permitted, front accessory tanks mounted in engine bay permitted but must draw its fuel supply from rear tank.

Instruments: Each car must have a full stock dashboard, original instruments may be replaced with aftermarket components within factory dash arrangement and addition supplementary instruments may also be installed.

Radiator: Must run full stock size radiator. The radiator may be relocated forward of original position without unnecessary removal of supports and surrounding panels.

Upholstery/ **Seats:** Original trim shall be maintained. Door trims may be modified for minimal clearance for the rollcage. Carpet and roof lining are optional.

Customised seats permitted providing the front seats are replaced with no less than two bucket seats that are fully upholstered.

Rear seat optional.

Weight Removal: The removal of inner panels from bonnet, boot lid and other areas is strictly prohibited.

Bonnet hinges may not be removed and may only be modified for clearance of ancillary components.

Windshield and Windows: Must be in good condition and may be fully operative.

All non operative windows must be permanently closed.

Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace the original glass.

Windscreen if replaced must be clear colourless Polycarbonate not less than 3.0 mm (1/8 inch) thickness and installed using factory type mouldings.

Clutch: Multi-Stage/Lock-Up clutches prohibited.

Clutch must be manually operated by the driver's foot.

Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

Rear Axle: Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted.

Transmission: Aftermarket or OEM manual transmissions to a maximum of four forward speeds permitted in the relevant classes. Transmissions must remain in conventional location determined by engine used. Clutchless manual transmissions prohibited. Gearboxes using split sliders not permitted. Automatic transmissions using a clutch in place of the torque converter are acceptable in manual classes.

D/MSA and E/MSA automatic transmission only.

DRAG RACING

All automatic classes limited to automotive based OEM planetary transmission (refer Definitions, "OEM Planetary Transmission") of up to three speeds using a torque converter.

Lock up convertors prohibited in all /MSA classes.

Wheels/ Tyres: Rear tyres may not protrude more than 50 mm (2 inches) past a 50 mm (2 inch) flared guard measured at top of tyre.

Fenders may be cut to accommodate tyres. Refer Wheels and Tyres.

D/MSA and E/MSA tyre size may be no larger than 275/60R15 or 28×10.5 radial as labelled by manufacturer.

30x9x15 slick or radial slick is optional. No "W" tyres permitted.

Absolute dimensions with tyre at 15 lbs pressure and raised off ground shall be; 275/60 and 28"x10.5" sizes: tread width = 10.5 inches, diameter = 28.5 inches. 30"x9" size: tread width = 9.5 inches, diameter = 30.5 inches.

Wheelbase: Must meet manufacturer's specifications, and must not vary from left to right more than 25 mm (1 inch).

Brakes: Four wheel hydraulic brakes required as a minimum.

Suspension: Front suspension may be raised or lowered and limiters may be used, but all pivot points must remain unaltered.

Replacement of suspension components with stronger units permitted, but lightening of original units not permitted.

Sway bar may be removed. Crossmembers/ K-Frame may be replaced or the original may be modified for adequate sump/ ancillary clearance, where strength is not compromised and suspension mounting points remain in their original positions relative to the vehicle.

Original suspension components may be strengthened.

Rear suspension must be operative automotive type equipped with a minimum of one hydraulic shock absorber per wheel. Fabricated rear suspensions permitted.

Wheelie Bars: Wheelie Bars are prohibited in D/MSA and E/MSA only.

Steering: Properly fitted rack and pinion steering may replace other types. Left or right hand drive permitted.

Driver Location: Driver must be in stock location.

Night Lighting: Required.

Parachute: Required where Class Record exceeds 140 mph (224 kph).

Self Starting: Required. Push starts not permitted. Refer Support Group, Self Starting.

Licence Requirements: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.



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Super Stock Eliminator, Modified Production – Louis Svingos (Outlaw Images)

Class Description;

Cars in Modified Production are street appearing production cars available to the general public, similar to Production vehicles but using highly modified Naturally Aspirated V6 or V8 engines. Liberal rear suspension modifications are permitted.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or prior to the issue of, or renewal of the Vehicle Logbook.

Class Designations;

A/MP, A/MPA, B/MP, B/MPA, C/MP, C/MPA, D/MPA

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

Designation	Weightbreak
A/MP & A/MPA	207.60 kg/litre (7.50 lbs/cube) or more.
B/MP & B/MPA	235.28 kg/litre (8.50 lbs/cube) or more.
C/MP & C/MPA	262.96 kg/litre (9.50 lbs/cube) or more.
D/MP & D/MPA	290.63 kg/litre (10.50 lbs/cube) or more.

Class Details/ Weightbreaks;

Class Regulations;

DRAG RACING

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.

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Chassis: Stock automobile frame for body used must be retained forward of the rear most point of the front door.

Chassis may be reconstructed rearward of the rear most point of the front door.

A maximum of two front to rear frame strengthening members may be added to any Unibody constructed car and may be up to 50 mm (2 inches) x 75 mm (3 inches) material, or any permitted material suitable for construction in the Rollcage and Chassis section running longitudinally between the front and rear sub frame.

If material passes through the floor they must be welded to the floor leaving no holes.

Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

Electrical: Each car in this class must have a full working wiring harness.

Fuel System: Fuel Systems: Fabricated fuel tanks permitted, mounted in rear/ boot area permitted, front accessory tanks mounted in engine bay permitted but must draw its fuel supply from rear tank.

Instruments: Each car must have a full stock dashboard, original instruments may be replaced with aftermarket components within factory dash arrangement and addition supplementary instruments may also be installed.

Radiator: Must run full stock size radiator. The radiator may be relocated forward of original position without unnecessary removal of supports and surrounding panels.

Upholstery/ **Seats:** Original trim shall be maintained. Door trims may be modified for minimal clearance for the rollcage. Carpet and roof lining are optional.

Customised seats permitted providing the front seats are replaced with no less than two bucket seats that are fully upholstered. Rear seat optional.

Weight Removal: The removal of inner panels from bonnet, boot lid and other areas is strictly prohibited. Bonnet hinges may not be removed and may only be modified for clearance of ancillary components.

Wheelbase: Must meet manufacturer's specifications, and must not vary from left to right more than 25 mm (1 inch).

Windshield and Windows: Must be in good condition and may be fully operative. All non operative windows must be permanently closed.

Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace the original glass.

Windscreen if replaced must be clear colourless Polycarbonate not less than 3.0 mm (1/8 inch) thickness and installed using factory type mouldings.

Clutch: Multi-Stage/ Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot.

Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

Rear Axle: Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted.

Steering: Properly fitted rack and pinion steering may replace other types. Left or right hand drive permitted.

Transmission: Aftermarket or OEM manual transmissions to a maximum of four forward speeds permitted in the relevant classes.

Transmission must remain in conventional location determined by engine used.

Automatic transmissions using a clutch in place of the torque converter are acceptable in manual classes.

All automatic classes limited to automotive based OEM planetary transmission (refer Definitions, "OEM Planetary Transmission") of up to three speeds using a torque converter.

All /MP classes may use a 4 speed clutchless transmission with a weight penalty of 100 lbs (45.36 kg) to be applied.

All /MP classes may use a 5 speed clutchless transmission with a weight penalty of 150 lbs (68.04 kg) to be applied.

Wheels/ Tyres: Rear tyres may not protrude more than 50 mm (2 inches) past a 50 mm (2 inch) flared guard measured at top of tyre.

Fenders may be cut to accommodate tyres.

Brakes: Four wheel hydraulic brakes required as a minimum.

Suspension: Front suspension may be raised or lowered and limiters may be used, but all pivot points must remain unaltered.

Replacement of suspension components with stronger units permitted, but lightening of original units not permitted.

Sway bar may be removed. Crossmembers/ K-Frame may be replaced or the original may be modified for adequate sump/ ancillary clearance, where strength is not compromised and suspension mounting points remain in their original positions relative to the vehicle.

Original suspension components may be strengthened.

Rear suspension must be operative automotive type equipped with a minimum of one hydraulic shock absorber per wheel. Fabricated rear suspensions permitted.

Delay Devices: Not permitted.

Driver Location: Driver must be in stock location.

Night Lighting: Required.

Self Starting: Required. Push starts not permitted.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.



AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION

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ELIMINATOR:

SUPER STOCK

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Super Stock Eliminator, Super Modified – Steve Norman (Automotive Event Images)

Class Description;

Cars in Super Modified are street appearing production cars available to the general public, similar to Production vehicles but using highly modified Naturally Aspirated V6 or V8 engines. Liberal rear suspension and floor pan modifications are permitted, and post 86 front wheel drive cars may be converted to rear wheel drive, within the limits provided by the regulations. AWD vehicles are also permitted but must be converted to RWD only and comply to same regulations as per FWD converted vehicles.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or prior to the issue of, or renewal of the Vehicle Logbook.

Class Designations;

A/SM, A/SMA, B/SM, B/SMA, C/SM, C/SMA, D/SM, D/SMA

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

Designation	Weightbreak
A/SM & A/SMA	207.60 kg/litre (7.50 lbs/cube) or more.
B/SM & B/SMA	235.28 kg/litre (8.50 lbs/cube) or more.
C/SM & C/SMA	262.96 kg/litre (9.50 lbs/cube) or more.
D/SM & D/SMA	290.63 kg/litre (10.50 lbs/cube) or more.

Class Details/ Weightbreaks;

Class Regulations;

DRAG RACING

Electronic Management: Electronic gear shifting devices permitted.

Engine: Restricted to V8 or V6 engines. Engine swaps permitted. Billet engine blocks not permitted.

Any modification is permitted and aftermarket cylinder heads allowed.

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 305 mm (12 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 permitted but limited to bonnet and front guards, otherwise not permitted except as noted in these rules. Bonnet can be lift off, bonnet hinges not required.

Aftermarket panels must retain OEM appearance and OEM shape.

Single or multi-piece front clips prohibited.

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

FWD converted vehicles are permitted the following - Front inner wheel arch/ fender walls maybe modified or reconstructed for clearance but must use the same material and joining method as OEM using the same or greater gauge material, constructed so to create an enclosed engine bay of OEM appearance.

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

Floor: Maybe reconstructed rearward from the firewall, maybe raised or lowered.

Transmission and driveshaft tunnel maybe be removable but not excessive in width, length, and/or height. Floor and tunnel must present an OEM appearance and be constructed in same material as original and of equal or heavier gauge.

Rear wheel tubs maybe steel or aluminium.

Firewall: The lower portion of the OEM firewall may be replaced with steel of equal or greater thickness than OEM. FWD vehicles may replace or relocate the firewall, provided the measurement from the rear of the OEM position of radiator core support to the firewall is 35 inches maximum. For all others vehicles, firewall must be in the original location. A complete one-piece steel firewall that resembles OEM must be installed, welded in place, and sealed from the driver compartment.

The firewall must extend to and attach to the floor. The firewall and midplate may be integral.

Chassis: The chassis may be reconstructed rearward from the firewall.

FWD converted vehicles are permitted the following may add an aftermarket/ fabricated forward clip 2 inch (50 mm) x 3 inch (75 mm) x.083 inch (2 mm) wall Steel to reinforce the original OEM front frame rails, the front OEM chassis rails must remain but may be notched and braced as required.

Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

Electrical: Each car in this class must have a full working wiring harness.

Fuel System: Fuel Systems: Fabricated fuel tanks permitted, mounted in rear/ boot area permitted, front accessory tanks mounted in engine bay permitted but must draw its fuel supply from rear tank.

Instruments: Each car must have a full stock dashboard, original instruments may be replaced with aftermarket components within factory dash arrangement and addition supplementary instruments may also be installed.

Radiator: Must run full stock size radiator. The radiator may be relocated forward of original position without unnecessary removal of supports and surrounding panels.

Upholstery/ **Seats:** Original trim shall be maintained. Door trims may be modified for minimal clearance for the rollcage. Carpet and roof lining are optional.

Customised seats permitted providing the front seats are replaced with no less than two bucket seats that are fully upholstered. Rear seat optional.

Weight Removal: The removal of inner panels from bonnet, boot lid and other areas is strictly prohibited.

Windshield and Windows: Must be in good condition and may be fully operative. All non operative windows must be permanently closed.

Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace the original glass.

Windscreen if replaced must be clear colourless Polycarbonate not less than 3.0 mm (1/8 inch) thickness and installed using factory type mouldings.

Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable.

Fabricated rear spoilers to be no longer than 355 mm (14 inches), measured from the body line to spoiler transition point to the tip and must not be moulded into the rear deck lid.

Must be painted to match paint scheme.

Must be no lower than horizontal. Maximum overall height of spill plates is 152 mm (6 inches), attached so that a maximum of 25 mm (1 inch) extends above the top of the spoiler.

Roof mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during a run is prohibited.

Clutch: Multi-Stage/ Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot.

Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

Transmission: Aftermarket or OEM automobile transmissions of any year, make, model or ratio are required in all classes.

Transmission must remain in conventional location determined by engine used.

Clutchless transmissions up to five forward speeds in all /SM classes permitted to use manual transmissions.

Automatic transmissions using a clutch in place of the torque converter are acceptable in manual classes.

All automatic classes limited to automotive based OEM planetary transmission of up to three speeds using a torque converter.

Rear Axle: Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted.

Wheelbase: Must meet manufacturer's specifications, +/- 3/4-inch and must not vary from left to right more than 25 mm (1 inch).

Wheels/ Tyres: Rear tyres may not protrude more than 50 mm (2 inches) past a 50 mm (2 inch) flared guard measured at top of tyre.

Fenders may be cut to accommodate tyres.

Brakes: Four wheel hydraulic brakes required as a minimum.

Suspension: Front suspension may be raised or lowered and limiters may be used. On RWD vehicles all pivot points must remain unaltered. FWD converted vehicles may alter lower mounting points but must maintain the original as OEM built top front strut mount in the OEM location, the front strut must mount to this OEM position.

Replacement of suspension components with stronger units permitted, but lightening of original units not permitted.

Sway bar may be removed. Crossmembers/ K-Frame may be replaced or the original may be modified for adequate sump/ ancillary clearance, where strength is not compromised and suspension mounting points remain in their original positions relative to the vehicle.

Original suspension components may be strengthened. Rear suspension must be operative automotive type equipped with a minimum of one hydraulic shock absorber per wheel. Fabricated rear suspensions permitted.

Steering: Properly fitted rack and pinion steering may replace other types. Left or right hand drive permitted.

Delay Devices: Not permitted.

Driver Location: Driver must be in stock location, maximum 10 inches (254 mm) rearward relocation from stock.

Night Lighting: Required.

Self Starting: Required. Push starts not permitted.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

DRAG RACING

3.10.4 GAS CLASS DESIGNATION: /G, /GA CLASS HANDICAP SYSTEM - FULL TREE START

ELIMINATOR:

SUPER STOCK

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Super Stock Eliminator, Gas - Graeme Simms (High Octane Photos)

Class Description;

Cars in Gas are based on stock appearing production cars with almost unlimited chassis modifications including the option for engine setback in some classes. The production body shell must be retained but lightweight panels are permitted. Unlimited engine modifications are permitted in most cases, with Supercharging or Turbocharging allowed in some Gas classes.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or 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.

Class Designations;

A/G, A/GA, B/G, B/GA, C/G, C/GA, D/G, D/GA, DD/G, DD/GA, RR/G, RR/GA, E/G, E/GA, F/G, F/GA, G/GA

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



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Class Details/Weightbreaks;

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Designation	Weightbreak
A/G &	149.47 kg/litre (5.40 lbs/cube) or more,
A/GA	no power adders, V8 only.
B/G &	179.92 kg/litre (6.50 lbs/cube) or more,
B/GA	no power adders, V8 only.
C/G &	207.60 kg/litre (7.50 lbs/cube) or more,
C/GA	no power adders, V8 only.
D/G &	235.28 kg/litre (8.50 lbs/cube) or more,
D/GA	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 &	340.46 kg/litre (12.30 lbs/cube) or more,
RR/GA	Turbocharged Rotary engines only.
E/G &	262.96 kg/litre (9.50 lbs/cube) or more,
E/GA	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;
- 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)
 Souther World Products 052020 Casting # I-055 and # I-055
- c. 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 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.

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Lower Engine Containment Device: Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET quicker than 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile).

Superchargers: The following overdrive limits will apply;

DRAG RACING

- Standard Rootes 14/71 .00322 x cubic inches, 50% maximum.
- High helix Rootes 16/71 .00285 x cubic inches, 33% maximum.
- High helix Rootes 14/71 .00300 x cubic inches, 40% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured after 31st December 1994 .00369 x cubic inches, 72% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured prior to 31st December 1994 - 00408 x cubic inches, 90% maximum.
- Screw type with rotor diameter greater than 215.9 mm (8.5 inch) .00261 x cubic inches, 22 % maximum.
 - $\diamond \quad \text{The rounding up of overdrive calculations will not be permitted.}$

Airfoils: Single, fixed rear airfoils are permitted on power added vehicles. The airfoil must be securely mounted, and may be no wider than the widest part of the vehicle body.

No part of the airfoil may be higher than the highest point of the roof or extend more than 6 inches (152 mm) behind the rear most part of the body, not including bumpers or parachute packs. Maximum surface area of 5484 cm² (850 sq inch).

One spill plate permitted on each side to a maximum area of 774 cm² (120 sq inch). Vehicles originally fitted with airfoils, may use the OEM airfoil in the original location, subject to approval by ANDRA.

Aerodynamic devices developed for other motor sport uses will not be considered OEM.

Wheelbase: RWD cars with wheelbase less than 105 inches (2667 mm) may move front wheels forward up to 2 inches (50 mm) for engine installation (refer Body).

FWD vehicles may move front wheels a maximum of 100 mm (4 inches) forward for engine installation (refer Body).

Rear axle may be moved forward up to 100 mm (4 inches) from the standard location to facilitate tyre clearance.

Maximum variation left to right is 25 mm (1 inch).

Wheelbases on all vehicles must be within 50 mm (2 inch) of standard regardless of changes.

Cars with a wheelbase between 79 inches (2006 mm) and 89 inches (2260 mm) are restricted to a maximum of power added sixes or fours up to 250 cubic inch (4096cc) capacity, or single four barrel V8s up to 310 cubic inches (5079cc), and such cars must have a 4 or 6 point rollcage and wheelie bars.

There are no restrictions on vehicles above 89 inches (2260 mm) wheelbase.

Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

Fenders: Must have four stock production type automobile fenders. Exact duplicates of bolt-on stock fenders made of fibreglass or composite **material** are permitted.

Rear fenders may be altered for clearance to permit the use of slicks. Where rear axle is relocated, relocation of the front wheel arches is permitted.

Body: Must be a production car body with dimensions within 25 mm (1 inch) of the manufacturer's specifications except where otherwise stated in these rules.

Chopped tops or body sectioning not permitted, these body dimensions must remain standard. Convertibles, Panel Vans, Utilities (Utes) and Sports Cars may compete.

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

Original Steel body shell must be used, and must be permanently attached to frame/ chassis.

Eligible vehicles produced by the factory with OEM composite turrets, bearing the original factory part number may compete; onus of proof is on the competitor.

Fenders may be cut to accommodate tyres.

All cars in this Eliminator must have at least two door with operative mechanical door handles accessible from inside and outside, that permit exit and entry from either side.

On cars that are allowed a 2 inch (50 mm) wheelbase relocation (refer Wheelbase), the body may be lengthened the same amount in the cowl area.

Cars originally FWD that have any axle relocation (refer Wheelbase), may extend the body the same amount from the windshield forward.

Otherwise original profiles must be maintained, and apart from modifications permitted by these Class Regulations vehicles must maintain a stock appearance.

An allowance is made for vehicles to update front clips etc to the next model vehicle of the same model group (eg: VK with VL front, XD with XF front), if this is done the vehicle will be classified as the updated model.

Any such updates to be at the discretion of ANDRA Technical.

Factory fitted front spoilers for that model and aftermarket front spoilers that do not detract from stock appearance permitted.

Body styles originally fitted with four wheel drive will be considered as front wheel drive.

Front overhang must not exceed 25 mm (1 inch) longer than standard.

Bonnet Scoops: Permitted. Refer Body, Bonnet Scoops.

Ballast: Permitted.

Bonnet: Required on all cars in this class. Side panels may be omitted. Injector tubes and Supercharger air scoops may extend through the bonnet.

Floor: Refer Body, Floors.

Frame: Frame from radiator to rear of car may be replaced. Any properly reinforced frame accepted. Additional members may be added for strength and/or rollcage installation.

Fuel System: Accessory fuel tanks permitted.

Radiator and Grille: Radiator optional. Grilles are required, and may be painted, where the result is an exact reproduction of the original fitting, in both size and appearance.

Upholstery/ Seats: Upholstered driver's seat required. Other trim may be removed, apart from door trims which may be replaced with metal.

Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable.

Fabricated rear spoilers to be no longer than 355 mm (14 inches), measured from the body line to spoiler transition point to the tip and must not be moulded into the rear deck lid.

Must be painted to match paint scheme.

DRAG RACING

Must be no lower than horizontal. Maximum overall height of spill plates is 152 mm (6 inches), attached so that a maximum of 25 mm (1 inch) extends above the top of the spoiler.

Roof mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during a run is prohibited.

Street Equipment: Optional.

Headlights must be original size and in original location but need not be operative.

A minimum of one operative tail light required.

Painted on or adhesive stickers (simulated) headlights are permitted.

Windshield and Windows: Must be in good condition and may be fully operative.

All non-operative windows must be permanently closed.

Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace original glass.

Other than factory tint, front windscreens must be clear on all vehicles.

Clutch: Multi-Stage/Lock-Up clutches prohibited.

Clutch must be manually operated by the driver's foot.

Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

Flywheel: Refer Drivetrain, Flywheel.

Rear Axle: Spools permitted. FWD cars may be converted to RWD. Four wheel drive not permitted.

All power added Sedans quicker 7.500 seconds (1/4 mile) / 4.777 seconds (1/8 mile) are required to use fully floating rear hubs.

Transmission: Aftermarket or OEM automobile transmissions of any year, make, model or ratio are required in all classes.

Transmission must remain in conventional location determined by engine used.

Clutchless transmissions up to five forward speeds in all Gas classes permitted to use manual transmissions.

Automatic transmissions using a clutch in place of the torque converter are acceptable in manual classes.

All automatic classes limited to automotive based OEM planetary transmission of up to three speeds using a torque converter.

Wheels/Tyres: Fenders may be cut to accommodate tyres.

Rear track width can be no greater than half of the tyre protruding past a 2 inch (50 mm) flared guard.

Brakes: Four wheel hydraulic brakes required as a minimum.

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

Excessive lightening of suspensions and steering parts by cutting or machining is prohibited.

Raising or lowering permitted.

Traction Bars: Traction bars if used may not be longer in overall length than one half (1/2) of the wheelbase of the car on which they are installed, and no portion of them may extend lower than the level of the lower edge of the rear wheel rim.

Delay Devices: Not permitted.

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

Ignition: Any ignition may be used.

Driver Position: The driver shall be in the standard position or to a maximum of the following.

On vehicles over 100 inches (2540 mm) wheelbase the driver may be no closer than 22 inches (559 mm) to the rear axle centreline, measured from the point at which the shoulder harness passes through the backrest.

On vehicles 100 inches (2540 mm) or less wheelbase this measurement shall be 18 inches (457 mm).

Left or right hand drive permitted.

Night Lighting: Required.

Parachute: Compulsory on all vehicles exceeding 140 mph (224 kph). Dual parachutes with separate shroud line attachments mandatory on vehicles exceeding 200 mph (320 kph).

Rollcage/ Bar: Required. Refer Rollcage.

Racing Harness/ Belts: Required. Refer Driver and Rider Protection, Seat Belts/ Harnesses.

Self Starting: Required. Push starts not permitted. Refer Support Group, Self Starting.

Licence Requirements: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.



AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION

3.10.5 ALTERED PRODUCTION CLASS DESIGNATION: /AP, /APA, /APIA CLASS HANDICAP SYSTEM - FULL TREE START

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DRAG RAU



Super Stock Eliminator, Altered Production - Todd Stacy (High Octane Photos)

NOTE: Competitors should note that bodies approved for ANDRA Top Doorslammer may not comply with Altered Production body regulations.

Class Description;

Altered Production accommodates full chassis cars using replica bodies based on production Sedans, Coupes and closed Sports Cars, modified within the Class Regulations. Unlimited engine modifications are permitted, with power adding allowed in some classes. Lengthened wheelbases and engine relocation are permitted.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model, must be forwarded to the ANDRA Head Office by the competitor, before competing, or 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.

Class Designations;

RR/API, RR/APIA, RRR/API, RRR/APIA, DD/API, DD/APIA,

A/AP, A/APA, B/AP, B/APA, C/AP, C/APA, E/APA

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



Class Details/ Weightbreaks;

Designation	Weightbreak
RR/API & RR/APIA	340.46 kg/litre (12.30 lbs/cube) with a Turbocharged EFI twin rotor engine using ANDRA approved ECU software and boost limiting valve/s. Limited to 40psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor and ECU.
RRR/API & RRR/APIA	242.20 kg/litre (8.75 lbs/cube) with a Turbocharged EFI triple rotor engine using ANDRA approved ECU software and boost limiting valve/s. Limited to 40psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor and ECU.
DD/API & DD/APIA	346.00 kg/litre (12.50 lbs/cube) with a Turbocharging/ Centrifugal Supercharging 4, 5 or 6 cylinders EFI engine using ANDRA approved ECU software and boost limiting valve/s. Limited to 40 psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor and ECU.
A/AP & A/APA	124.90 kg/litre (4.50 lbs/cube) or more, no power adders, 2600 lbs / 1179.34 kg maximum weight.
B/AP & B/APA	166.10 kg/litre (6.00 lbs/cube) or more, no power adders, 2600 lbs / 1179.34 kg maximum weight.
C/AP & C/APA	207.60 kg/litre (7.50 lbs/cube) or more, no power adders, 2600 lbs / 1179.34 kg maximum weight.
<mark>e/ap &</mark> e/apa	179.91 kg/litre (6.50 lbs/cube) or more, no power adders, 2210 lbs / 1002.43 kg minimum weight. Engine size restricted to 340.00 to 365.00 cubic inches. Maximum RPM limit is 9200 rpm.

Weights are including driver.

Class Regulations;

Refer to Competition Eliminator Altered Production Class for Class Regulations.

NOTE: E/AP & E/APA engine must be sealed prior to competition due to level of engine restrictions.

E/AP & E/APA Regulations;

Chassis and body specifications as per Super Stock Altered Production.

Engine specifications and requirements as per E/MSA with 6.50 lbs/ cu and a minimum weight of 2210lbs/ 1002.43 kg. Camshaft restricted to 55 mm diameter core, 0.800 maximum valve lift measured at the valve. Roller lifters permitted with a maximum 0.904 inch diameter. Any OEM or non-billet aftermarket inline valve cylinder head permitted (canted valve, splayed valve or billet cylinder heads not permitted). Permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads. Maximum Bore Size 4.080. 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. Wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet/vacuum pump. Restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol). 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.

E/AP, manual transmission only, up to 5 speeds with no lock up clutch. Manual shift only (as per current Pro Stock requirements).

E/APA, Automatic transmission only with no lock up convertor.

Entire engine and induction regulations as per current E/MSA requirements.

3.11 COMPETITION ELIMINATOR

DRAG RACING

- NOTE: A limit of only two (2) classes per Eliminator per season may be contested.
- 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.
- ONOTE: 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.

3.11.1 GAS CLASS DESIGNATION: /G, /GA CLASS HANDICAP SYSTEM - FULL TREE START

ELIMINATOR:

COMPETITION

Class Description;

Cars in Gas are based on stock appearing production cars with almost unlimited chassis modifications including the option for engine setback in some classes. The production body shell must be retained but lightweight panels are permitted. Unlimited engine modifications are permitted in most cases, with Supercharging or Turbocharging allowed in some Gas classes.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or 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.

Class Designations;

AA/G, AA/GA, BB/G, BB/GA, CC/G, CC/GA

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

Designation Weightbreak AA/G & 166.08 kg/litre (6.00 lbs/cube) or more AA/GA Supercharged/Turbocharged or Nitrous Oxide. BB/G & 207.60 kg/litre (7.50 lbs/cube) or more BB/GA Supercharged/Turbocharged or Nitrous Oxide. CC/G & 249.12 kg/litre (9.00 lbs/cube) or more CC/GA Supercharged/Turbocharged or Nitrous Oxide.

Class Details/ Weightbreaks;

Class Regulations;

Refer to Super Stock Eliminator Gas Class for Class Regulations "Gas".


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Competition Eliminator, Altered Production - Connor McClure (High Octane Photos)

NOTE: Competitors should note that bodies approved for ANDRA Top Doorslammer may not comply with Altered Production body regulations.

Class Description;

Altered Production accommodates full chassis cars using replica bodies based on production Sedans, Coupes and closed Sports Cars, modified within the Class Regulations. Unlimited engine modifications are permitted, with power adding allowed in some classes. Lengthened wheelbases and engine relocation are permitted.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model, must be forwarded to the ANDRA Head Office by the competitor, before competing, or 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.

Class Designations;

ΑΑ/ΑΡ, ΑΑ/ΑΡΑ, ΑΑ/ΑΡΝ, ΑΑ/ΑΡΑΝ, ΑΑ/ΑΡΙ, ΑΑ/ΑΡΙΑ, ΒΒ/ΑΡ, ΒΒ/ΑΡΑ, ΒΒ/ΑΡΝ, ΒΒ/ΑΡΑΝ, ΒΒ/ΑΡΙ, ΒΒ/ΑΡΙΑ, CC/ΑΡΙ, CC/ΑΡΙΑ

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



Class Details/ Weightbreaks (including driver);

DRAG RACING

Designation	Weightbreak	
AA/AP & AA/APA	134.25 kg/litre (4.85 lbs/cube) or more for Sedans and Coupes, and all Sports Cars. Maximum of three valves and one spark plug per cylinder using mechanically Supercharged/Turbocharged V8 engines.	
AA/APN & AA/APAN	Nitrous Oxide V8 engines. No maximum engine capacity. Minimum weight 2400 lbs (1088.62 kg). No weightbreak.	
AA/API & AA/APIA	149.47 kg/litre (5.40 lbs/cube) or more for Sedans and Coupes and all Sports Cars, pushrod EFI V8 engines, maximum of three valves and one spark plug per cylinder using ANDRA approved ECU software. Limited to one non- adjustable MAP sensor with no restrictions in line between MAP sensor and ECU. Turbocharging or centrifugal Supercharging permitted. Minimum weight 2400 lbs (1088.62 kg).	
BB/AP & BB/APA	207.60 kg/litre (7.50 lbs/cube) or more, Supercharged/ Turbocharged. Maximum of two valves and one spark plug per cylinder.	
BB/APN & BB/APAN	Nitrous Oxide V8 engines. Maximum capacity 650 cubic inches. Minimum weight 2400 lbs (1088.62 kg). No weightbreak.	
BB/API & BB/APIA	179.92 kg/litre (6.50 lbs/cube) Turbocharging/ centrifugal Supercharging pushrod EFI V8 engines, maximum of two valves and one spark plug per cylinder using ANDRA approved ECU software. Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor and ECU. Refer Electrical, Electronic Control Units. Aluminium or Iron blocks permitted.	
CC/API & CC/APIA	235.28 kg/litre (8.50 lbs/cube) Turbocharging/ centrifugal Supercharging using 4 valve per cylinder EFI V8 engines, limited to capacity between 4.00 and 5.50 litres using ANDRA approved ECU software. Limited to one non- adjustable MAP sensor with no restrictions in line between MAP sensor and ECU. Refer Electrical, Electronic Control Units. Aluminium or Iron blocks permitted.	

Class Regulations;

Electronic Management: Electronic gear shifting devices permitted, including A/APA, B/APA, and C/APA.

AA/API, AA/APIA, BB/API, BB/APIA, CC/API, CC/API, RR/API, RR/APIA, RRR/API, RRR/APIA, DD/API and DD/APIA must use ANDRA approved ECU software. Refer Ancillary Components, Throttle and Electrical, Electronic Control Units.

Engine: Must be a V8 automobile engine, except for RR/API, RR/APIA, RRR/API and RRR/APIA which will use Rotary engines, DD/API and DD/APIA which will use 4, 5 or 6 cylinder engines; year, make and model optional.

Any modification allowed. No more than one engine permitted. Any engine setback allowed. Rear engine location is not permitted. Aluminium Alloy blocks permitted.

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

Induction: Any carburettor or mechanical fuel injection permitted other than AA/API, AA/APIA, BB/API, BB/APIA, CC/API, CC/APIA, RR/API, RR/APIA, RR/APIA, RRR/APIA, DD/API, DD/APIA where it is compulsory to use EFI.

A/AP, A/APA, B/APA, B/APA, C/AP, C/APA any carburettor, mechanical or electronic fuel injection system permitted. Competitors using EFI must use ANDRA approved ECU software.

Lower Engine Containment Device: Required on all piston engine forced induction vehicles.

Superchargers: AA/AP, BB/AP and BB/APA will use the following Supercharger overdrive limits;

- Standard Rootes 14/71 .00322 x cubic inches, 50% maximum.
- High helix Rootes 16/71 .00285 x cubic inches, 33% maximum.
- High helix Rootes 14/71 .00300 x cubic inches, 40% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured after 31st December 1994 .00369 x cubic inches, 72% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured prior to 31st December 1994 00408 x cubic inches, 90% maximum.
- Screw type with rotor diameter greater than 215.9 mm (8.5 inch) .00261 x cubic inches, 22 % maximum.
 - ◊ The rounding up of overdrive calculations will not be permitted.

Turbochargers: Turbochargers permitted in power added classes (only one form of power adder permitted).

Airfoils/ Wings: Single, fixed rear airfoils are permitted on power added vehicles.

The airfoil must be securely mounted, and may be no wider than the widest part of the vehicle body.

No part of the airfoil may be higher than the highest point of the roof or extend more than 6 inches (152 mm) behind the rear most part of the body, not including bumpers or parachute packs.

Maximum surface area of 5484 cm² (850 sq inch).

All surfaces that are not vertical will be deemed to be part of the maximum surface area of the airfoil.

One spill plate permitted on each side to a maximum of 774 cm² (120 sq inch).

Vehicles originally fitted with airfoils, may use the OEM airfoil in the original location, subject to approval by ANDRA.

Aerodynamic devices developed for other motor sport uses will not be considered OEM.

Ballast: Permitted.

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

Body: May use any Coupe, Sedan, Station Wagon, Panel Van or Utility (Ute) derivative originally mass produced by any automobile manufacturer.

Fenderless Hot Rod type vehicles, one-piece bodies, Funny Car, Altered style bodies, open top or rear engine Sports Cars are not permitted.

Fibreglass or composite material bodies are permitted where all other requirements are met, factory Steel bodies permitted.

Original or replica headlight and taillight housings are required.

DRAG RACING

All vehicles must have at least 2 operative doors that permit exit and/or entry from either side. Four door bodies may be converted to two door on approval.

Body maybe lengthened or shortened equal to any wheelbase increase or decrease.

Overall body height (roof to sill/ rocker) may be reduced by up to 4 inches (100 mm) from OEM.

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).

Body width may be narrowed but may be no less than 63 inches (1600 mm) at front axle and 68 inches (1727 mm) at rear axle.

Maximum rear overhang 70 inches (1778 mm) beyond rear axle centreline.

A bonnet is required on all cars in this class. Side panels may be omitted. One-piece bonnet/guard assembly permitted.

NOTE: Vehicles that comply with current Pro Stock style "spec" body regulations will be accepted in this section (Refer Pro Stock, Body and Chassis).

Bumpers: Optional.

Fenders: Must have four production type fenders. Fibreglass or composite material replicas permitted. One-piece front clip permitted. Maximum permitted overhang 45 inches (1143 mm).

Frame: Frame from radiator to rear of car may be replaced. Refer Frame and Chassis, Frame/ Chassis.

Radiator and Grille: Radiator optional. Grilles are required, and may be painted on.

Spoilers: Permitted. Front airfoils prohibited.

Street Equipment: Headlights must be original size in original location. Painted on or adhesive stickers (simulated) headlights are permitted.

Wheelbase: OEM vehicle wheelbases with less than 115 inches (2921 mm) may be lengthened between OEM and 115 inches (2921 mm). OEM vehicle wheelbases with more than 115 inches (2921 mm) may be shortened between OEM and 115 inches (2921 mm).

Vehicles with OEM wheelbase above 115 inches (2921 mm) must not exceed the OEM wheelbase.

Front wheels may be offset a maximum of 2 inches (50.8 mm) with overall wheelbase measurements applying to the wheel most forward.

Windshield and Windows: Must be in good condition and may be fully operative. All non-operative windows must be permanently closed.

Clear Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace original glass. Other than factory tint, front windscreens must be clear on all vehicles.

Wheels: Drive wheels must comply with SFI 15.3 for all AA/AP, AA/APA vehicles.

Brakes: Four wheel hydraulic brakes required as a minimum.

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

Clutch: Multi-Stage/ Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously. Staged or variable release clutches of any description prohibited. Refer Drivetrain, Clutch.

Driveline: In AA/AP, AA/API, AA/APIA, BB/AP, BB/APA, BB/API, BB/APIA, CC/API, CC/APIA, RR/API, RR/APIA, RRR/APIA, RRR/API, DD/APIA, 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 (0.50 inch) CM4130 as a minimum, securely mounted to the frame or frame structure.

Minimum length 305 mm (12 inches). May be modified or fabricated to fit altered units.

Rear Axle: Spools permitted. Fully floating hubs required in AA/AP, AA/API, AA/APIA, BB/AP, BB/APA, BB/API, BB/APIA, CC/API, CC/APIA, DD/API and DD/APIA.

Transmission: Aftermarket or production automobile transmissions of any year, make, model or ratio are required in all classes.

Operative reverse gear is required. Transmission must remain in conventional location determined by engine used.

Aftermarket clutchless manual transmissions permitted to a maximum of five forward speeds.

All automatic classes limited to automotive based OEM planetary transmission of up to three speeds using a torque converter.

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

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.

Left or right hand drive permitted.

Centre steering not permitted.

Night Lighting: Required.

Parachute: Required. Dual parachutes with separate shroud line attachments mandatory on vehicles exceeding 200 mph (320 kph).

Self Starting: Required. Push starts not permitted.

Licence Requirements: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.



AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION

3.11.3 ALTERED CLASS DESIGNATION: /A, /AA, /AI, /AIA CLASS HANDICAP SYSTEM - FULL TREE START



Competition Eliminator, Altered – Steve Martin (High Octane Photos)

Class Description;

Derived from altered wheelbase Hot Rods of the fifties, Altered caters for cars radically modified for Drag Racing, with altered replicas of production automotive bodies produced in 1948 or earlier. Unlimited engine modifications are permitted in most cases, with power adding allowed in some Altered classes. Chassis and drivetrain may be modified or relocated within Class Regulations.

Altered type vehicles are required to be centre steer. Replica Production Automotive type Sedans or Coupes and derivatives, deemed as Hot Rod, must have been originally produced in 1948 or earlier and are not required to have centre steer.

NOTE: For D/AA engine must be sealed prior to competition due to level of engine restrictions.

Class Designations;

AA/A, AA/AA, BB/A, BB/AA, CC/AA, EE/A, EE/AA, FF/A, FF/AA,

RR/AI, RR/AIA, RRR/AI, RRR/AIA,

A/A, A/AA, B/A, B/AA, C/AA, D/AA, E/A, E/AA, F/A, F/AA

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



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Class Details/Weightbreaks;

Designation	Weightbreak		
AA/A & AA/AA	107.95 kg/litre (3.90 lbs/cube) or more for V8 engine using Hemi or non-water jacketed cylinder heads. Maximum of three valves and one spark plug per cylinder. Mechanical Supercharging/Turbocharging or Nitrous Oxide injection permitted. Billet, forged or cast Aluminium blocks permitted.		
	99.65 kg/litre (3.60 lbs/cube) or more, for V8 engines using cast water jacketed canted valve or true wedge cylinder heads. Maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/Turbocharging or Nitrous Oxide injection permitted. Billet, forged or cast Aluminium blocks permitted.		
BB/A & BB/AA	134.25 kg/litre (4.85 lbs/cube) or more for V8 engines using Hemi or non-water jacket cylinder heads and Iron or cast Aluminium blocks. Maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted. 125.94 kg/litre (4.55 lbs/cube) or more, for V8 engines using cast water jacketed canted valve or true wedge cylinder heads and Iron or cast Aluminium blocks. Maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted.		
CC/AA	134.25 kg/litre (4.85 lbs per/cube) or more, for V8 engines using Iron or cast Aluminium blocks with capacity limit of 366 cubic inches. Cast water jacketed true wedge or canted valve cylinder heads only, Aluminium castings are optional. Mechanical Supercharging only, limited to maximum of 8-71 GM with standard rotor length, diameter and helix. Refer Class Regulations.		
EE/A& EE/AA	166.07 kg/litre (6.00 lbs/cube) or more power added using carburetion, mechanical or electronic fuel injection. Restricted to 6 or V8 cylinder engines using Cast Iron or cast Aluminium cylinder blocks with a maximum capacity of 285 cubic inches. No billet engine blocks. Factory or aftermarket cast Aluminium or Cast Iron cylinder heads only. No billet cylinder heads. Turbocharged engines using EFI must use ANDRA approved ECU software limited to maximum 40 psi (2.7 bar) boost. Limited to one non-adjustable MAP sensor with no restriction in line between MAP sensor and ECU. Minimum weight 544.31 kg (1200 lbs) including driver.		
FF/A & FF/AA	276.79 kg/litre (10.00 lbs/cube) or more power added using carburetion, mechanical or electronic fuel injection. Restricted to 4 cylinder engines only. Motorcycle engines allowed but must have integral gearbox. Turbocharged engines using EFI must use ANDRA approved ECU software limited to maximum 40 psi (2.7 bar) boost. Limited to one non-adjustable MAP sensor with no restriction in line between MAP sensor and ECU. Minimum weight including driver; 408.23 kg (900 lbs) for motorcycle engines, or 453.59 kg (1000 lbs) for automobile engines.		

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Designation	Weightbreak		
RR/AI & RR/AIA	259.49 kg/litre (9.375 lbs/cube) or more for an EFI two rotor, Turbocharged engine using ANDRA approved ECU software. Limited to 40psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor and ECU.		
RRR/AI & RRR/AIA	179.92 kg/litre (6.50 lbs/cube) or more for an EFI triple rotor, Turbocharged engine using ANDRA approved ECU software and boost limiting valve/s. Limited to maximum 40psi (2.7bar) boost. Limited to one nonadjustable MAP sensor with no restriction in line between MAP sensor and ECU.		
A/A & A/AA	94.11 kg/litre (3.40 lbs/cube) or more, no power adders. Aluminium blocks permitted.		
B/A & B/AA	124.60 kg/litre (4.50 lbs/cube) or more, no power adders. Iron blocks only.		
C/AA	124.56 kg/litre (4.50 lbs/cube) or more, no power adders. Restricted to V8 engines using Iron blocks with a maximum capacity of 410 cubic inches. Minimum weight 725.75 kg (1600 lbs) including driver. Mass produced factory 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.		
D/AA	124.56 kg/litre (4.50 lbs/cube) or more, no power adders. Minimum weight 693.99 kg (1530 lbs). Engine size restricted to 340.00 to 365.00 cubic inches. RPM limit for D/AA is 9200 rpm.		
E/A & E/AA	138.39 kg/litre (5.00 lbs/cube) or more, no power adders, using carburetion, mechanical or electronic fuel injection. Restricted to 6 or V8 cylinder engines using Cast Iron or cast Aluminium blocks with a maximum capacity of 285 cubic inches. No billet engine blocks. Factory or aftermarket cast Aluminium or Cast Iron cylinder heads only. No billet cylinder heads. Minimum weight 453.59 kg (1000 lbs) including driver.		
F/A & F/AA	152.23 kg/litre (5.50 lbs/cube) or more, no power adders, using carburetion, mechanical or electronic fuel injection. Restricted to four cylinder automobile engines only. No Motorcycle engines allowed. Minimum weight including driver 453.59 kg (1000 lbs).		

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

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

EE/AA, EE/A, E/A and E/AA limited to cast cylinder heads.

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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 "5" 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.

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Lower Engine Containment Device: Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET quicker than 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile).

Superchargers: For TA/A refer "Altered TA/A". AA/A, AA/AA, BB/A, BB/AA, EE/A and EE/AA will use the following Supercharger overdrive limits;

- Standard Rootes 14/71 .00322 x cubic inches, 50% maximum.
 - High helix Rootes 16/71 .00285 x cubic inches, 33% maximum.
 - High helix Rootes 14/71 .00300 x cubic inches, 40% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured after 31st December 1994 .00369 x cubic inches, 72% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured prior to 31st December 1994 - 00408 x cubic inches, 90% maximum.
- Screw type with rotor diameter greater than 215.9 mm (8.5 inch) .00261 x cubic inches, 22 % maximum.
 - **◊** The rounding up of overdrive calculations will not be permitted.

Turbochargers: Vehicles with EFI Limited to maximum 40psi (2.7bar) boost. Refer Power Adders, Turbochargers.

Intercooler: Permitted.

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Aerodynamic Aids/ Nose Cone: Maximum projection ahead of axle: 1016 mm (40 inches) from the centre of the forward most wheel. Minimum ground clearance: 75 mm (3 inches). Maximum Width of Nose Cone (not including wings) – No part of the nose cone should protrude outward past the outer most edge of front wheel/ tyre, measured/ checked with the front wheels pointing straight. Maximum rise forward of the front axle: 610 mm (24 inches) from the ground. Projection behind front axle not permitted. Spill plates allowed, but not to exceed 305 mm (12 inches) in height from the ground. Refer Definitions, "Aerodynamic Aid" - Nose Cones that extend rearward of vertical centreline of the front wheel are not acceptable.

Airfoils/Wings: Permitted. Front wing maximum width, as measured from the left and right outer most points of the front wing/ airfoil to be no greater than 60 inches (1525mm), including spill plates if installed.

Ballast: Permitted.

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

Bellypan: Permitted rearward of the front engine plate. Streamlining and/or air diffusing not permitted.

Body: Coupe, Sedan and Roadster type body styles permitted. Modified and/or restyled OEM or composite bodies permitted. Body style must retain a strong resemblance to vehicles produced in 1948 or earlier.

The driver's compartment must be so designed as to prevent the driver's body or limbs from coming into contact with the wheels, tyres, exhaust, or racing surface in the event of an upset. Roadster body styles may enclose the driver's compartment where driver access is not restricted. Enclosed body styles, when centre steer, must be fitted with a roof opening or hatch located to allow driver entry and exit measuring 609 mm x 609 mm (24 sq inch). Sedan chassis vehicles must be fitted with driver's side door as a minimum. Mechanical door handles accessible from both inside and outside required. Side and front windows must maintain a minimum height of 125 mm (5 inches) measured vertically. Windscreen openings must not impair driver's forward vision. Bonnet is optional.

Wheelbase: Minimum wheelbase 92 inches (2337 mm). Maximum wheelbase 125 inches (3175 mm) measured from the forward most front spindle. Variation from left to right, maximum of 2 inches (50 mm).

Windscreen and Windows: Optional in open cars. Where required must be in good condition and may be fully operative. All non-operative windows must be permanently closed. Clear Polycarbonate of a minimum of 3.0 mm (1/8 inch) thickness may be used in any window to replace original glass. Front windscreen must be clear on all vehicles. Side and front windows must maintain a minimum height of 125 mm (5 inches) measured vertically. Windscreen openings must not impair driver's forward vision. Refer Body, Windows and Windshields.

Clutch: Refer "Altered TA/A" for TA/A provisions. Otherwise, Multi-Stage/Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously. Staged or variable release clutches of any description prohibited.

Rear Axle: Spools permitted. Fully floating hubs required in TA/A, AA/A, AA/AA, BB/A, BB/AA and CC/AA, EE/A, EE/AA. Four wheel drive or front wheel drive not permitted. Refer Drivetrain, Rear Axle.

Transmission: Each car in this section must have some means of disengaging the engine from the final drive, and an operative reverse gear is required. Aftermarket planetary transmissions using a clutch or torque converter, or aftermarket clutchless manual transmissions are only permitted in AA/A, BB/A, A/A, B/A, E/A, EE/A, RR/AI and RRR/AI classes to a maximum of five forward speeds. All automatic classes limited to automotive based OEM planetary transmission of up to three speeds using a torque convertor. FF/A and FF/AA reverse gear not required and 6 forward speeds allowed when using a motorcycle engine with an integral gearbox.

D/AA automatic transmission only with no lock up convertor.

Wheels/ Tyres: Suitably rated go kart, or similar, wheels/ tyres permitted on vehicles with class designations of "mini Funny Car" or "mini Dragster", weighing less than 362.87 kg (800 lbs). Motorcycle wheels or automotive type wire wheels are not permitted.

Suspension: Operative automotive type front suspension is required on vehicles less than 115 inch (2921 mm) wheelbase. Solid front ends allowed with wheelbase of 115 inch (2921 mm) or more. Solid rear ends permitted on all vehicles. Suspension systems using a single shock absorber per axle are permitted. Refer Drivetrain, Suspension.

Delay Devices: Not permitted in Group 1 or Group 2.

Driver: Must sit behind engine. Driver's body must be completely within the car's body contour and no part of the driver may extend behind the rear axle. Any car which has no crossmember above the driver's legs should have strap or device to prevent the driver's legs from projecting outside the chassis.

Parachute: Compulsory. Dual parachutes with separate shroud line attachments mandatory on vehicles exceeding 200 mph (320 kph).

Self Starting: Required. Push starts not permitted.

Licence Requirements: Endorsed GOL required for TA/A. All other vehicles Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

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3.11.4 FUNNY CAR CLASS DESIGNATION: /FC, /FCA CLASS HANDICAP SYSTEM - FULL TREE START

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Competition Eliminator, Funny Car – Madison Brown (High Octane Photos)

Class Description;

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

Class Details;

Designation	Weightbreak
AA/FC	110.72 kg/litre (4.00 lbs/cube) or more, for V8 engines using Hemi or non water jacketed cylinder heads, maximum of three valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted. Billet, forged or cast Aluminium blocks permitted.
	102.42 kg/litre (3.70 lbs/cube) or more, for V8 engines using cast water jacketed canted valve or true wedge cylinder heads, maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted. Billet, forged or cast Aluminium blocks permitted.
BB/FC & BB/FCA	142.55 kg/litre (5.15 lbs/cube) or more, for V8 engines using Hemi or non water jacketed cylinder heads and Iron or cast Aluminium blocks. Maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted.
	134.25 kg/litre (4.85 lbs/cube) or more, for V8 engines using cast water jacketed canted valve or true wedge cylinder heads and Iron or cast Aluminium blocks. Maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted.

Class Regulations;

Class and General Regulations applicable to Altered vehicles apply to vehicles racing in the Funny Car section, with the following additions and exceptions.

Electronic Management: Electronic gear shifting devices permitted in Group 2 Competition.

Engine: Automobile type engine required. Modifications permitted within Class Regulations. One engine maximum. Any setback allowed, rear engine location not permitted. Modifications permitted within Class Regulations.

Exhaust: Double wall insulated exhaust headers mandatory. Outer sleeve must extend from flange, to start of bend at the bottom of the body.

Fuel: TA/FC, AA/FC, BB/FC and BB/FCA limited to Ethanol, Methanol or Petrol only. Refer Fuel.

Liquid Overflow: Refer Ancillary Components, Liquid Overflow.

Lower Engine Containment Device: Required on all power added vehicles. Refer Ancillary Components, Lower Engine Containment Device.

Superchargers/ Turbochargers: Screw type Superchargers not permitted in F/C. Refer Top Alcohol Eliminator for TA/FC limits. AA/FC, BB/FC and BB/FCA will use the following Supercharger overdrive limits:

- Standard Rootes 14/71 .00322 x cubic inches, 50% maximum.
- High helix Rootes 16/71 .00285 x cubic inches, 33% maximum.
- High helix Rootes 14/71 .00300 x cubic inches, 40% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured after 31st December 1994 .00369 x cubic inches, 72% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured prior to 31st December 1994 - 00408 x cubic inches, 90% maximum.
- Screw type with rotor diameter greater than 215.9 mm (8.5 inch) .00261 x cubic inches, 22 % maximum.

♦ The rounding up of overdrive calculations will not be permitted.

Airfoils/Wings: Prohibited.

Ballast: Permitted.

Body: Must be a Sedan or Coupe of a type originally produced by an automobile manufacturer, the body of which originally measured 1448 mm (57 inches) or more at the narrowest point. Bodies measuring in excess of 1448 mm (57 inches) at this point may be narrowed to 1448 mm (57 inches). Measurements referred to are external body measurements. Fender flares and/or lips not on the original factory produced bodies will not be considered in any width measurement. Duplicates of production bodies made of fibreglass or composite material or Aluminium are allowed. Bodies may be lengthened or shortened but not to exceed 10% of the original body dimension. Tops may be chopped a maximum of 50 mm (2 inches). Complete removal of top not permitted. Minimum clearance for front spoiler is 75 mm (3 inches). Front overhang is not to exceed 1016 mm (40 inches), measured from spindle of forward most wheel. Simulated grille, head and tail lights for the specific body used are required.

Escape Hatch: An escape hatch must be installed in the top of the body, to permit driver exit. No transparent types permitted. Minimum size 457 mm (18 inches) x 432 mm (17 inches), hinged at the front.

Frame: The chassis of all F/C must comply with SFI 10.1 as a minimum.

Latches: All body latches must be easily identifiable and accessible.

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Spoilers: Permitted, front and rear. Air flow past the underside of spoiler other than hinged tail lights prohibited.

Wheelbase: Minimum wheelbase 100 inches (2540 mm). Rear track width must be such that the tyres do not extend outside the body line or more than 3 inches (75 mm) inside the body line. Front track width must be such that the tyre is located no more than 4 inches (100 mm) inside the body line. Measurements will be taken from the outside edge of the tyre to the inside edge of the body. Maximum wheelbase is 125 inches (3175 mm). All Funny Cars may not have a wheelbase variance from left to right of more than 2 inches (50 mm).

Windshield and Windows: Windshield mandatory. If side windows are fitted they must be clear, and provide a 152 mm (6 inch) diameter opening adjacent to the driver. Drilling or cutting the windshield or rear window for air passage is not allowed.

Clutch: Multi stage/ Lock-up clutches permitted in F/C. Refer Top Alcohol Eliminator for TA/FC provisions. Otherwise, in AA/FC, BB/FC, clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously. Staged or variable release clutches of any description prohibited.

Rear Axle: Aftermarket full floating or live axle assembly using 3.20 rear end ratio only required in F/C. Spools permitted. Fully floating hubs required on all vehicles fitted with locked rear ends. Four wheel drive not permitted. Refer Drivetrain, Rear Axle.

Transmission: Optional. Vehicles must employ some positive system to disengage engine from final drive. Operative reverse gear is required.

Tyres: Tyres specifically built for Drag Racing must be used on the front and rear of all Funny Cars.

Wheels: Wire spoked wheels not permitted.

Brakes: Two wheel hydraulic disc type brakes on rear wheels required as a minimum. Minimum disc diameter 280 mm (11 inches). The use of Steel brake lines is required.

Suspension: Optional front and rear.

Delay Devices: Not permitted in Group 1 or Group 2.

Driver Location: Driver's seat must be located within the confines of the car's passenger area, not in engine compartment or boot. Any car which has no crossmember above the driver's legs should have a strap or device to prevent the driver's legs from projecting outside the chassis. Centre steer only permitted.

Helmet: Environmental 'Air Breathing' helmet systems permitted.

Night Lighting: Required.

Parachutes: Dual parachutes with separate shroud line attachments mandatory.

Self Starting: Required. Push starts not permitted.

Licence Requirements: Endorsed GOL for F/C and TA/FC. All other vehicles Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

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Competition Eliminator, Dragster - Craig Geddes (High Octane Photos)

Class Description;

Dragsters are the epitome of "all-out" vehicles built exclusively for Drag Racing. They are unique to, and symbolic of the sport.

Class Designations;

AA/D, BB/D, BB/DA, CC/DA, EE/D, EE/DA, FF/D, FF/DA,

RR/DI, RR/DIA, RRR/DI, RRR/DIA,

A/D, A/DA, B/D, B/DA, C/DA, D/DA, E/D, E/DA, F/D, F/DA

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

NOTE: For D/DA engine must be sealed prior to competition due to level of engine restrictions.



Designation	Weightbreak/Details
AA/D	121.79 kg/litre (4.40 lbs/cube) or more, for V8 engines using Hemi or non water jacket cylinder heads, maximum of three valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted. Billet, forged or cast Aluminium blocks permitted. 113.49 kg/litre (4.10 lbs/cube) or more, for V8 engines using cast water jacketed canted valve or true wedge cylinder heads, maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted. Billet, forged or cast Aluminium blocks permitted.
BB/D & BB/DA	121.79 kg/litre (4.40 lbs/cube) or more, for V8 engines using Hemi or non water jacket cylinder heads and Iron block. 131.47 kg/litre (4.75 lbs/cube) or more for V8 engines using Hemi or non water jacket heads and cast Aluminium or Iron block. Maximum of three valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted. 13.49 kg/litre (4.10 lbs/cube) or more, for V8 engines using cast water jacketed canted valve or true wedge cylinder heads, and Iron block. 23.17 kg/litre (4.45 lbs/cube) or more for V8 engines using cast water jacketed canted valve or true wedge cylinder heads and cast Aluminium or Iron block. Maximum of two valves and one spark plug per cylinder. Mechanical Supercharging/ Turbocharging or Nitrous Oxide injection permitted.
CC/DA	124.56 kg/litre (4.50 lbs/cube) or more, for V8 engines using cast Aluminium or Iron blocks with capacity limit of 366 cubic inches. Cast in water jacket true wedge or canted valve cylinder heads only, Aluminium castings are optional. Mechanical Supercharging only, limited to maximum of 8/71 GM style with standard rotor length, diameter and helix. Refer Class Regulations.
EE/D & EE/DA	166.07 kg/litre (6.00 lbs/cube) or more power added using carburetion, mechanical or electronic fuel injection. Restricted to 6 or V8 engines using Cast Iron or cast Aluminium blocks with a maximum capacity of 285 cubic inches. No billet engine blocks. Factory or aftermarket cast Aluminium or Cast Iron cylinder heads only. No billet cylinder heads. Turbocharged engines using EFI must use ANDRA approved ECU software limited to maximum 40 psi (2.7 bar) boost. Limited to one non-adjustable MAP sensor with no restriction in line between MAP sensor and ECU. Minimum weight 544.31 kg (1200 lbs) including driver.

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Designation	Weightbreak/ Details		
FF/D & FF/DA,	276.79 kg/litre (10.00 lbs/cube) or more power added using carburetion, mechanical or electronic fuel injection. Restricted to 4 cylinder engines only. Motorcycle engines allowed but must have integral gearbox. Turbocharged engines using EFI must use ANDRA approved ECU software limited to maximum 40 psi (2.7 bar) boost. Limited to one non-adjustable MAP sensor with no restriction in line between MAP sensor and ECU. Minimum weight including driver; 408.23 kg (900 lbs) for motorcycle engines.		
RR/DI & RR/DIA	477.48 kg/litre (8.625 lbs/cube) or more for an EFI two rotor, Turbocharged engine using ANDRA approved ECU software. Limited to 40psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no restrictions in line between MAP sensor and ECU.		
RRR/DI & RRR/DIA	179.92 kg/litre (6.50 lbs/cube) or more for an EFI triple rotor, Turbocharged engine using ANDRA approved ECU software. Limited to maximum 40psi (2.7bar) boost. Limited to one non-adjustable MAP sensor with no restriction in line between MAP sensor and ECU.		
A/D & A/DA	101.03 kg/litre (3.65 lbs/cube) or more, no power adders.		
B/D & B/DA	124.56 kg/litre (4.50 lbs/cube) or more, no power adders.		
C/DA	124.56 kg/litre (4.50 lbs/cube) or more, no power adders. Restricted to V8 engines using Iron blocks with maximum capacity of 410 cubic inches. Minimum weight 725.75 kg (1600 lbs) including driver, Mass produced factory 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.		
D/DA	124.56 kg/litre (4.50 lbs/cube) or more, no power adders. Minimum weight 693.99 kg (1530 lbs). Engine size restricted to 340.00 to 365.00 cubic inches. RPM limit for D/DA is 9200 rpm.		
E/D & E/DA	138.39 kg/litre (5.00 lbs/cube) or more, no power adders, using carburetion, mechanical or electronic fuel injection. Restricted to 6 or V8 engines using Cast Iron or cast Aluminium blocks with a maximum capacity of 285 cubic inches. No billet engine blocks. Factory or aftermarket cast Aluminium or Cast Iron cylinder heads only. No billet cylinder heads. Minimum weight 453.59 kg (1000 lbs) including driver.		
F/D & F/DA	138.39 kg/litre (5.00 lbs/cube) or more, no power adders, using carburetion, mechanical or electronic fuel injection. Restricted to 4 cylinder automobile engines only. No motorcycle engines allowed. Minimum weight including driver 453.59 kg (1000 lbs).		

Class Regulations;

DRAG RACING

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.

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C/DA 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/DA 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.

Lower Engine Containment Device: Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET quicker than 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile).

Superchargers: For TA/D refer Top Alcohol Eliminator. AA/D, AA/DA, BB/D, BB/DA, EE/D and EE/DA will use the following Supercharger overdrive limits;

- Standard Rootes 14/71 .00322 x cubic inches, 50% maximum.
- High helix Rootes 16/71 .00285 x cubic inches, 33% maximum.
- High helix Rootes 14/71 .00300 x cubic inches, 40% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured after 31st December 1994 - .00369 x cubic inches, 72% maximum.
- Screw type with rotor diameter 215.9 mm (8.5 inch) or less manufactured prior to 31st December 1994 00408 x cubic inches, 90% maximum.
- Screw type with rotor diameter greater than 215.9 mm (8.5 inch) .00261 x cubic inches, 22 % maximum.
 - **O** The rounding up of overdrive calculations will not be permitted.

Turbochargers: Vehicles with EFI Limited to maximum 40psi (2.7bar) boost.

Ballast: Permitted. Refer Frame and Chassis, Ballast.

Bellypan: Permitted. Streamlining may be added to any part of the car.

Body: Body and cowl must be constructed of metal, fibreglass or composite material or other suitable material and in front engine vehicles should extend to the firewall. The driver's compartment, consisting of frame structure, roll bars and body must be so designed as to prevent the driver's body or limbs from coming in contact with the wheels, tyres, exhaust system or strip surface should an accident occur. Brace under driver's posterior must be of compatible strength and dimensions as bottom frame rail. Sub flooring inside but independent of car body required in Dragsters in which driver's legs rest on Bellypan or chassis. Front overhang not to exceed 1016 mm (40 inches) measured from centreline of forward most wheel to forward most point of the vehicle.

Deflector Plate: A deflector plate must be installed between the rollcage and engine for all rear engine cars, to protect the driver and fuel tank. The deflector plate must be made of 3.0 mm (1/8 inch) Aluminium or 1.5 mm (.060 inch) Steel if it is welded in. It must extend from the top blower pulley and must be at least 25 mm (1 inch) wider than each pulley. Naturally Aspirated cars must have plate from shoulder level to the bottom of chassis.

Frame: Construction methods are at the option of the builder, providing minimum requirements are met.

Firewall: Refer Body, Firewalls.

Wheelbase: A minimum wheelbase of 3556 mm (140 inches) is required on all vehicles in this section. Wheelbase variation from left to right, maximum of 50 mm (2 inches).

Clutch: For TA/D refer Top Alcohol Eliminator. Otherwise, Multi-Stage/Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously. Staged or variable release clutches of any description prohibited.

Rear Axle: Spools permitted. Fully floating hubs required in all TA/D, AA/D, BB/D, BB/DA and CC/DA, EE/D, EE/DA.

Transmission: Each car in this section must have some means of disengaging the engine from the final drive, and an operative reverse gear is required. Aftermarket planetary transmissions using a clutch or torque converter, or aftermarket clutchless manual transmissions are only permitted in AA/D, BB/D, A/D, B/D, E/D, EE/D, RR/DI and RRR/DI classes to a maximum of five forward speeds. All automatic classes limited to automotive based OEM planetary transmission (refer Definitions, "OEM Planetary Transmission") of up to three speeds using a torque convertor. Refer Drivetrain. FF/D and FF/DA reverse gear not required and 6 forward speeds allowed when using a motorcycle engine with an integral gearbox.

D/DA automatic transmission only with no lock up convertor.

Wheels/ Tyres: Light weight automotive type wire wheels or motorcycle wheels may be used on the front axle only, provided the total car weight does not exceed 816.46 kg (1800 lbs), including driver. Minimum front tyre diameter of 13 inch (330 mm). Suitably rated go kart wheels/ tyres permitted on vehicles weighing less than 362.87 kg (800 lbs).

Brakes: Minimum of two wheel hydraulic brakes, hand or foot operated.

Steering: On rear engine cars a collar or pin must be used to prevent the steering shaft from injuring the driver in case of frontal impact.

Suspension: Any type of automotive suspension is permitted. Suspension systems using a single shock absorber per axle are permitted. Rigid mounted front ends permitted, provided wheelbase exceeds 115 inch (2921 mm) or vehicle weighs less than 362.87 kg (800 lbs).

Arm Restraints: Required.

Delay Devices: Not permitted in Group 1 or Group 2.

Driver: Driver may be in any location. Any car which has no crossmember above the driver's legs should have a strap or device to prevent the driver's legs from projecting outside the chassis.

Windscreen: Required.

Night Lighting: Required.

Parachute: Compulsory on all vehicles exceeding 130 mph (208 kph). Dual parachutes with separate shroud line attachments mandatory on all vehicles exceeding 200 mph (320 kph). Refer Frame and Chassis, Parachutes.

Self Starting: Required. Push starts not permitted.

Licence Requirements: Endorsed GOL required for TA/D. All other vehicles Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

DRAG RACING



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Competition Eliminator, Sport Compact - Brett Glover (High Octane Photos)

Class Description;

Designed for purpose-built, Pro Stock style Sedans/ Coupes or derivatives with minimal rules restrictions.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or prior to the issue of, or renewal of the Vehicle Logbook.

Designation	Engine	Minimum Weight
AA/SC	6 cylinders	2400 lbs (1088.62 kg) minimum
BB/SC	Triple Rotor	2200 lbs (997.90 kg) minimum
CC/SC	4 cylinders	2100 lbs (952.54 kg) minimum
DD/SC	Twin Rotor	2100 lbs (952.54 kg) minimum

Class Details; (minimum weights are including driver)

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

Class Regulations;

Engine: Engine swaps permitted. Any production 4, 6 cylinder or Rotary engine permitted. Maximum 2 power adders. 4 cylinders; OEM or ANDRA-accepted aftermarket block and head permitted. To be considered for acceptance, replacement cylinder head must bolt to original block, and function, with no modifications. To be considered for acceptance, replacement block must accept original cylinder head, and function, with no modifications. Dual stage Nitrous Oxide systems or multiple Superchargers/ Turbochargers will be counted as one power adder each. Deck-plate and/or welding on deck surface prohibited. Dry sump permitted. Use of vacuum pump for evacuation of crankcase pressure permitted.

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Ignition: Any ignition system permitted. Refer Electrical, Ignition.

Exhaust: Open exhaust permitted, except where prohibited by track rules. All open exhaust outlets must terminate below top of front wheel, directing gases to the rear. All Turbocharged vehicles must have two 3/8 inch (10 mm) bolts inserted across the diameter of the turbine outlet pipe at 90 degrees to each other, to obstruct the exit of debris in the event of a turbine failure.

Fuel: Ethanol, Methanol or Petrol only.

DRAG RACING

Lower Engine Containment Device: Required on all cars using power adders quicker than 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile).

Nitrous Oxide: Commercially available Nitrous Oxide systems permitted, including for Supercharged and Turbocharged engines. Nitrous Oxide bottle/s in driver's compartment must be equipped with a relief valve and vented outside of driver's compartment. Hoses from bottle/s to solenoid must be high-pressure Steel-braided. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle/s prohibited.

Power Adders: Permitted. Screw-type Supercharger limited to maximum rotor diameter of 178 mm (7 inch). Refer Power Adders.

Driveline: Driveshaft protection required.

Flywheel Shield: All manual transmissions equipped vehicles must use a properly constructed Steel or Titanium Bellhousing. Vehicles for which a Steel, Titanium or Aluminium with Steel/ Titanium liner SFI 6.1, 6.2 or 6.3 Flywheel Shield is not available may use a SFI Flywheel Shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4 inch (6 mm) thick Steel, surrounding the Bellhousing 360 degrees, extending 25 mm (1 inch) forward and 25 mm (1 inch) rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi piece.

Transmission, Manual: Any transmission permitted. Automated, timertype, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and can be made manually, electronically or pneumatically. Clutchless transmissions up to five forward speeds permitted in all Super Compact classes permitted to use manual transmissions.

Transmission, Automatic: Trans brake permitted.

Brakes: Four wheel hydraulic brakes mandatory. Refer "Brakes".

Steering: Aftermarket steering permitted. Refer Drivetrain, Steering.

Suspension: All suspension must use at least one working shock absorber per wheel. Refer Drivetrain, Suspension.

Wheelie Bars: Permitted. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free at the starting line. Any preload prohibited.

Ballast: Permitted.

Chassis: Full tube chassis permitted. Original FWD may be converted to RWD configuration. Rollcage mandatory.

Parachute: Mandatory.

Computer: Vehicle management systems prohibited. Electronic fuel injection permitted.

Data Recorder: Permitted. Speed sensors on any un-driven wheel prohibited.

Wheelbase: OEM wheelbase plus 10 inches (254 mm) maximum or -2 inches (-50 mm) minimum. Maximum wheelbase 125 inches (3175 mm) regardless of OEM wheelbase. Maximum wheelbase variation from left to right is 25 mm (1 inch).

Tyres: Racing slicks permitted. Cars quicker than 12.500 seconds (1/4 mile) using independent front suspension and cross-ply rear tyres are not permitted to use radial front tyres.

Wheels: Must be automotive-type wheels suitable for street or racing use. Minimum wheel diameter 13 inches (330 mm). Wheel studs must be threaded into hex portion of wheel nut a distance at least equal to the diameter of the stud.

Interior: Upholstery, headliners, carpets, dashboard, etc. optional. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

Batteries: Batteries must be securely mounted; may not be located in driver's compartment unless sealed off per ANDRA General Regulations.

Airfoils/ Wings: Single fixed rear airfoils are permitted on Supercharged/ Turbocharged/ Nitrous Oxide Sedans and derivatives. The airfoil must be securely mounted, and may be no wider than the widest part of the vehicle body. No part of the airfoil may extend past the widest part of the vehicle body, be higher than the highest point of the roof or extend more than 6 inches (152 mm) behind the rear most part of the body, not including bumpers or parachute packs. Maximum surface area, including all non vertical surfaces of structure, of 5484 cm² (850 sq inch) Adjustment or movement of any aerodynamic device during a run is prohibited. One spill plate permitted on each side to a maximum of 774 cm². (120 sq inch).

Body: Any 4, 6 cylinder or Rotary automobile, light truck or 4WD permitted. Mild customizing permitted, but must retain full-size, full-bodied appearance and silhouette, with minimum 2 functional doors.

Doors must open and close from inside and outside. OEM glass may be replaced with Polycarbonate or other shatterproof material, minimum thickness 3.0 mm (1/8 inch). Lightweight fibreglass or composite material replacement body and/or panels permitted. Body must be full scale (7/8, 3/4 scale, etc. prohibited). ANDRA will monitor body dimensions along with size, shape, and mounting of spoilers and/or wings; final approval rests with ANDRA. Maximum front overhang 45 inches (1143 mm).

Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable. Fabricated rear spoilers to be no longer than 17 inches (432 mm), measured from the body line to spoiler transition point to the tip and must not be moulded into rear deck lid. Must be painted to match paint scheme. Must be no lower than horizontal. Maximum overall height of spill plates 6 inches (152 mm), attached so that a maximum of 3 inches (75 mm) extends above the top of the spoiler. Roof mounted spoilers prohibited. Any adjustment or movement during a run prohibited.

Street Equipment: Headlights and taillights may be painted on or adhesive stickers (simulated). Operative tail light required.

Tow Vehicles: Only permitted where use of a parachute is required, however, ANDRA may require race vehicle to return to scales under its own power.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

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3.11.7 SPORT MODIFIED CLASS DESIGNATION: /SM CLASS HANDICAP SYSTEM - FULL TREE START

1/ПС5

ELIMINATOR

DRAG RAL

COMPETITION



Competition Eliminator, Sport Modified - Michael Buckley (High Octane Photos)

Class Description;

Designed for cars which are limited to "back half" and 3/4 chassis modifications. AWD vehicles are permitted and may utilise a full chassis.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or prior to the issue of, or renewal of the Vehicle Logbook.

Designation	Engine	Minimum Weight
AA/SM	6 cylinders (4.0 litre max)	2400 lbs (1088.62 kg) minimum (Restricted to two wheel drive)
BB/SM	Triple Rotor	2200 lbs (997.90 kg) minimum (Restricted to two wheel drive)
CC/SM	4 cylinders	2200 lbs (997.90 kg) minimum (Restricted to two wheel drive)
DD/SM	6 cylinders (4.0 litre max)	2800 lbs (1270.05 kg) minimum (Restricted to all wheel drive)
EE/SM	4 cylinders	2400 lbs (1088.62 kg) minimum (Restricted to all wheel drive)
RR/SM	Twin Rotor	2200 lbs (997.90 kg) minimum (Restricted to two wheel drive)

Class Details;

Class Regulations;

Engine: Engine swaps permitted. Any production 4, 6 cylinder or Rotary engine permitted. Maximum 2 power adders. Dual stage Nitrous Oxide systems or multiple Superchargers/Turbochargers will be counted as one power adder each. Aftermarket or replacement block and or cylinder head permitted on 4 cylinders only and must be ANDRA accepted. To be considered for acceptance, replacement cylinder head must bolt to original block and function, with no modifications. To be considered for acceptance, replacement block must accept original cylinder head, and function, with no modifications. Deck-plate and/or welding on deck surface prohibited. Dry Sump permitted. Use of vacuum pump for evacuation of crankcase pressure permitted.

Exhaust: Open exhaust permitted, except where prohibited by track rules. All open exhaust outlets must terminate below top of front wheel, directing gases upward or to the rear. All Turbocharged vehicles not required to use mufflers must have two 3/8 inch (10 mm) bolts inserted across the diameter of the turbine outlet pipe at 90 degrees to each other, to obstruct the exit

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of debris in the event of a turbine failure. **Fuel:** Ethanol, Methanol or Petrol only.

Intercooler: Permitted.

Lower Engine Containment Device: Required on all cars using power adders quicker than 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile).

Nitrous Oxide: Commercially available Nitrous Oxide systems permitted, including for Supercharged and Turbocharged engines. Nitrous Oxide bottle/s in driver's compartment must be equipped with a relief valve and vented outside of driver's compartment. Hoses from bottle/s to solenoid must be high pressure Steel-braided. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle/s prohibited.

Power Adders: Permitted. Screw type Superchargers limited to a maximum rotor diameter of 178 mm (7 inches)

Driveline: Tailshaft Loop required on all RWD cars.

Flywheel Shield: All manual transmissions equipped vehicles must use a properly constructed Steel or Titanium Bellhousing. Vehicles for which a Steel, Titanium or Aluminium with Steel/ Titanium liner SFI 6.1, 6.2 or 6.3 Flywheel Shield is not available may use a SFI Flywheel Shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4 inch (6 mm) thick Steel, surrounding the Bellhousing 360 degrees, extending 25 mm (1 inch) forward and 25 mm (1 inch) rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi piece.

Transmission, Automatic: Trans brake permitted.

Transmission, Manual: Any transmission permitted. Automated, timertype, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever). Clutchless transmissions up to five forward speeds permitted in all Super Compact classes permitted to use manual transmissions.

Brakes: Four wheel hydraulic brakes mandatory.

Steering: Aftermarket steering gear permitted.

Suspension, Front: Replacement control arms permitted. Strut tower braces, lower tie bars, sway bars, and limit straps permitted. Mounting point of replacement lower control arms may be Non-OEM. Any other modifications prohibited. All front suspensions must utilise one, and only one, working shock absorber/ strut per wheel.

Shock absorber/ strut must be attached to original OEM upper mount and maintain minimum 25 mm (1 inch) travel.

Suspension, Rear: Automotive suspension mandatory. Aftermarket replacement suspension, such as four-link or ladder bar, permitted. Rear suspension must maintain minimum shock travel of 25 mm (1 inch).

Wheelie Bars: Permitted. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free at the starting line. Preload prohibited. DRAG RACING

Chassis: FWD Vehicles may be converted to RWD configuration. All vehicles limited to 3/4 chassis replacement only, from the OEM firewall rearward. Rollcage mandatory. Vehicles utilising AWD may use full tube chassis.

Wheelbase: Both AWD and RWD vehicles must retain original wheelbase for body used, plus or minus 3 inches (75 mm). Maximum wheelbase variation from left to right is 25 mm (1 inch).

Tyres: Racing slicks permitted. Cars quicker than 12.500 seconds (1/4 mile) using independent front suspension and cross-ply rear tyres are not permitted to use radial front tyres. Front and rear slicks on AWD vehicles must be compatible. No restriction on width.

Wheels: Must be automotive-type wheels suitable for street or racing use. Minimum wheel diameter 13 inches (330 mm) unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of wheel nut a distance at least equal to the diameter of the stud.

Interior: Upholstery, headliners, carpets, OEM dashboard, etc. optional. If OEM dashboard is removed, must be replaced with fabricated or aftermarket unit to provide finished appearance. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

Airfoils/ Wings: Single fixed rear airfoils are permitted on Supercharged/ Turbocharged/ Nitrous Oxide Sedans and derivatives. The airfoil must be securely mounted, and may be no wider than the widest part of the vehicle body. No part of the airfoil may extend past the widest part of the vehicle body, be higher than the highest point of the roof or extend more than 6 inches (152 mm) behind the rear most part of the body, not including bumpers or parachute packs. Maximum surface area, including all non vertical surfaces of structure, of 5484 cm² (850 sq inch) Adjustment or movement of any aerodynamic device during a run is prohibited. One spill plate permitted on each side to a maximum of 774 cm² (120 sq inch).

Firewall: OEM firewall, or ANDRA approved replacement Steel firewall, with replacement material of the same gauge Steel as OEM, mandatory on all vehicles.

Body: Any compact Sedan, derivative or light Utility (Ute) vehicle that has not been produced with an engine of more than 6 cylinders permitted. Mild customizing permitted, but must retain full-size, full-bodied appearance and silhouette, at the discretion of ANDRA Officials, with minimum 2 functional doors. Doors must open and close from inside and outside. OEM glass may be replaced with Polycarbonate or other shatterproof material, minimum thickness 3.0 mm (1/8 inch). OEM shell must be retained. Rear wheel opening may be enlarged for tyre clearance, but must retain a finished, OEM appearance. Removable body parts may be replaced with replica lightweight fibreglass or composite material panels. One-piece, lift-off front ends permitted.

Floor: Original floor pan may be replaced rearward of the firewall, including transmission tunnel. The replacement transmission tunnel section must be no larger than required to give 50 mm (2 inches) clearance to either side of the transmission, when viewed from above the transmission tunnel (linkages not included).

Street Equipment: Headlights may be painted on or adhesive stickers (simulated). OEM working taillight assemblies mandatory.

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Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable. Fabricated rear spoilers to be no longer than 355 mm (14 inches), measured from the body line to spoiler transition point to the tip and must not be moulded into rear deck lid. Must be painted to match paint scheme. Must be no lower than horizontal. Maximum overall height of spill plates 100 mm (4 inches), attached so that a maximum of 50 mm (2 inches) extends above the top of the spoiler. Roof mounted spoilers prohibited. Any adjustment or movement during a run prohibited.

Batteries: Batteries must be securely mounted; may not be located in driver's compartment unless sealed off per ANDRA General Regulations.

Ignition: Any ignition system permitted.

Computer: Vehicle management systems prohibited. Electronic fuel injection permitted.

Data Recorder: Permitted. Speed sensors on any un-driven wheel prohibited.

Tow Vehicles: Only permitted where use of a parachute is required, however, ANDRA may, at random intervals require race vehicle to return to scales under its own power.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

3.11.8 OZ MODIFIED CLASS DESIGNATION: /OM CLASS HANDICAP SYSTEM - FULL TREE START

ELIMINATOR:

COMPETITION

- NOTE: RWD cars only. No full chassis or back half cars allowed. Slick tyres with a maximum size of 28" x 9" permitted.
- NOTE: Close scrutiny on the condition and compliance of Oz Modified vehicles will be an emphasis of ANDRA Stewards during the season.

Class Description;

OZ Modified is intended for street appearing production cars using standard chassis with limited rear tyre size. Engine swaps and power adders are permitted.

Proposed body dimensions for a vehicle competing in this bracket, along with standard dimensions for that model must be forwarded to the ANDRA Head Office by the competitor, before competing, or prior to the issue of, or renewal of the Vehicle Logbook.

Class Details; (minimum weights are including driver).

Designation	Engine	Minimum Weight
AA/OM	6 cylinders (4.0 litre max)	2400 lbs minimum
CC/OM	4 cylinders	2100 lbs minimum
RR/OM	Twin Rotor	2100 lbs minimum
RRR/OM	Triple Rotor	2400 lbs minimum

Class Regulations;

Engine: Engine swaps permitted. Any production 4, 6 cylinder or Rotary engine permitted. Maximum 2 power adders. Dual stage Nitrous Oxide systems or multiple Superchargers/Turbochargers will be counted as one power adder each.

Exhaust: Open exhaust permitted, except where prohibited by track rules. All open exhaust outlets must terminate below sill panel level, directing gases upward or to the rear. All Turbocharged vehicles not required to use mufflers must have two 3/8 inch (10 mm) bolts inserted across the diameter of the turbine outlet pipe at 90 degrees to each other, to obstruct the exit of debris in the event of a turbine failure. Refer Engine, Exhaust.

Fuel: Ethanol, Methanol or Petrol only.

Nitrous Oxide: Commercially available Nitrous Oxide permitted, including for Supercharged and Turbocharged engines. Nitrous Oxide bottle/s in driver's compartment must be equipped with a relief valve and vented outside of driver's compartment. Hoses from bottle/s to solenoid must be high-pressure Steel-braided. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle/s prohibited.

Supercharger/ Turbocharger: Permitted. Maximum rotor diameter of 178 mm (7 inch) for screw Superchargers.

Lower Engine Containment Device: Required on all cars using power adders quicker than 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile).

Flywheel Shield: All manual transmissions equipped vehicles must use a properly constructed Steel or Titanium Bellhousing. Vehicles for which a Steel, Titanium or Aluminium with Steel/ Titanium liner SFI 6.1, 6.2 or 6.3 Flywheel Shield is not available may use a SFI Flywheel Shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4 inch (6 mm) thick Steel, surrounding the Bellhousing 360 degrees, extending 25 mm (1 inch) forward and 25 mm (1 inch) rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi piece.

Transmission, Automatic: Non-original automotive transmission permitted without weight penalty. Trans brake permitted.

Transmission, Manual: Any transmission permitted. Automated, timer-type, air-shifted, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever). Clutchless transmissions up to five forward speeds permitted in all Super Compact classes permitted to use manual transmissions.

Airfoils/ Wings: Single fixed rear airfoils are permitted on Supercharged/ Turbocharged/ Nitrous Oxide Sedans and derivatives. The airfoil must be securely mounted, and may be no wider than the widest part of the vehicle body. No part of the airfoil may extend past the widest part of the vehicle body, be higher than the highest point of the roof or extend more than 6 inches (152 mm) behind the rear most part of the body, not including bumpers or parachute packs. Maximum surface area, including all non vertical surfaces of structure, of 5484 cm² (850 sq inch) Adjustment or movement of any aerodynamic device during a run is prohibited. One spill plate permitted on each side to a maximum of 774 cm² (120 sq inch).

Suspension, Front: Upper mounting point for strut assemblies must be in the factory location. Adjustable caster/ camber pillow ball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are maintained. Lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted.

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Suspension, Rear: Control arms may be strengthened or replaced. Original suspension mounting points can be used. Suspension mounting points can be fabricated using material of the same gauge as originally fitted, as a minimum. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits permitted. Rear suspension must maintain minimum shock travel of 25 mm (1 inch). All rear suspensions must use at least one working shock absorber per wheel.

Traction bars/ devices permitted; must be bolt on only Ladder bars and four bars permitted.

Wheelie Bars: Permitted. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free at the starting line. Preload prohibited.

Ballast: Permitted.

Chassis: OEM chassis rails, with complete OEM floor pan and firewall must be retained with any alterations approved by ANDRA. Sub-frame alterations are also subject to ANDRA approval. Tube chassis prohibited.

A maximum of two front to rear frame strengthening members, maximum 50 mm x 75 mm (2 x 3 inch) and fully welded where they pass through the floor, may be used to connect existing sub frames. Enlarged Wheel-Tubs to accommodate maximum $28'' \times 9''$ tyre permitted. Rear tyres must not protrude outside the body work. Engine must be in OEM location for body used. FWD to RWD conversions prohibited. Non-OEM tubing in front of firewall prohibited except to tie shocker towers to rollcage.

Wheelbase: Must retain original wheelbase for body used, ± 1 inch (25 mm). Maximum wheelbase variation from left to right is 1 inch (25 mm).

Driveline: Driveshaft loop required on all cars.

Tyres: Maximum tyre size of 28"x 9" or Drag Radial rated 235/60R15 permitted. Tyres stamped as 28x9 or 235/60-15 permitted. Maximum tread width of 9.5 inches. Cars quicker than 12.500 seconds (1/4 mile) using independent front suspension and cross-ply rear tyres are not permitted to use radial front tyres.

Wheels: Must be automotive-type wheels suitable for street or racing use. Minimum wheel diameter 13 inches (330 mm) unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. Spindle mount wheels permitted. Refer Wheels and Tyres.

Brakes: Four wheel hydraulic brakes mandatory. Carbon Fibre brake rotors prohibited.

Interior: Upholstery, headliners, carpets, OEM dashboard, etc. optional. If OEM dashboard is removed, must be replaced with fabricated or aftermarket unit to provide finished appearance. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

Street Equipment: Full stock headlights and tail lights must be retained, but need not be operative. One headlight may be removed for air intake.

Steering: Aftermarket steering gear permitted. Refer Drivetrain, Steering.

Batteries: Batteries must be securely mounted; may not be located in driver's compartment unless sealed off per General Regulations. Refer Electrical, Batteries.

Body: Any compact Sedan, derivative or light Utility (Ute) vehicle that has not been produced with an engine of more than 6 cylinders permitted. OEM body shell must be retained. Spare wheel well removal permitted; replacement material must be same gauge Steel as OEM floor material. Minimum of two (2) functional doors.

Modifications altering the contour of the body are not permitted, with the exception of the rear arches, which may be extended a maximum of 2 inches (50 mm).

Original grille must be retained, but may be covered from behind to prevent air from passing through. Removable panels may be replaced with exact replicas in fibreglass or composite material but one-piece bonnet/ guard assemblies are prohibited. OEM glass may be replaced with Polycarbonate or other shatterproof material, minimum thickness 3.0 mm (1/8 inch).

Firewall: OEM firewall mandatory. Minimum clearancing of firewall permitted for exhaust and engine accessory clearance.

Floor: OEM floor pan required. The transmission tunnel may be removable forward of the front Tailshaft universal joint where the original contour is maintained. The section must be no larger than required to give 50 mm (2 inches) clearance to either side and the top of the transmission, when viewed from above the transmission tunnel (linkages not included). Minor clearancing of floor behind rear axle permitted for exhaust clearance. The notching of OEM floor pans is only permitted for suspension clearance. Rear floor (boot section) may be cut to permit rear shock absorber mounting points that protrude through the rear floor.

Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable. Fabricated rear spoilers to be no longer than 355 mm (14 inches), measured from the body line to spoiler transition point to the tip and must not be moulded into rear deck lid. Must be painted to match paint scheme.

Must be no lower than horizontal. Maximum overall height of spill plates 100 mm (4 inches), attached so that a maximum of 50 mm (2 inches) extends above the top of the spoiler. Roof mounted spoilers prohibited. Any adjustment or movement during a run prohibited. Refer Definitions, "Spoiler".

Ignition: Any ignition system permitted.

Computer: Vehicle management systems prohibited. Electronic fuel injection permitted. Refer "Computer".

Data Recorder: Permitted. Refer Electrical, Computer, Data Logging/ Recording.

Tow Vehicles: Only permitted where use of a parachute is required; return to scales under its own power. Refer Support Vehicles, Tender Vehicles.

Licence Requirement: Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.



DRAG RAC

1/17/5

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3.11.9 SINGLE MAGNETO INJECTED NITROMETHANE CLASS DESIGNATION: AF/ CLASS HANDICAP SYSTEM - FULL TREE START

ELIMINATOR:

COMPETITION

- NOTE: Dragsters and Altereds only with Funny Cars permitted to race in Altered classes.
- NOTE: Dragsters must comply with all relevant Competition Dragster class regulations as a minimum.
- NOTE: Altereds must comply with all relevant Competition Altered class regulations as a minimum.

Class Designations;

Dragster - AF/D, AF/DA,

Altered - AF/A, AF/AA

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

Class Details; (minimum weights are including driver)

Designation	Class Details and Minimum Weight	
	All 8 cylinder engine configurations (Hemi, Poly Spherical, True Wedge).	
	4.2 lbs per cube.	
	Nitromethane fuel permitted.	
	Single points magneto or distributor only.	
AF/D AF/DA	Any OEM Trans/Converter allowed, replacement cases permitted, no external control lock up converter.	
	RED or FED accepted.	
	RED driver must sit in front of the engine.	
	RED chassis must meet SFI 2.5C specification.	
	FED chassis must meet SFI 2.4C specification.	
	1500 lbs (680.4 kg) minimum weight	
	All 8 cylinder engine configurations (Hemi, Poly Spherical, True Wedge).	
	4.2 lbs per cube.	
	Nitromethane fuel permitted.	
	Single points magneto or distributor only.	
AF/A AF/AA	Any OEM Trans/Converter allowed, replacement cases permitted, no external control lock up converter.	
	Altereds - Driver must sit in front of the rear axle.	
	Limited to maximum 125" wheelbase.	
	Chassis must meet SFI 10.2 specification.	
	1500 lbs (680.4 kg) minimum weight	

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

Class Requirements;

Applies to all vehicles.

Fuel: Nitromethane fuel permitted.

DRAG RACING

Ignition: One magneto or ignition source only, one spark plug per cylinder.

Engine: OEM bore centres required. Only single stage oil pumps allowed either external or internal.

Cylinder Heads: Aftermarket cylinder heads permitted as long as they are commercially available and bolt to OEM engine block using original fastener positions.

Rear Axle: Fully floating hubs required for any vehicle quicker than 6.500 seconds (1/4 mile or equivalent).

Transmission: Maximum three forward gears and an operative reverse gear is required for manual and automatic transmissions.

Protective Clothing: Front Engine Dragster, Altered, Funny Car,

Driver's suit meeting SFI 3.2A/20 as a minimum.

Shoes/ boots meeting SFI 3.3/15 as a minimum.

Gloves meeting SFI 3.3/15 as a minimum.

Balaclava meeting SFI 3.3 or FIA 8856-2000, and a helmet skirt meeting SFI 3.3/10 as a minimum.

Socks meeting SFI 3.3 or FIA 8856-2000 recommended, flame resistant mandatory.

Underwear meeting SFI 3.3 or FIA 8856-2000 recommended but not mandatory.

Protective Clothing: Rear Engine Dragster,

Driver's suit meeting SFI 3.2A/15 as a minimum.

Shoes/ boots meeting SFI 3.3/15 as a minimum.

Gloves meeting SFI 3.3/15 as a minimum.

Balaclava meeting SFI 3.3 or FIA 8856-2000, or helmet skirt meeting SFI 3.3/10 as a minimum.

Socks meeting SFI 3.3 or FIA 8856-2000 recommended, flame resistant mandatory.

Underwear meeting SFI 3.3 or FIA 8856-2000 recommended but not mandatory.

Licence Requirements: Endorsed Group 2 UDL as a minimum.

Technical Inspection and Vehicle Logbook: Required.

Reference Competition Eliminator, Dragster classes and Competition Eliminator, Altered classes for all regulations listed below.

Aerodynamic Aids/ Nose Cone, Airfoils/ Wings, Arm Restraints, Ballast, Batteries, Body, Clutch/Torque Converter, Deflector Plate, Delay Devices, Electronic Management, Frame/ Chassis, Intercoolers, Lower Engine Containment Device and Bellypan, Night Lighting, Parachutes, Self Starting, Steering, Suspension, Wheels/Tyres, Windscreen and Windows.





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PRO STOCK MOTORCYCLE

A // N // D // R // A 1 DRAG RACING

- HEADS UP - PRO-TREE START CLASS DESIGNATION: P/M

ELIMINATOR:

PRO STOCK MOTORCYCLE 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: ANDRA reserves the right to amend weightbreaks for ٥ this class at any time. 28 days notice of such changes will be given in writing to all current competitors.
- NOTE: Competitors wishing to avoid having their engines ٥ inspected at events are encouraged to have their engines verified and sealed prior to the event by an ANDRA Official.
- NOTE: Engine manufacturer will determine make of bike. ٥

Class Description;

Pro Stock Motorcycles represent the highest development of Naturally Aspirated, street appearing motorcycles.

Motorcycle	Minimum Weight
Suzuki and Kawasaki	560 lbs – Engines up to and inc 1625cc
	580 lbs – Engines up to and inc 1675cc
	600 lbs – Engines up to and inc 1775cc
	610 lbs – Engines up to and inc 1875cc
V-Twin Billet	630 lbs – V-Twin Billet Engine
V-Twin Cast	565 lbs – V-Twin Cast Engine

Class Regulations;

Cvlinder Head/s:

Suzuki and Kawasaki permitted to use OEM or aftermarket two or four valve cylinder heads.

V-Twin engines permitted to use OEM or aftermarket four valve cylinder heads only.

Any cylinder head modifications permitted that do not affect general external appearance.

Engine:

Except for V-Twin, engine must be of a type specifically designed and manufactured for a production motorcycle.

V-Twin will consist of Buell, VR or FX engines that retain the design features of a Harley Davidson engine (pushrod, 45 or 60 degree). Harley Davidson VR engines are also permitted. Side by side rod configuration is permitted.

Any engine modifications permitted.

Except for V-Twin, modifications to main engine cases are prohibited, except for cylinder clearance and genuine repairs, or to facilitate remote starter.

Exhaust: Any exhaust system permitted.

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

Liquid Overflow: Required.

Induction: EFI permitted on all engines.

Suzuki, Kawasaki and cast V-Twins, motorcycle carburettors also permitted.

Air Intakes: Use of existing air intakes or modification of the front area of the existing fuel tank for air entry is permitted where stock appearance is not compromised.

External air scoops approved by ANDRA will be permitted.

Body: Body must have originally been produced as a 750 cc or bigger model by the manufacturer of the engine used.

All main body parts including the upper fairing must have stock appearance and shape, and cannot be mixed between models.

Front mudguard required.

Replica parts are permitted, but must retain the shape of the stock parts they replace.

'Double-bubble' windscreens are permitted.

Windscreen may be trimmed.

Painted on or adhesive stickers (simulated) headlights are permitted but a stock tail light or facsimile is mandatory.

Aerodynamic devices other than those fitted stock are not permitted. Onus of proof is on the competitor.

Controls: Handlebar controls must be located in the stock position.

The rider's foot cannot be directly exposed to engine exhaust when on the foot peg.

All bikes must have a self returning twist grip throttle.

A positive action ignition kill switch (not button) must be mounted within reach of the handgrip.

A "lanyard" type kill switch must be fitted and be attached to the rider while operating.

Brake pedal and foot pegs may be rear set, but must be at least 380 mm (15 inches) in front of rear axle.

Welded Steel or Chromoly extensions permitted, but may not be mounted more than 4 inches (100 mm) below the top of the triple clamp.

Welded Aluminium handle bars prohibited.

Delay Devices: Prohibited.

Engine Management: Refer Electrical.

Frame: Steering head angle may not be less than stock, or more than 40 degrees maximum rake.

Minimum seat height (with rider in position and machine ready to race) measured vertically from lowest point of seating position to ground is 508 mm (20 inches).

Stock or aftermarket frames permitted.

Any modification to stock frames permitted as long as the frame is not weakened.

Swing arms and struts may be welded.

Ballast: Removable ballast to a maximum of 12.00 kg (26.45 lbs).

DRAG RACING

Ground Clearance: Minimum of 50 mm (2 inches) ground clearance with rider in position and machine ready to race.

Chain Guard: Exposed chains or belts must be covered on the top run from the vertical centreline of the rear sprocket for the maximum allowable distance (on the swing arm). The chain guard cover must be fastened to the swing arm for both fixed and moving swing arms.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or <mark>Aluminium.</mark>

Clutch: The use of multi-stage, lock up type clutch is permitted.

Transmission: Transmission must be contained within the stock case, or aftermarket case where permitted.

Transmission must be shifted manually or by air shifter.

Each individual shift must be a function of the rider.

Any transmission permitted to a maximum of six forward speeds.

Automated shifters and/or timer type shifting devices prohibited.

Brakes: Operative hydraulic brakes required front and rear.

Minimum disc diameter 178 mm (7 inches), minimum thickness of 4.67 mm (3/16 inch).

Suspension: Front suspension only required.

Minimum fork diameter is 32 mm (1.25 inches).

Minimum travel 38 mm (1.5 inches).

Steering damper recommended.

Wheelbase: Wheelbase maximum of 1829 mm (72 inches) permitted, measured from axle to axle, with the rear wheel at the limit of its adjustment.

Wheelie Bars: Permitted.

Wheelie Bars are to be maximum of 132 inches (3353 mm) from centre of front axle to centre of wheelie bar axle.

Must be capable of supporting the weight of the bike with the rider in position.

Non-Metallic wheels mandatory.

Wheels/ Tyres: Maximum rear tyre width of 10 inches (254 mm), maximum diameter of 28 inches (711 mm).

Minimum front tyre width of 2.75 inches (70 mm).

Front wheel must be between 16 inches (406 mm) and 483 mm (19 inches) in diameter.

Rear wheel must be between 380 mm (15 inches) and 457 mm (18 inches) in diameter.

Slicks permitted.

Replacement wheels permitted front and rear.

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

Night Lighting: Required.

Self Starting: Self Starting Required. Push starts are prohibited. Refer Support Group, Self Starting.

Technical Inspection and Vehicle Logbook: Required.
3.13 PRO STOCK class designation: pro - Heads up - pro-tree start eliminator: Pro stock

- 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.

Class Description;

Pro Stock is the highest development of Naturally Aspirated, street appearing, four seat Sedans or Coupes. Cars must use Naturally Aspirated V8 engines fitted with carburettors only.

Class Details;

Engines of up to 401.00 cubic inch single camshaft, pushrod, small block V8, using OEM bore spacing.

Minimum weight 2250 lbs (1020.58 kg), minimum rear weight 1060 lbs (480.80 kg), race ready including driver. ANDRA reserves the right to amend the minimum weight for specific engine and/or cylinder head types in this class at any time. 28 days notice of such changes will be given in writing to all current competitors.

Class Regulations;

Carburettor: Limited to a maximum of eight venturis - any carburettors or combination of carburettors may be used. No fuel injection.

Engine Management: Refer Electrical.

Engine: Internal combustion, reciprocating, Naturally Aspirated, single camshaft, pushrod, 90 degree V8 automotive type engine limited to 401.00 cubic inches required. Cylinder heads limited to two valves per cylinder. Aftermarket cylinder heads permitted. Engine block must be Cast Iron and make will be determined by cylinder head bolt layout and cylinder spacing (Chevrolet 4.400", Ford 4.380", Chrysler 4.460"). LS style engines are not permitted. There must be some recognised connection between the manufacturers of the body and engine used, subject to final approval by ANDRA.

Engine Set Back: Permitted to the point where the distance from the centreline of the rear axle to the rear face of the engine block is no less than 81.5 inches (2160 mm). Machining of the block for further setback prohibited.

Fuel: Restricted to Ethanol, Methanol or Petrol only.

Exhaust System: Open exhaust with headers or extractors permitted. Maximum size of open outlets 100 mm (4 inches). All exhaust gases must be directed down and outwards and terminate below the sill panel level. External exhausts that detract from the stock appearance of the car not permitted.

Fan: Charging System, Water Pump: Fan and charging system optional, operative water pump required. Stock pumps may be electrically driven.

Ballast: Permitted.

Body: Body must be 1986 or later factory produced four seat Sedan or Coupe. Original OEM Steel/ composite body shell or accepted fibreglass or composite material replacement complying with dimensions specified by ANDRA is mandatory. NHRA Pro Stock 'spec' bodies permitted. Fibreglass or composite material lightweight body panels may be used, but other than accepted modifications permitted under these rules they must be exact duplicates of stock components. All cars in this class must have at least two fully operative doors that permit exit and/or entry from either side. To accommodate allowable body relocation/ wheelbase modifications, front end may be lengthened in cowl area. Maximum measurement from B-post to nose is +6 inches (152 mm) to -1 inch (25 mm) from OEM stock measurement. Maximum front overhang is 45 inches (1143 mm) or OEM dimension (where greater) for body styles 2001 or earlier. Australian bodies may be modified in height and width to fit within limits set by ANDRA. All body mounts must be nonadjustable. There should be some recognised connection between the manufacturers of engine and body used, subject to the approval of ANDRA.

Bonnet Scoops: Permitted, however scoops must not exceed 11 inches (280 mm) in height, as measured from the highest point of the original bonnet surface.

Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

Fender Splash Pans (Inner Front Guards): May be removed.

Firewall: Relocating firewall rearward for engine installation permitted. Replacement firewall must be a minimum 0.8 mm (.032 inch) Aluminium or 0.6 mm (.024 inch) Steel.

Floor: Floors may be fabricated of Aluminium or Steel of minimum 1.0 mm (.040 inch) thickness. Floors must be in stock location. Chassis/ frame and Driveline must be below floor, and Driveline tunnel behind driver's seat may be higher if necessary for proper clearance.

Frame: Frame from radiator to rear of car may be replaced. Any properly reinforced frame accepted. Additional members may be added for strength and/or rollcage installation.

Fuel System: Fabricated fuel tank or properly fitted fuel cell permitted in lieu of stock tank, front or rear location permitted. If filler neck is relocated into boot the tank must have a pressure cap and must be vented to the outside of the car. The boot must then be completely isolated from the driver's compartment with a suitable firewall of flameproof material.

Accessory tanks (other than fuel cell) not permitted. Circulating systems not part of the main fuel pump system prohibited.

Artificial fuel cooling systems allowed (e.g. cool cans). Cool cans to use water ice or dry ice, the use of liquid Nitrogen or cooling gas prohibited.

Grille: Grilles must be full stock production for body used and must be visible from front, may have covering over back of grille to prevent air from passing through. Painted on or simulated grilles are permitted.

Radiator: Must use any adequate radiator mounted forward of the engine and behind the grille.

Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable. Fabricated rear spoilers to be no longer than 355 mm (14 inches), measured from the body line to spoiler transition point to the tip and must not be moulded into rear deck lid.

DRAG RAL

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Wicker bill minimum height is 1/2 inch (13mm).

Rear wing angle minimum is at zero degrees (horizontal) with driver and vehicle race ready on the track. Allowances for upward adjustment only.

Maximum overall height of spill plates 152 mm (6 inches), attached so that a maximum of 25 mm (1 inch) extends above the top of the spoiler. Roof mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during a run prohibited.

Must be painted to match paint scheme.

Splitter: Front splitter mandatory. Splitter must be attached to lower front fascia. Splitter must be constructed of Aluminium, Steel, Stainless Steel or Carbon Fibre to a minimum thickness of 1.27 mm (.050 inch) and a maximum thickness of 1.5 mm (.060 inch). Splitter must be flat and parallel to the front lip. Splitter to extend a minimum of 10 mm (3/8 inch) beyond front bodywork. The splitter will not be included in the front overhang measurement.

Street Equipment: Any street equipment that does not affect the external appearance of the car may be removed, except head and tail lights. Vehicles competing at night events are required to have operative tail lights. Painted on or adhesive stickers (simulated) headlights are permitted. Where less than 50% of the head lamp face is visible from the front of the vehicle, a facsimile of the lens is acceptable.

Upholstery: Optional. Dashboard exterior appearance must be retained. Fibreglass or composite material replica of original allowed. Gauges may be painted in or simulated. Headliner optional: area must be finished (painted).

Wheelbase: Minimum wheelbase 100 inches (2540 mm) after allowable changes have been made. Maximum variation left to right is 1 inch (25 mm). RWD cars with wheelbase more than 105 inches (2667 mm) must remain within 1 inch (25 mm) of stock wheelbase. RWD cars with wheelbase less than 105 inches (2667 mm) may move front wheels forward up to 2 percent of stock wheelbase for engine installation. Cars originally fitted with front wheel drive may move front wheels a maximum of 5 inches (127 mm) forward for engine installation (refer Body). Rear axle may be moved forward up to 4 inches (100 mm), with wheelbase remaining within 2 inches (50 mm) of stock.

Rear Wheel-Tubs: Must be separate for each tyre.

Windshields and Windows: Factory windshields or exact replica of 3.0 mm (1/8 inch) minimum thickness clear colourless Polycarbonate is required, installed using factory type moulding. Remaining windows may be replaced with fixed clear colourless Polycarbonate of no less than 3.0 mm (1/8 inch) thickness.

Clutch: Multi-Stage/ Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

Driveline: May be modified or fabricated to suit altered units. Drivelines passing the driver's body must be 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. Minimum length 305 mm (12 inches). Refer Drivetrain.

Rear Axle: Any rear axle permitted. Narrowing permitted. Outside of rear tyres must be no more than 152 mm (6 inches) inside rear quards. Spools permitted. Four wheel drive not permitted. Refer Drivetrain, Rear Axle.

Transmission: Any transmission permitted using a maximum of five forward speeds. All vehicles must have reverse gear. Automated timer type, pneumatic, electric, electronic, hydraulic shifting mechanisms are prohibited. Each individual shift being controlled manually by the driver. Input shaft data logging permitted with wiring via Bellhousing only.

Brakes: Four wheel hydraulic brakes required as a minimum. All brake lines must be protected in Flywheel and Driveline area.

Steering: Automotive type steering located in conventional front location required. Rack and pinion steering, properly mounted, is permitted.

Suspension: Full automotive production type systems must be used and be equipped with at least one operative hydraulic shock absorber per wheel. Fabricated units permitted, however excessive lightening of stock components is prohibited. Active suspension of any kind prohibited. Any ability to make on track setting/ rate changes based on "real time" data or input from any source, including the shock/ strut itself (i.e. magnetically charged fluid) is prohibited.

Electronically controlled, hydraulic or pneumatic shocks and/or struts are permitted, provided all adjustment settings/ changes are pre-set before the run. Only one, three-wire shielded cable connection, is permitted from the top of the shock/ strut to the shock/ strut controller. Electrical connections of any other kind to or from the shock/ strut prohibited. Shock/ strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/ strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for Officials for inspections. Control boxes must be ANDRA approved. Approved boxes are the "old" Koni, the "Koni/MSD", "Koni/Ness" and the "Koni/ JBRC". Bottom of shock/ strut may have a maximum of 3 air lines connected to an air bottle.

Inerter shock absorbers not permitted.

Air Bag Dumps not permitted.

Delay Devices: Not permitted.

Driver Position: Driver may be no closer than 559 mm (22 inches) to rear axle centreline, measured from the point at which the shoulder harness passes through the backrest. Left or right hand drive permitted.

Night Lighting: Required.

Parachute: Required.

Self Starting: Required. Push starts not permitted.

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

Technical Inspection and Vehicle Logbook: Required.



DRAG RAU

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3.14 TOP FUEL MOTORCYCLE CLASS DESIGNATIONS: TFM/M, TFM/T HEADS UP - PRO-TREE START

ELIMINATOR:

TOP FUEL MOTORCYCLE

- 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.



Top Fuel Motorcycle - Greg Durack (High Octane Photos)

Class Description;

Top Fuel Motorcycles are the ultimate racing motorcycles. The class accommodates purpose built Drag Racing motorcycles with fully fabricated frames and highly modified engines. Power adders and Nitromethane fuel are permitted.

Class Details;

True motorcycle engines or aftermarket engines specifically produced for motorcycle use, are limited to 3277cc (200 cubic inches) with one form of power adder, and 2621cc (160 cubic inches) where two forms of power adder are used. All motorcycles must use at least one form of mechanical or chemical power adder and have a minimum wheel base of 2032 mm (80 inch). The capacity of Rotary engines will be doubled for the purposes of classification.

Designation	Engine	
TFM/M	Multi Cylinder Engines	
TFM/T	Twin Cylinder Engines	

Class Regulations;

DRAG RACING

Engine: May use any motorcycle engine, or aftermarket engine produced specifically for motorcycle use. Any modifications permitted.

Cylinder Head Restraints: Nitromethane fuelled engines using separate cylinder heads for individual cylinders must be fitted with a ballistic containment cover of metal or fabric with ballistic qualities, surrounding each cylinder head and retained by straps attached to the crankcase independently of each cylinder/ head unit or a device meeting SFI 46.1.

Chain Guard: Exposed chains must be covered on their top run between the centrelines of the sprockets. Cover must be fastened to the main frame.

Minimum material specifications for chain guards: 25 mm (1 inch) by 3.0 mm (1/8 inch) Steel, Chromoly or Aluminium.

Electronic Management: Data logging is permitted. Telemetry is prohibited. Preset electronic or pneumatic timers may be used to control clutch and/or fuel functions.

Closed loop (reactive) controls are prohibited with the exception of nonperformance enhancing engine shutdowns (such as pan or oil pressure shutdown).

Exhaust: Any exhaust system permitted.

Fuel: Ethanol, Methanol, Petrol and Nitromethane fuels permitted.

Where mechanical fuel injection is used, a handlebar mounted fuel shutoff is required. Otherwise, taps must be installed in fuel lines.

Liquid Overflow: Required, minimum 2.0 litres.

Supercharging: All motorcycles fitted with Superchargers must have a minimum 3.0 mm (1/8 inch) thick Steel or 5.0 mm (3/16 inch) thick Aluminium cover fitted in order to protect the rider in the event of a Supercharger explosion. Approved ballistic blankets are also acceptable. Refer Power Adders.

Controls: Handlebars must be a minimum of 609 mm (24inch) and a maximum of 838 mm (33 inch) wide and where telescopic forks are used may not be mounted more than 152 mm (6 inches) fore or aft of the headstock centreline.

Minimum handlebar material 22 mm (7/8 inch) diameter, with a wall thickness of .058 inch (1.5 mm) 4130 Steel or 22 mm (7/8 inch) diameter, .089 inch (2.2 mm) wall thickness 7075 T6 Aluminium.

All tubular handlebars must be plugged at the ends.

Brake and clutch levers must be ball-ended type.

Handlebar mounted fuel shut-off required.

Dual throttle cables are required and must be arranged so one cable positively closes the throttle or throttles. A lanyard type device must be fitted, and attached to the rider while in operation, activating either the fuel shut-off or ignition kill switch.

Rubber or knurled Aluminium handlebar grips permitted

Brakes: Front wheel must be fitted with two hydraulic disc brakes with a minimum disc diameter of 250 mm (10 inches) and a minimum thickness of 4 mm (.157 inch).

Rear wheel must be fitted with one hydraulic disc brake with a minimum disc diameter of 250 mm (10 inches) and a minimum thickness of 4.75 mm (.187 inch).

All callipers must have pistons acting on both sides of the disc. 2, 4, or 6 piston callipers are permitted.

Ballast: Removable ballast to a maximum of 12.00 kg (26.45 lbs).

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Frame: The chassis must be constructed from CM4130 Steel tube or equivalent. All joints must be TIG welded.

Main frame rails and cross tubes must be a minimum diameter of 25 mm (1 inch) with a minimum wall thickness of .058 inch (1.5 mm).

All reinforcing tubes must be a minimum of 19 mm (3/4 inch), with a minimum wall thickness of .049 inch (1.2 mm).

Where a single top frame tube is used, a minimum diameter of 50 mm (2 inches), with a minimum wall thickness of .058 inch (1.5 mm) is required.

Minimum wheel base is 2032 mm (80 inches).

Any bike using a non-unit motor must use either a full cradle frame or engine plates so that the frame will not be weakened in the event of an engine/ crankcase failure.

Streamlining is permitted provided the covering over the front wheel is not lower than 6 inches (152 mm) from the ground.

No part of the vehicle may protrude further than 610 mm (24 inches) forward of the front spindle, assessed at 90 degrees from the ground.

Footrests may not be located behind the rear most extremity of the machine frame.

Flywheels: Exposed Flywheels and clutches must be adequately protected from rider contact with material that will not flex or contact clutch unit with a minimum requirement of 5.0 mm (3/16 inch) Aluminium.

Suspension: All forks must have some form of shock dampening and rebound absorption.

Front suspension must have minimum fork tube diameter of 34 mm, where telescopic forks are used, along with a brace between the two fork sliders, with a minimum thickness of 7.87 mm (.309 inch) Aluminium or 4.75 mm (.187 inch) Steel.

Maximum steering angle is limited to 12 degrees each side of straight ahead.

A steering damper is required however it must not act as a steering stop.

Rear suspension optional.

Wheelie Bars: Wheelie Bars are required, upon testing they must be capable of supporting the weight of the bike with the rider in position.

Wheels/ Tyres: Front wheel must be between 406 mm (16 inches) and 457 mm (18 inches) diameter, with a minimum nominal section width of 75 mm (3 inches).

Rear tyre must be specifically manufactured for Drag Racing.

Dual rear wheel bead locks or a minimum of six bead fixing screws per side required.

Tube type or tubeless tyres permitted.

Night Lighting: Required.

Parachute: Parachute/ s are permitted. A parachute specifically designed for Drag Racing, produced by a recognised manufacturer of such equipment, purpose built for motorcycle use.

Clothing: The wearing of club "colours" in conjunction with leathers or otherwise is expressly forbidden. Refer Protective Clothing.

Self Starting: Self Starting Required. Push starts are prohibited. Refer Support Group, Self Starting.

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

Technical Inspection and Vehicle Logbook: Required.

3.15 TOP ALCOHOL class designations: ta/fc, ta/d, ta/a heads up - pro-tree start

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ELIMINATOR:

TOP ALCOHOL

- 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.

Class Description;

Top Alcohol combines Supercharged Ethanol or Methanol fuelled vehicles from the Dragster, Funny Car and Altered classes, running Heads Up. At events where a Top Alcohol bracket is not posted, these vehicles will be eligible for Competition Eliminator, using their respective ANDRA National Class Index.

Class Details;

Weightbreaks/ Supercharger Overdrive Limits;

In order to maintain parity among the different vehicle types, ANDRA has developed a range of weight and Supercharger limits. These can be subject to amendment with 28 days notice to current competitors, if deemed necessary by ANDRA. Apart from the following items, relevant requirements of the Dragster, Funny Car and Altered Class Regulations, the General Regulations apply. The rounding up of Supercharger Overdrive calculations is not be permitted.

3.15.1 TOP ALCOHOL FUNNY CAR - TA/FC

Screw Supercharged Vehicles

Minimum Weight:	1020.58 kg (2250 lbs) including Driver.
Weightbreak:	110.72 kg/litre (4.00 lbs/cube).
Rotor Diameter:	No greater than 215.9 mm (8.5 inches).
Overdrive Limit:	125% maximum.
Rotor Diameter:	Greater than 215.9 mm (8.5 inches).
Overdrive Limit:	60% maximum.

Rootes Supercharged Vehicles

Minimum Weight:	1020.58 kg (2250 lbs) including Driver.
Weightbreak:	110.72 kg/litre (4.00 lbs/cube).
Rotor Length:	Maximum 508 mm (20 inches).
Case Width:	Maximum 286 mm (11.25 inches).
Overdrive:	70% maximum.

NOTE: Maximum permitted bore spacing is 4.900 inches.

All Hemi, canted valve and all engines with more than two valves per cylinder and all engines over 400.00 cubic inch.

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Screw Supercharged Vehicles

Minimum Weight:	771.10 kg (1700 lbs) including Driver.	
Weightbreak:	121.80 kg/litre (4.40 lbs/cube).	
Rotor Diameter:	No greater than 215.9 mm (8.5 inches)	
Overdrive Limit:	0.00426 x Ci displacement, 125% maximum	
Rotor Diameter:	Greater than 215.9 mm (8.5 inches).	
Overdrive Limit:	0.00284 x Ci displacement, 60% maximum.	
Rootes Supercharged Vehicles		
Minimum Weight:	771.10 kg (1700 lbs) including Driver.	
Weightbreak:	121.80 kg/litre (4.40 lbs/cube).	
Rotor Length:	Maximum 508 mm (20 inches).	
Case Width:	Maximum 286 mm (11.25 inches).	
Overdrive	Maximum 70%	

Engines up to 400.00 cubic inch using "in line" wedge cylinder or canted valve heads, be limited to 121.80 kg/litre (4.40 lbs/cube) or more, minimum weight 771.1kg (1700 lbs) including driver.

Screw Supercharged Vehicles

Minimum Weight:	771.10 kg (1700 lbs) including Driver.		
Weightbreak:	121.80 kg/litre (4.40 lbs/cube).		
Rotor Diameter:	Maximum 215.9 mm (8.5 inches).		
Overdrive Limit:	0.00434 x Ci displacement, 125% maximum		
Rotor Diameter:	Greater than 215.9 mm (8.5 inches).		
Overdrive Limit:	0.00309 x Ci displacement, 60% maximum.		
Rootes Supercharged Vehicles			
Minimum Weight:	771.10 kg (1700 lbs) including Driver.		
Weightbreak:	121.80 kg/litre (4.40 lbs/cube).		
Rotor Length:	Maximum 508 mm (20 inches).		
Case Width:	Maximum 286 mm (11.25 inches).		

Overdrive: Maximum 70%.

NOTE: Maximum permitted bore spacing is 4.900 inches.



3.15.3 TOP ALCOHOL ALTERED - TA/A

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Screw Supercharged Vehicles

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Overdirive Einnit.	Maximum 60 %.
Overdrive Limit	Maximum 60%
Rotor Diameter:	Greater than 215.9 mm (8.5 inches).
Overdrive Limit:	125%.
Rotor Diameter:	Maximum 215.9 mm (8.5 inches).
Weightbreak:	107.95 kg/litre (3.90 lbs/cube).
Minimum Weight:	771.10 kg (1700 lbs) including Driver.

Rootes Supercharged Vehicles

Minimum Weight:	771.10 kg (1700 lbs) including Driver.
Weightbreak:	107.95 kg/litre (3.90 lbs/cube).
Rotor Length:	Maximum 508 mm (20 inches).
Case Width:	Maximum 286 mm (11.25 inches).
Overdrive:	Maximum 70%.

All Top Alcohol Classes - Class Regulations;

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.

Ignition: All Top Alcohol 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.

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. Automated shifting devices are prohibited. All shifts must be a direct function of the driver. Refer Drivetrain.

Staging Devices: The use of automated RPM control devices (i.e. Two Step) during launching and staging process, unless they have a fully automatic transmission with a converter, is prohibited from use in Top Alcohol Eliminator.

Engine: Maximum permitted bore spacing is 4.900 inches.

Helmet: Environmental 'Air Breathing' helmet systems permitted. Refer Driver and Rider Protection, Helmets.

Wheelie Bar: Must be functional. Steel and titanium wheelie bars permitted, carbon fiber prohibited. Wheels must be non-metallic. Pressure sensors and parachute net attachment permitted.

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

Technical Inspection and Vehicle Logbook: Required.

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;

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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.



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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.

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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 forwardmost wheel to the furthermost 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 fixes 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 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.

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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.



3.17 NITRO FUNNY CAR class designation: F/c - Heads up - pro-tree start

ELIMINATOR:

NITRO FUNNY CAR

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.

Class Description;

Class of competition for Funny Cars using a minimum of 80% Nitromethane. At ANDRA Championship events Nitro Funny Car and Top Fuel are combined into Nitro Eliminator to be run Heads Up on a Pro-Tree.

Class Details;

Weightbreaks: F/C Reserved for Nitromethane fuelled Funny Cars. Minimum weight 816.46 kg (1800 lbs), without driver.

Class Regulations;

Except for the following, refer Top Alcohol Funny Car Class Regulations "Top Alcohol Eliminator".

Throttle Stop: A removable mechanical throttle stop, beyond the control of the driver, limiting the throttle blade opening to no more than .300 inches during burnout procedures, must be used.

Bellypan: Engine oil retention pans are required on all Funny Car vehicles. Pan may be constructed from .05 inch (1.27 mm) Aluminium or .04 inch (1 mm) Carbon Fibre/ Kevlar, and must extend forward a minimum of 1 inch (25 mm) from the front face of the Supercharger pulley, and no further rearward than 3 inches (75 mm) behind the engine plate. The pan may be no wider than the outside edge of the lower frame rails and must extend to the top of the upper frame rails. The pan must either be a one-piece design, or constructed in such a way that the unit is sealed to retain oil. Front bulkhead (lip) must be a minimum of 4 inches (100 mm) high and rear bulkhead (lip) minimum of 2 inches (50 mm) high to contain oil during acceleration and deceleration. Front bulkhead must be a minimum of 25 mm (1 inch) forward of the lower Supercharger pulley. Bulkheads should be formed in such a way that they contain the oil within their confines.

Wheels: Drive wheels must comply with SFI 15.3 as a minimum. If SFI 15.4 wheels are used, wheels must mate with required drive hub type.

Protective Clothing: Required. Refer Protective Clothing.

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

Safety Shutoff: It is optional for Top Fuel Dragsters and Nitro Funny Cars to employ the use of any Automatic Safety Shutoff System.

NOTE: If an Automatic Safety Shutoff System is fitted to a vehicle it must be in working order. Wiring and system components must be fully visible and traceable by ANDRA Officials. System components may be removed, tested or scrutinised by ANDRA Officials at any time at the discretion of the Chief Steward or Group 1 Steward.

Seat: Must be foam formed with energy-absorbing material to the driver's body. No magnesium is permitted. A minimum of one layer of flame retardant-material seat upholstery is mandatory.

Wheelie Bar: Must be functional. Steel and titanium wheelie bars permitted, carbon fiber prohibited. Wheels must be non-metallic. Pressure sensors and parachute net attachment permitted.

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

Technical Inspection and Vehicle Logbook: Required.

3.18 TOP FUEL class designation: t/f - heads up - pro-tree start

ELIMINATOR:

TOP FUEL

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.



Top Fuel - Wayne Newby (Cackling Pipes Photography)

Class Description;

Top Fuel are nitro methane burning, Supercharged Dragsters. At ANDRA Championship events Nitro Funny Car and Top Fuel are combined into Nitro Eliminator to be run Heads Up on a Pro-Tree.

Class Details;

Weightbreaks;

Minimum weight at conclusion of run 1043.26 kg (2300 lbs), including driver.

Apart from the following items, relevant requirements of the Dragster classes and the General Racing Regulations apply.

Class Regulations;

Airfoils/Wings: Rearwing supports must comply with SFI 2.3H. Strut mounting points may not be forward of engine plate. Distance from main to secondary mounting points must be a minimum of 760 mm (30 inches). No part of the wing or supports may attach to any engine, Bellhousing or transmission components. Any adjustment or movement during a run prohibited. All fitments must be welded or bolted.

Frame/ Chassis: Frames built after 1996 must meet SFI 2.3H specs. Those built prior to 1996 must meet SFI 2.3G as a minimum.

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. A crossmember and diagonal of 19 mm (3/4 inch) x 1.5 mm (.058 inch) tubing must be fitted within 152 mm (6 inches) of the intersection of the front engine mount uprights and the lower frame rails behind the driver. An X or K member of the same size tubing without a crossmember is also acceptable. The crossmember can be welded, clamped or bolted in place. The X or K member may only be welded.

In the event of the required replacement of a vehicles chassis during an event the following procedures must be adhered to;

- The original vehicle is withdrawn from competition and cannot be reinstated.
- b. Replacement vehicle cannot be utilised by any other contestant at the same event.
- c. Replacement vehicle can be fully certified and must pass Technical Inspection prior to continuation of competition.
- d. Driver must stay within original Eliminator category and class entered.
- e. Driver retains Qualifying Times and standings as posted while driving the original vehicle entered. Replacement vehicles can be utilised during the course of any remaining Qualifying Sessions or for the start of Elimination competition. Once Eliminations are in progress – under normal scheduling – replacement vehicles are not permitted for subsequent rounds.
- f. Checkout runs for replacement vehicle are not permitted.
- g. Teams are limited to one replacement vehicle action per event.
- h. A replacement vehicle change plus driver change is NOT permitted.

Bellypan: Engine oil retention pans are required on all Top Fuel and Funny Car vehicles. Pan may be constructed from .05 inch (1.3 mm) Aluminium or .04 inch (1.0 mm) Carbon Fibre/ Kevlar, and must extend forward a minimum of 1 inch (25 mm) from the front face of the Supercharger pulley, and no further rearward than the crossmember under the drive pinion flange. The pan may be no wider than the outside edge of the lower frame rails and must extend to the top of the upper frame rails. The pan must either be a one-piece design, or constructed in such a way that the unit is sealed to retain oil. Bulkheads (lips) must be a minimum of 4 inches (100 mm) high to contain oil during acceleration and deceleration, with the front bulkhead a minimum of 1 inch (25 mm) forward of the lower Supercharger pulley and the rear bulkhead behind the rear of the Bellhousing. Bulkheads should be formed in such a way that they contain the oil within their confines.

Brakes: Hydraulic disc brakes of a minimum 280 mm (11 inch) diameter required on rear wheels. May be hand or foot operated.

Clutch: Multi-Stage/Lock-Up clutches permitted. Refer Drivetrain, Clutch.

Engine Management: Refer Electrical.

Engine: Automobile type engine required. Any location, one engine maximum. Limited to capacity of 500 cubic inches using a 90 degree V8 configuration. Refer Engine.

Flywheel Shield/ Bellhousing: Required. Refer Drivetrain, Flywheel.

Fuel: Nitromethane blends permitted. Minimum of 50% Nitromethane required.

Fuel System: Fuel gauge lines in the driver's compartment must be Steel braided with Steel fittings. Refer Fuel, Fuel Systems.

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Head Protection: All vehicles competing in Top Fuel must have a rear rollcage shroud. The shroud must be constructed from .080 inch Titanium or Steel and must be shaped to conform to the rollcage.

The shroud must be attached to each of the side bars with a minimum of three 5/16 inch (8 mm) Grade 8 bolts per side, and to the rear bars with a minimum two 5/16 inch (8 mm) Grade 8 bolts. Bolt heads must be 1/2 inch (13 mm) hex style head.

Liquid Overflow: Refer Ancillary Components, Liquid Overflow.

Lower Engine Containment Device: Required. Refer Ancillary Components, Lower Engine Containment Device.

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

Parachutes: Dual parachutes with separate shroud line attachments mandatory. Refer Frame and Chassis, Parachutes".

Protective Clothing: Required. Refer Protective Clothing.

Rear Axle: Aftermarket full floating or live axle assembly required. Rear end ratio restricted to 3.20:1 only: may be no lower or higher.

Safety Shutoff: It is optional for Top Fuel Dragsters and Nitro Funny Cars to employ the use of any Automatic Safety Shutoff System.

NOTE: If an Automatic Safety Shutoff System is fitted to a vehicle it must be in working order. Wiring and system components must be fully visible and traceable by ANDRA Officials. System components may be removed, tested or scrutinised by ANDRA Officials at any time at the discretion of the Chief Steward or Group 1 Steward.

Seat: Must be foam formed with energy-absorbing material to the driver's body, No magnesium is permitted. A minimum of one layer of flame retardant-material seat upholstery is mandatory.

Skid Plates: Skid plates attached to engine plate or frame mandatory. Must be at least 1935 sq mm (3 sq inch) in contact area, be below the bottom of the sump, and designed to contact the track surface before the lower frame sections. Wheels are not permitted.

Superchargers: Restricted to Rootes type Supercharger. Screw type Superchargers prohibited. Supercharger restraint system complying with SFI 14.3 mandatory. Manifold burst panels complying with SFI 23.1 mandatory. Refer Power Adders, Superchargers.

Throttle Stop: A removable mechanical throttle stop, beyond the control of the driver, limiting the throttle blade opening to no more than .300 inches during burnout procedures, must be used.

Wheels: Drive wheels must comply with SFI 15.3 as a minimum. If SFI 15.4 wheels are used, wheels must mate with required drive hub type.

Wheelie Bar: Must be functional. Steel and titanium wheelie bars permitted, carbon fiber prohibited. Wheels must be non-metallic. Pressure sensors and parachute net attachment permitted.

Licence Requirements: Endorsed GOL required for Top Fuel competition. Refer ANDRA Racing Credentials, Group One Licence (GOL).

Technical Inspection and Vehicle Logbook: Required.

4. GENERAL REGULATIONS

- NOTE: Any vehicles Found to have any illegal devices fitted whether active or not, will be disqualified and face Tribunal Action.
- NOTE: Except where permitted by Class Regulations, any competitor found to be employing reactive traction or slew rate control systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.

4.1 **DEFINITIONS**

DRAG RACING

For the purpose of this publication and its application, the following definitions apply.

4WD

Four Wheel Drive, using all four wheels to drive the vehicle.

AWD

All Wheel Drive, using all four wheels to drive the vehicle.

FWD

Front Wheel Drive, using the front wheels to drive the vehicle.

RWD

Rear Wheel Drive, using the rear wheels to drive the vehicle.

Aerodynamic Aid

Any device or modification perceived as improving the airflow over or around a vehicle and having a positive impact on vehicle performance.

Aftermarket

Any product produced by any manufacturer other than OEM.

Air Box

Used primarily on Pro Stock Motorcycles, it settles "negative air" around carburetors the way a hood scoop does on a car.

Airfoil

An aerodynamic device or wing section mounted to the rear section of the vehicle that passes airflow above and below it. The same as a wing, a stabilizer generally used to create downforce, increases stability and tyre-to-track adherence at high speeds. A wing is not permanently fixed to the vehicle.

Axle/ Flanged

An OEM or aftermarket one-piece axle.

Axle/ Floating Hub

Is where the weight of the vehicle is borne by the hub, not the axle.

Axle/Two-Piece

An aftermarket proprietary two-piece axle with positive flanged retention.

Baffle

A device used to direct sound in a particular direction.

Billet Cylinder Head

Any component that has been machined from a solid billet. The billet will have been rolled or forged, not cast. The billet is then machined into a component.

Breakout

Used only in handicap racing, "Breakout" refers to a competitor running quicker than their "dial-in" (i.e. ran a time quicker/ lower than their prediction). Unless the opponent commits a more serious foul (e.g., red-lights, crosses the centreline, or fails a post-race inspection), the driver who breaks out loses. If both competitors breakout, the one who runs closest to his or her dial is the winner.

Burnout

Spinning the rear tyres in water to heat and clean them prior to a run for better traction. A burnout precedes every run.

Butt Weld

The "butting" together of two pieces of material for welding, without external reinforcement, overlap or "sleeving".

Bye Run

A single or solo pass produced by uneven numbers in the elimination process.

Car

A four wheeled vehicle used to transport a person, powered by an internal combustion engine or electric motor, includes derivatives such as Sedans, Coupes, Utilities and Station Wagons etc.

Christmas Tree

Also called The Tree, it is the noticeable electronic starting device between the lanes on the starting line. It displays a calibrated-light countdown for each driver.

Chromoly or CroMo

Abbreviations for Chromium Molybdenum Steel (CM4130).

Clutch Can

The bell-shaped housing, or Bellhousing, used to encase the clutch and Flywheel.

Clutch Lockup

The progression of clutch-disc engagement controlled and/or activated by mechanical, electronic or pneumatic means. Refer Definitions, "Lock-up clutch".

Clutch Required

In relation to manual type transmissions using spur gears, means the use of the clutch is intended when shifts are made, and split selection sliders are not permitted.

Clutchless Gearbox

Any manual transmission for which the disengagement of a clutch is not intended when changing between ratios.

Computer

Any electrical and/or electronic device that activates or modifies any function of, or in any way effects the operation of the vehicle based on measurement, sensing, processing, etc., of any data related to the performance of the vehicle (a reactive device).

Deep Stage

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To roll a few inches farther into the beams after staging, which causes the pre-Stage lights to go out. In that position, a driver is closer to the finish line but dangerously close to a foul start.

Diaper/Nappy

An absorbent blanket made from ballistic material, often Kevlar, that surrounds the oil pan to contain oil and parts in case of an engine explosion; required for Top Fuel, Funny Car, Top Alcohol Dragster, and Top Alcohol Funny Car.

Diffusing

The altering of air flow relating to aerodynamic devices.

Elapsed Time (ET)

The time it takes a vehicle to travel a set distance from the starting line to the finish line. The timers are started when either the stage beams are cleared or the guard beam is broken, the timers are stopped when the competitor crosses the finish line.

Electrical Device

An electrical device does not have components it merely controls the flow of current by means of contact. (e.g. A switch).

Electronic Device

Electronic implies a form of circuitry which has components (resistors, transistors, integrated circuits, etc) which controls the flow of current through the device.

Eliminations

After Qualifying, vehicles race two at a time, resulting in one winner from each pair. Winners continue in tournament-style competition until one remains.

Foul Start

Indicated by a red light on the Christmas Tree when a car has left the starting line before the green light, or starting signal.

Gusset

External reinforcement to a weld or bolted joint.

Header/s

A fine-tuned exhaust system that routes exhaust from the engine; replaces conventional exhaust manifolds.

Hemi

A Hemi engine has a hemispherical shaped cylinder-head combustion chamber, like a ball cut in half.

Hydraulic

When a cylinder fills with too much fuel, thus prohibiting compression by the cylinder and causing a mechanical malfunction, usually an explosive one.

Index (National Class Index)

The expected performance for vehicles in a class as assigned by ANDRA. It allows various classes of vehicles in the same category to race together competitively. Class Index is determined by subtracting 0.50 second from the National Record ET.

Interval Timers

Part of a secondary timing system that records Elapsed Times, primarily for the racers' benefit, at 60, 330, 660, and 1,000 feet.

In the Hands of The Starter

The competitor has started the engine of the vehicle at the direction of The Starter and has moved past a point defined by the track in the relevant supp-regulations as placing him or her in the hands of The Starter.

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Lock-up Clutch

A clutch with a separate event or function, activated by mechanical, electronic or pneumatic means, that generates additional clamping force to the pressure plate. Progressive unlimited application of counterweights is not considered a separate event/ function. Refer Definitions, "Clutch Lockup".

Mass Produced

A component of which at least 200 have been produced, and has been available generally. Onus of proof to the Classifier lies with the entrant. Where a conflict of opinion arises the ANDRA Board will determine the issue.

Mass Produced Factory

A vehicle, or component thereof, which was manufactured as part of general vehicle production or officially supplied or endorsed for sale to the general public by the vehicle manufacturer.

Methanol

Pure methyl alcohol produced by synthesis; used in Top Alcohol Dragsters and Top Alcohol Funny Cars to name a few.

Monocoque Construction

In relation to mass produced Unibody Sedans and their derivatives, means the floor pan of the vehicle from and including the front bulkhead/ firewall to the rear most point of the boot floor, including the rear bulkhead, inner wheel wells (wheel-tubs), roof, pillars and suspension mountings.

Motorcycle

A vehicle, with two wheels that are in-line with each other, used to carry a person powered by an internal combustion engine or electric motor.

Muffler

An effective commercially manufactured exhaust noise limiting device using Australian Design Rule 83/00 as a guide.

Multi Stage Clutch

A clutch with separate and/or staged events/ functions, activated by mechanical, electronic or pneumatic means during operation, providing varying clamping force to the pressure plate. Progressive, unlimited application of counterweights is not considered a separate event/ function.

Nitromethane

Produced specifically as a fuel for Drag Racing, it is the result of a chemical reaction between nitric acid and propane.

Non-Tunnel Ram

An intake manifold, where the outer runners enter the plenum at the plenum's end.

OEM

"Original Equipment Manufacturer", a producer of mass produced vehicles available to the general public. Components accepted as OEM include those available from the manufacturer's suppliers, where they were originally fitted on the production line, or by a factory dealer or agent. DRAG RACING

Automotive type automatic transmission using original or aftermarket replacement case/ housing and torque converter.

Open Competition Car

A purpose-built competition car certified and complying with relevant Motorsport Australia regulations.

Open Driveline/ Open Driveshaft

A Tailshaft or Driveshaft providing a flexible connection between the clutch/ transmission output and rear end, or a fixed rear Driveshaft not fully enclosed by a structural housing or member. Does not apply to shafts driving front wheels.

Originally Available

A vehicle or part thereof assembled on the OEM production line and available to the general public as a factory option.

Power Adders

Can be in three different forms; belt or gear driven Supercharging, exhaust gas/ electric driven Turbocharging and Nitrous Oxide (N₂O). Each form of "Power Adder" is directly related to relevant, specific requirements including Class and General Regulations.

Pre-Stage

To position the front wheels about 7 inches (178 mm) behind the starting line so the small yellow lights atop that driver's side of the Christmas Tree are glowing. The next step is to stage and be ready to race.

Pro-Tree

Used in Group 1 classes which feature Heads Up competition, Supercharged Outlaws and Super Gas. All three large amber lights on the Christmas Tree flash simultaneously, followed 0.40 seconds (four tenths of a second) later by the green starting light.

Production Car/ Motorcycle

A production car or motorcycle of which 200 or more of the make and model have been produced and are or were available to the general public. The onus of proof to the Classifier lies with the entrant. Where a conflict of opinion arises the ANDRA Board will determine the issue.

Race

A competition between two vehicles on the racing surface, commencing at the start line and ending at the finish line. A race commences once The Starter has activated the Christmas Tree to initiate the start.

Reaction Time

The time it takes a driver to react to the green starting light on the Christmas Tree, measured in thousandths of a second. The reaction time counter begins when the last amber light flashes on the Tree and stops when the vehicle clears the stage beam.

Rear Deck

An aerodynamic device that is formed as a permanent extension to the rear of the vehicle. Airflow acts directly on the top surface which generates a downforce on the rear of the vehicle.

Removable Rollcage

A rollcage with a removable section or component.

Silencer

A device fixed to the exhaust of a motor vehicle to reduce the loudness of the exhaust noise.

Single/ Solo Run

Any run where only one vehicle has presented and staged under its own power.

Sixty-Foot Time

The time it takes a vehicle to cover the first 60 feet of the racetrack. It is the most accurate measure of the launch from the starting line and in most cases determines how quick the rest of the run will be.

Slider Clutch

A multi-disc clutch designed to slip until a predetermined rpm is reached; decreases shock load to the drive wheels.

Speed/s

In relation to multi ratio transmissions, refers to separate ratios. e.g. "five forward speeds".

Speed Trap

The final 66 feet to the finish line where speed is recorded.

Spill Plate

The end plate of a wing, usually mounted perpendicular to the spoiler surface.

Spoiler

An aerodynamic device mounted directly to the body surface of a vehicle such that air only passes over its upper surface. The same as a deck.

Stage

To position the front wheels right on the starting line so the small yellow lights below the pre-Stage lights are glowing. Once both competitors are staged, the calibrated countdown may begin. Refer Christmas Tree.

Start

In relation to a race, means the initiation of the start of the race by The Starter. Receiving the start will be interpreted as a racer being in Full Stage so that when they leave the start line, a red or green light will be activated on the Christmas Tree.

Streamlining

The contouring or reshaping of vehicle or body sections to improve airflow.

Supercharger/ Blower

An air compressor that increases the pressure or density of the air/ fuel mixture supplied to an internal combustion engine. A Supercharger is driven by the rotation of the engine via a belt drive or by gears.

Telemetry

The function of exchanging electronic signals/ data between a competitor's vehicles and a remote location.

Torque Converter

An oil driven fluid coupling between engine and transmission.

Traction Control Device

A traction-control device is any unit or system that uses live data to control functions of the vehicle, such as tyre slip, which are not controlled by the driver. These devices are, but not limited to; timing control based on wheel, driveline, or engine acceleration, braking control, throttle control, tyre-shake meters, vertical acceleration meters, misfire control, stutter box, relays, and/or rpm-activated chips.

Transmission

Denotes gearbox only. "Transmission" relates to gearbox only and does not include driveline, components - clutch, prop-shaft, differential, driveshaft or rear axle.

Tunnel Ram

An intake manifold, where the outer runners enter the plenum chamber at the chamber's sides. Every runner is of equal, or near equal length, and is orientated parallel, or near parallel, to the other runners.

Turbocharger

An exhaust gas driven compressor that increases the pressure or density of the air/ fuel mixture supplied to an internal combustion engine.

Unmodified Production Motorcycle

A motorcycle which is in OEM manufactured specification, excepting minor modifications. A standard swingarm for the model, forks, brake callipers and road legal tyres must be utilised and the original wheelbase of the motorcycle must be maintained. Alterations outside of this render the motorcycle ineligible as an Unmodified Production Motorcycle.

Unmodified Swingarm

Swingarm fitted to the motorcycle as OEM equipment. The addition of bolt-in or weld-in swingarm extensions will count as a modification. Swingarm must be OEM design for the declared model.

Water Jacket Cylinder Heads

Means a cylinder head capable of holding water. Cylinder heads where water jackets have been filled will be considered solid heads for classification and weightbreak purposes.

Wedge Cylinder Head

A cylinder head that, due to its design, creates a wedge shaped combustion chamber when viewed in cross-section.

Welded Rollcage

A rollcage with no removable sections or components. All points of attachment are welded to the vehicle.

Weight Transfer

Critical to traction. Vehicles are set up to provide a desired weight transfer to the rear wheels. Upon acceleration, the front wheels lift and the weight shifts to the rear wheels, which makes them less likely to spin.

Wheelie Bar/s

Used to prevent excessive front-wheel lift.

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Modern Car, Unmodified Modern Car, Unmodified Car and Modified Car

In the 2022-2023 Rulebook ANDRA changed the definition of a "Modern Car". No longer does the "built after 01JAN2008 and with a compliance identification plate dated 01JAN2008 or later" apply.

In November 2022, the definitions required some further calrification, which is detailed below.

NOTE: In all cases "Cars" relate to Sedans and derivatives such as Coupes, Utilities and Station Wagons etc.

NOTE: For all senarios there is no requirement for the vehicle to be street driven, be street registered and/or be street registrable.

NOTE: For all Unmodified Modern Cars, Unmodified Cars and/or Modified Cars - replacing floor panels and/or boot floor panels with like-for-like material, specification and thickness, (e.g. for rust repair etc.) is not considered and/or recognised as a modification.

Modern Car

Cars originally fitted with factory fitted OEM four-wheel disc brakes and with a retained (and functional) OEM steering wheel airbag.

Aftermarket four-wheel disc brakes as an upgrade from the standard OEM fourwheel disc brakes are permitted.

Unmodified Modern Car

As per "Modern Car" (above) that also has no modifications to either the floor, the boot floor, the rear wheelwells*, and/or the OEM standard fixed roof.

* Refer Definitions, Modified Wheelwells (rear only).

Unmodified Car

A Car (non-Modern Car) with no modifications to either the floor, the boot floor, the rear wheelwells*, and/or the OEM standard fixed roof.

* Refer Definitions, Modified Wheelwells (rear only).

Modified Car

Any Car with modifications to the floor, the boot floor, the rear wheelwells*, and/or the OEM standard fixed roof.

* Refer Definitions, Modified Wheelwells (rear only).

*Modified Wheelwells (rear only)

Where material has been added to the wheelwells and has changed the profile of the wheelwell, (e.g. mini-tubbing or tubbing to accommodate larger rear tyres).

Any changes to the chassis at the wheelwell location is recognised as a modification and is therefore classed as "modified wheelwells".

NOTE: The reshaping of existing OEM wheelwell material is not considered as a "modified wheelwell".

All quiries relating to the information on this page must be directed to ANDRA Technical via email to technical@andra.com.au 210

4.2 HANDY FORMULAS

One Quarter (1/4) of a Mile = 402.33 Metres = 1320 Feet 1/4 mile ET = 1/8 mile ET x 1.57 1000 feet ET = 1/4 mile ET ÷ 1.2 1/8 mile ET = 1/4 mile ET ÷ 1.57 $RPM = (MPH \times Gear Ratio \times 336) \div Tyre Diameter$ $MPH = (RPM \times Tyre Diameter) \div (Gear Ratio \times 336)$ Gear Ratio = (RPM x Tyre Diameter) \div (MPH x 336) Tyre Diameter = (MPH x Gear Ratio x 336) ÷ RPM Speed MPH to Feet per Second (fps) = MPH x 1.467 **Engine Displacement** Displacement = Bore x Bore x Stroke x (0.7854 x Number of Cylinders) 8 Cylinders: Bore x Bore x Stroke x (0.7854 x 8) = Cubic Inch Capacity (ci) 6 Cylinders: Bore x Bore x Stroke x (0.7854 x 6) = Cubic Inch Capacity (ci) 4 Cylinders: Bore x Bore x Stroke x (0.7854 x 4) = Cubic Inch Capacity (ci) For other number of cylinders = (0.7854 x Number of Cylinders) **Rotary Engine Capacities** For the purposes of engine capacity in Group 2 the following figures apply; 10A = 120 cubic inch, 12A = 140 cubic inch, 13B = 160 cubic inch 20B = 240 cubic inch, 26B (4 rotor) = 320 cubic inch Supercharger Overdrive Overdrive % = ((Bottom Pulley Tooth Count ÷ Top Pulley Tooth Count)-1) x 100 (eq. ((54T ÷ 26T) -1) x 100 = 107% Or $((54 \div 26 = 2.07) - 1 = 1.07) \times 100 = 107\%$ Horsepower/Torque Horsepower = RPM x Torque \div 5252 Torque = 5252 x Horsepower / RPM Weight Transfer Drive Wheel Torque = Flywheel Torque x First Gear Ratio x Final Drive Ratio x 0.85 Wheel Thrust = Drive Wheel Torque ÷ Rolling Radius G = Wheel Thrust ÷ Overall Weight Weight Transfer = (Weight x Centre of Gravity Height) \div (Wheelbase x G) **Metric Conversions** Cubic Inches (ci) = Cubic Centimetres (cc) x 0.06102 Kilograms/Litre (kg/l) = Pounds per Cube (lbs/cube) x 27.679904593 Cubic Centimetres (cc) = Cubic Inches (ci) x 16.3870 1 Inch (") = 25.4 Millimetres (mm) 1 Millimetres (mm) = 0.03938 Inches (") 1 Metre (m) = 3.2808 Feet (' or ft) 1 Foot (' or ft) = 0.3048 Metres (m) = 12 Inches (") 1 Kilogram (kg) = 2.2046 Pounds (lbs) 1 Pound (lb) = 0.45359 Kilograms (kg) = 16 Ounces (oz) 1 Pound per Square Inch (PSI) = 6.8948 Kilopascals (kPa) 1 Kilopascal (kPa) = 0.1450 Pounds per Square Inch (PSI). 1 pascal (Pa) = 0.001 Kilopascals (kPa), or 1000 pascals (Pa) = 1 Kilopascal (kPa) Miles per Hour (MPH) = 1.61 Kilometres per Hour (KPH) Kilometres per Hour (KPH) = 0.62 Miles per Hour (MPH) 1 Litre (I) = 1000 Cubic Centimetres (cc) 1 US Gallon = 3.785 Litres 1 Imp Gallon = 4.546 Litres

4.3 SFI SPECIFICATIONS

NOTE: SFI Specifications are not required in all cases but are recommended. Refer to Class Regulations for minimum requirements. Competitors choosing to use a later specification than required will be supported in doing so. SFI Specifications are available for purchase from ANDRA Technical under licence from SFI Foundation www.sfifoundation.com.

SFI Specification List			
Spec	Product	Date	
1.1	Replacement Flywheels and Clutch Assemblies	November 9, 2001	
1.2	Multiple Disc Clutch Assemblies for Vehicles with Naturally Aspirated Engines	February 9, 2006	
1.3	Nitro-Methane Drag Race Multiple Disc Clutch Assemblies	May 23, 2000	
1.4	Alcohol Drag Race Multiple Disc Clutch Assemblies	May 23, 2000	
1.5	Multiple Disc Clutch Assemblies for Supercharged, Nitrous Oxide-injected, and Turbocharged Vehicles	February 9, 2006	
<mark>2.1C</mark>	Rear Engine Dragster Rollcage - 5.99 Seconds & Quicker (Alcohol or Methanol)	December 3, 2021	
2.2D	Front Engine Dragster Rollcage - 5.99 Seconds & Quicker	December 3, 2021	
2.3U	Rear Engine Dragster Chassis Structure (Top Fuel) – 4.99 Seconds & Quicker	May 7, 2021	
<mark>2.4D</mark>	Front Engine Dragster Rollcage - 6.00 to 7.49 Seconds	December 3, 2021	
<mark>2.5E</mark>	Rear Engine Dragster Rollcage - 6.00 to 7.49 Seconds	December 3, 2021	
<mark>2.6C</mark>	Front Engine Dragster Rollcage - 7.50 Seconds & Slower	December 3, 2021	
<mark>2.7E</mark>	Rear Engine Dragster Rollcage - 7.50 Seconds & Slower	December 3, 2021	
3.2	Fire Protection Material (Technical Bulletin)	February 26, 2014	
3.2A	Driver Suits (3.2A/1, 3.2A/3, 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20, 3.2A/25, 3.2A/30)	June 26, 2020	
3.3	Arm Restraints Shoes (3.3/5), Drag Boots (3.3/15, 3.3/20), Gloves (3.3/1, 3.3/5, 3.3/10, 3.3/15, 3.3/20), Harness Pads Helmet Supports, Helmet Skirts (3.3/5, 3.3/10), Hoods/ Balaclavas, Socks Sports Bras Underclothing	April 1, 2022	

Spec	Product	Date
4.1	Automatic Transmission Shields (Rigid Type)	May 27, 2013
4.1	Automatic Transmission Shields (Flexible-Blanket Type)	May 27, 2013
6.1	Containment Bellhousing for SFI 1.1 & 1.2 Clutch Assemblies for limited normally aspirated applications, and forced induction applications with torque converters	March12, 2021
6.1W	(section found within Spec 6.1) Passenger Car Replacement Containment Bellhousing with Adjustable Clutch Window for SFI 1.1 & 1.2 Clutch Assemblies for limited normally aspirated applications, and forced induction applications with torque converters	March12, 2021
6.2	Containment Bellhousing for SFI 1.3 & 1.4 Clutch Assemblies for Nitro-methane, Top Alcohol, and heavy-duty tractor applications	May 11, 2015
6.3	Containment Bellhousing for SFI Clutch Assemblies for Supercharged and Nitrous-Oxide applications	March12, 2021
7.1	Lower Engine Containment Device	February 13, 1998
7.2	Sportsman Lower Engine Containment Device	December 15, 2006
8.1	Remote Fuel System Drive Assembly	November 12, 2002
9.1	Sport Compact Bellhousing Blanket	December 6, 2002
<mark>10.1G</mark>	Funny Car Rollcage (Alcohol, Advanced ET, etc.)	December 3, 2021
<mark>10.2A</mark>	Altered Car Rollcage, 6.00 to 7.49 Seconds E.T.	<mark>December 3,</mark> 2021
<mark>10.3B</mark>	Altered Car Rollcage, 7.50 Seconds and Slower E.T.	<mark>December 3,</mark> 2021
<mark>10.4B</mark>	Side Steer Roadster Rollcage, 7.50 Seconds and Slower E.T. December 9, 2004	<mark>December 3,</mark> 2021
10.5A	Fuel Funny Car Chassis, 4.99 Seconds E.T. & Quicker	October 31, 2013
11.1	Cable Break Away Devices	July 9, 2001
14.1	Supercharger Restraint Devices	January 29, 1992
<mark>14.2</mark>	Alcohol Supercharger Restraint Devices	April 1, 2022

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Spec	Product	Date
14.21	Screw-Type Supercharger Restraint Devices	February 26, 2014
14.3	Nitro-Methane Fuel Supercharger Restraint Devices	August 25, 2017
14.4	Containment Valve Covers/ Valve Cover Shields	March 23, 2004
14.5	Manifold Blankets	August 29, 2014
14.6	Engine Blankets – Rear	March 16, 2015
<mark>14.8</mark>	Nitro-Methane Fuel Supercharger Restraint Strop Engine Blankets	<mark>April 19,</mark> 2019
15.1	Drag Race Drive Wheels	March 8, 2019
15.2	Drag Race Front Wheels	March 8, 2019
15.3	High Horsepower Drag Race Drive Wheels	March 8, 2019
15.4	Top Fuel and Funny Car Drag Race Drive Beadlock Wheels	March 8, 2019
16.1	Driver Restraint Assemblies	February 26, 2014
<mark>16.2</mark>	Restraint Assemblies for Youth Drivers	February 26, 2014
16.6	Advanced Motorsport Restraint Assemblies	April 20, 2018
17.1	On Board Fire Suppression Systems	June 26, 2020
18.1	Crankshaft Hub Harmonic Dampers	June 17, 1999
21.1	Power Turbine Containment Device	May 23, 2000
22.1	Supercharger Drive Chain Containment Device	October 25, 2004
23.1	Supercharger Pressure Relief Assemblies	May 1, 2008
24.1	Youth Full Face Helmets	March 12 2021
<mark>25.1K</mark>	Full Bodied Car Tube Chassis Rollcage – 7.49 Seconds ET and Quicker; 2,800 lbs Maximum	July 2, 2021
<mark>25.2E</mark>	Full Bodied Car Tube Chassis Rollcage – 6.00 to 7.49 Seconds ET; 3,200 lbs Maximum	July 2, 2021

Spec	Product	Date
25.3D	Full Bodied Car with Aftermarket Body Shell and Tube Frame, OEM Body Shell and OEM Frame with OEM or Modified Floorpan and Firewall, or Uni-Body with OEM or Modified Floorpan and Firewall Rollcage – 6.50 to 7.49 Seconds ET; 3,600 lbs Maximum	July 2, 2021
<mark>25.4D</mark>	Full Bodied Car Tube Chassis Rollcage – 7.50 to 8.49 Seconds ET; 3,600 lbs Maximum	<mark>July 2,</mark> 2021
25.5E	Full Bodied Car Stock or Modified/ OEM Floorpan and Firewall with OEM Frame or Uni-Body Construction – 7.50 to 8.49 Seconds ET; 3,600 lbs Maximum	July 2, 2021
<mark>25.6A</mark>	Full Bodied Car Stock/Truck or Modified/ OEM Floorpan and Firewall with OEM Frame or Uni-Body Construction – 7.99 to 8.49 Seconds ET; 5,000 lbs Maximum	July 2, 2021
27.1	Window Nets	October 11, 2006
28.1	Fuel Cells	August 25, 2017
28.2	Crash Resistant Fuel Cells	July 14, 2000
28.3	Competition Fuel Cell Bladder	April 21, 2014
29.1	Automatic Transmission Flexplates	August 26, 2016
29.2	High Horsepower Automatic Transmission Flexplates	August 26, 2016
29.3	Automatic Transmission Flexplates for Diesel Applications	February 26, 2014
30.1	Automatic Transmission Flexplate Shields	June 17, 1999
31.1	Flame Resistant Motorsports Helmets	March 27, 2013
34.1	Screw-Type Superchargers	January 13, 2017
37.1	Rollcage Nets	October 11, 2006
38.1	Head and Neck Restraint Systems	April 19, 2019
39.2	Racing Seats (Standard)	March 12, 2021
40.1	Abrasion Resistant Driver/ Rider Suits	November 4, 1993

Spec	Product	Date
41.1	Motorsports Helmets	March 27, 2013
42.1	Steering Wheel Quick Disconnect/ Release	February 15, 1996
43.1	Drive Shafts	August 25, 2017
45.1	Rollcage Padding	August 11, 2005
45.2	Impact Padding	March 27, 2013
46.1	Nitro-Methane Fuel Motorcycle Engine Restraint Device	February 13, 1998
49.1	Top Fuel Rear Wing Assemblies	March 22, 2011
49.2	Top Fuel Front Wing Assemblies	March 22, 2011
52.1	Fueler Apron	June 5, 2012
54.1	Non-Flammable Thermal Barrier Fire Extinguishing Coatings	January 17, 2008
56.1	Dashboard and Other Carbon Fiber Components	February 26, 2014
61.1	Turbochargers	June 26, 2020

4.4 ENGINE

4.4.1 COOLING SYSTEMS (OPEN VEHICLES)

Where a pressurised cooling system is utilised in an open vehicle, the possibility of a high-pressure leak in the driver area should always be considered and as such the system must be installed in one of the following locations;

In Rear Engine Dragsters the radiator may be in front of or behind the engine. If the radiator is mounted in front of the engine, and behind the driver, a deflector plate must be installed from frame rail to frame rail and to the top of the roll cage (refer also Deflector Plate in Dragster Class Regulations). If the radiator is mounted in front of the driver a deflector plate must be installed between driver and radiator to prevent liquid entering driver's compartment.

Front Engine Dragsters and Altereds (centre steer) must have the system installed in front of the engine. Roadsters (non-centre steer) may have the system in front of the engine or to the rear of the engine in the "passenger" side of the chassis. If mounted in front of the driver or in the "passenger" side the radiator and hoses are to be completely shielded from the driver's compartment (cockpit) by 2.0 mm (.078 inch) thick Aluminium plate (minimum).

NOTE: In all cases radiators may be mounted either vertically or horizontally.

4.4.2 COOLANT

In liquid cooled engines, (other than water) a non-glycol based coolant suitable for motor sport use must be used in all dedicated race vehicles, and all vehicles requiring a Tech Inspection/Vehicle Logbook.

Genuine street driven vehicles not requiring a Tech Inspection/Vehicle Logbook are exempt and may use a glycol-based coolant or the vehicle manufacturer's recommended coolant may be used, however, a non-glycol-based coolant is still highly recommended. John Zappia Ten times Australian Door Slammer Champion

DRAG RACING

Terry Seng Australia's fastest Street Car 7.37 sec 186 MPH

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The next generation in heavy wall chrome moly pushrods. Fully machined body and 210 degree ends in 5/16"x.110" wall and 3/8"x.138" wall.
4.4.3 ENGINE ORIGIN

With the exception of Exhibition and Junior Dragster vehicles all engines used in Drag Racing must be of automotive or motorcycle origin. The use of engines specifically produced for marine use is not permitted.

4.4.4 CRANKSHAFT CENTRELINE HEIGHT

Maximum crankshaft centreline height for Junior Dragster and Junior Funny Car vehicles is 17 inches (432 mm).

If a vehicle's suspension has been lifted making its crankshaft centreline height greater than (23.5 inches) 600 mm the vehicle must not go quicker than 14.000 seconds 1/4 mile / 8.91 seconds 1/8 mile.

For factory standard SUV / 4x4 / 4x2 "high-rider" and "Gasser" vehicles the following maximum crankshaft centreline height applies,

- 36 inches / 915mm for vehicles running 12.000 seconds 1/4 mile / 7.643 seconds 1/8 mile and slower.
- 31 inches / 785mm for vehicles running 11.999 to 10.000 seconds 1/4 mile / 7.642 to 6.369 seconds 1/8 mile.
- 24 inches / 610mm for vehicles running 9.999 seconds 1/4 mile / 6.368 seconds 1/8 mile and quicker.

All measurements are to be made from level ground with racing pressure in the tyres.

4.4.5 CRANKSHAFT PULLEY SHIELD, HARMONIC BALANCER

All pulleys/ crank hubs/ harmonic balancers must be positively retained to the crank with a bolt.

Vehicles using a Steel outer ring crank pulley do not require a scatter shield, however, the outer pulley ring must have some positive means of limiting its forward movement.

If the following vehicles are fitted with a harmonic balancer, it must be of an approved type or have a scatter shield fitted;

- All Unmodified Cars quicker than 10.500 seconds (1/4 mile or equivalent).
- All Unmodified Modern Cars quicker than 10.000 seconds (1/4 mile or equivalent).
- All Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent).
- Dragsters.
- Altereds.
- Vehicles where the engine is exposed.

The harmonic balancer must be made from Steel or forged Aluminium and affixed with all bolts supplied as per the manufacturer's installation guidelines.

The scatter shield must be constructed from 6 mm (1/4 inch) Steel plate securely fastened with at least two M10 mm (3/8 inch) high tensile bolts in such a manner as to contain or deflect fragments should the outer ring of the crank pulley disintegrate.

The width and circumference of the outer ring of the crank pulley must be covered and the front of the shield should extend down to at least the level of the pulley. A 10 mm (3/8 inch) diameter hole may be drilled in the shield for timing mark purposes. No other openings are permitted.

4.4.6 COMPONENT SEALING

All Group 1 and Group 2 vehicles subject to engine or transmission limitations or Weightbreaks (lbs/cube) of any type, will be required to have provision for wire component sealing. Competitors must ensure that holes of suitable size and location are provided in relevant components. Engine or component seal numbers must be recorded in Vehicle Logbook.

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.

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4.4.7 EXHAUST

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All vehicles regardless of class must be equipped with exhaust collectors or stacks installed in such a manner as to direct the exhaust gases out of the body, to the rear of the vehicle and away from the Driver/ Rider and fuel tank as required by Class Regulations. Exhaust gases must not be directed towards the track surface.

All Turbocharged vehicles not required to use mufflers must have two 3/8 inch (10 mm) bolts inserted across the diameter of the turbine outlet pipe at 90 degrees to each other, to prevent the exit of debris in the event of a turbine failure. All Funny Cars must be fitted with double-wall headers.

NOTE: All vehicles in Super Street Eliminator, and all vehicles fitted with Rotary engines not using Turbochargers, are required to use effective commercially manufactured mufflers limiting noise levels to a maximum 98 dBa measured at 30 metres.

Exhaust may only exit from the locations shown in green, areas shown in red are strictly prohibited.

- 1. Exhausts may exit no higher than the highest point of the front wheel arch and along a level line to the rear of the vehicle.
- All Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) must have two working doors for emergency egress, exhaust may only exit through rear passenger doors at a point no higher than as described above.
- Bonnet exits may be used, however must exit the bonnet from the opposite side to the steering wheel as measured from the centreline of the vehicle.



ALLOWABLE EXHAUST EXIT LOCATIONS.

1. SIDE FENDER EXIT: No higher than the highest point of underside of front wheel arch. Horizontal and level to ground.

2. SIDE DOOR EXIT: No exiting of exhaust through driver or passenger front doors, may exit through rear doors below height of line at Point 1.

3. BONNET EXIT: No exiting of exhaust through bonnet on driver's side of vehicle. Bonnet exiting on passenger side of vehicle centreline only.

4.5 FUEL



RACING FUEL Options from 100 to 118 octane

4.5.1 FUEL HANDLING

Only Ethanol, Methanol, Nitromethane, and Hydrocarbon Fuels homologated with ANDRA will be permitted. All leaded fuels prohibited after 1st July 2019. The addition of substances to Ethanol or Methanol for the purposes of lubrication is permitted where the specific gravity is not adversely affected. It is the responsibility of the driver to confirm the brand and type of fuel being used. Unacceptable test readings may result in immediate disqualification and/ or ANDRA Tribunal Action. Results of subsequent laboratory analysis found to be non-compliant within 28 days of the event, will render the competitor liable to a fine of \$2000 and 12 months suspension of their ANDRA competition privileges.

The following procedures must be followed when handling fuel during events;

- No naked flames within 10 metres of any point where refuelling or draining of fuel is taking place.
- Plastic or composite containers are to be approved for the storage of Group Three Dangerous Goods.
- When refuelling or draining fuel from a vehicle an earth strap must connect the fuel container and fuel tank of the vehicle.
- Refuelling or draining of fuel from vehicles is not permitted in any enclosed, unventilated area. All ignition sources (electrical fans, battery chargers, welders or any other electrical device) must be removed or switched off before refuelling takes place.
- Any spill must be cleared immediately and reported to a Track Official.
- As a minimum, ALL race teams are to have a fire extinguisher meeting the requirements detailed within Driver and Rider Protection, Fire Extinguishers in their paddock area at all times.

4.5.2 FUEL HOMOLOGATION

The list of approved fuels homologated with ANDRA may be found at <u>www.andra.com.au</u> and will be updated when required.

Only fuels listed in the ANDRA Approved Fuels listing will be accepted for competition. Non-listed fuels are prohibited.

Fuel types are defined into two separate categories being;

Race Fuels: Fuels designed and sold as race fuel. These fuels are sold in a drum through a fuel supplier that has complied with ANDRA Fuel Homologation requirements and Federal Government approvals.

Pump Fuels: Pump fuels are generally available to the public and are not subject to ANDRA or Federal Government regulation exemption.

All leaded fuels prohibited after 1st July 2019.

4.5.3 FUEL CHECKING FACILITIES

All vehicles competing in Groups 1, 2, 3, and 4 will be required to submit fuel samples for fuel checking purposes at the request of an ANDRA Official. All competitors must ensure that a small amount of fuel remains in the vehicle after a run so that a minimum 50ml fuel sample can be taken.

4.5.4 FUEL SYSTEMS

When permitted, fuel tanks and fuel lines should be located ahead of the engine. Fuel blocks, if used, must be mounted at least 152 mm (6 inches) forward of the Flywheel/ Bellhousing area. Fuel lines in the Flywheel/Bellhousing area must be enclosed in a 16 inch (406 mm) length of Steel tubing 3.0 mm (1/8 inch) minimum thickness, securely mounted as a protection against fuel lines being severed, or be re-routed outside the chassis or frame rails. This requirement is waived for vehicles fitted with either a Steel Flywheel and pressure plate or a scatter shield. Where fuel lines pass Supercharger drive areas they should be encased in protective Steel tubing or braid.

Fuel tanks located in front of grille and out of the protective areas of the body, frame and wheels must be protected against collision damage. All mechanically fuel injected vehicles, or any vehicle using a pressurised fuel tank must have a quick-action fuel shut-off within easy reach of the Driver/ Rider, operating on the main fuel line between the pump and the injectors. Under no conditions, are any fuel tanks, lines or other units containing fuel permitted in the driver's compartment. Where fuel pressure gauges are located in the driver's compartment, all lines must be Steel braided with Steel fittings. All tanks must be completely isolated from the driver's compartment by a firewall, completely sealed so as to prevent any fuel from entering the driver's compartment. Where the fuel tank is located in front of the driver and engine is in rear (Rear Engine Dragsters) fuel lines must be isolated from the driver's compartment with a sub floor or by the use of Steel braided lines. All vehicles where a fuel line passes the driver must be fitted with metal fuel lines (Mild Steel, Aluminium or Stainless Steel) except for a maximum of 305 mm (12 inch) of approved flexible hose to allow connection at the tank or pump. The metal fuel line must carry at least 152 mm (6 inches) past the firewall. In all cases, recognised Steel braided, composite and Kevlar lines may be used in lieu of solid metal lines. In all cases, fuel lines must be of suitable construction, designated as fit for purpose by the manufacturer.

4.5.5 FUEL TANKS

All fuel tanks, lines, pumps, valves, etc. must be outside of the driver's compartment and within the confines of the frame and/or Steel body. Cool cans, fuel-distribution blocks, etc. must be located at least 6 inches (152 mm) forward of the Flywheel/ Bellhousing area on rear-wheel-drive (RWD) vehicles, and on opposite side of Flywheel/ Bellhousing area on front-wheel-drive (FWD) vehicles. Fuel pressure gauge isolators, with Steel braided line, may be mounted on firewall.

When permitted by Class Regulations, fuel tanks located outside body and/ or frame must be enclosed in a Steel tube frame constructed of minimum 1 1/4 inch O.D. x.058 inch CM4130 (32 mm x 1.5 mm) or .118 inch (3.0 mm) Mild Steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of driver's compartment. A positive-locking screw-on fuel tank cap is mandatory on all open-bodied cars. Insulated fuel tanks prohibited. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose connection area in rear. The metal box must be constructed of minimum .024 inch (0.6 mm) Steel or .032 inch (0.8 mm) Aluminium. Non-Metallic fuel cells or tanks must be grounded to frame.

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NOTE: In all cases where a fuel tank or fuel lines may be exposed to fire, it is recommended that preventative shielding and external venting be used. Components that can produce intense fires, when failed, such as the failure of a head gasket or oil line, must be shielded from igniting fuel system components.

4.5.6 FUEL GRADES

The following fuel grades are permitted;

Allowed Fuel by Class		
Junior Dragster	Ethanol, Methanol or Petrol	
All other Group 3 (Except Mod Bike)	Ethanol, Methanol, Petrol, LPG, Diesel	
Group 2 and 3 Bike Classes (Except NB/T)	Ethanol, Methanol, Petrol	
Group 2 NB/T Bikes:	Methanol or Nitromethane	
All Group 2 Car Classes	Ethanol, Methanol or Petrol	
Group 1 Classes (Except TFM/, NFC, T/F)	Ethanol, Methanol or Petrol	
TFM/ Classes:	Ethanol, Methanol, Petrol or Nitromethane	
NFC, T/F Classes	Nitromethane and Methanol	

NOTE: In all cases refer to Class Regulations for allowable fuel grades and limitations.

4.5.7 LP GAS

Vehicles equipped with Liquid Petroleum Gas units must have these units installed by an approved installer. Onus of compliance is on the competitor.

4.5.8 FLASH SHIELD

Injector tubes may extend through bonnet.

Carburettors, in classes requiring a bonnet, may only be exposed via a bonnet scoop closed on the top, back, bottom and sides. This is not a requirement in Sedan classes where the factory glass windscreen is used. All cars using carburettors and not requiring a bonnet must be equipped with a flash shield so constructed and fitted as to cover the top, back and sides of the carburettor intake.



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4.6 ANCILLARY COMPONENTS

4.6.1 INTERCOOLERS

An Intercooler must be securely mounted with all hoses securely clamped. Intercoolers must be located outside of the driver's compartment or contained in a commercially manufactured ballistic containment device and fitted with a relief valve/ burst panel vented outside the driver's compartment to the atmosphere.

Air-to-Air Intercoolers are unrestricted, except for location. Air-to-liquid coolant is limited to water and/or water ice. Intercoolers must be sealed to prevent coolant dropping on to track surface. Dry ice is permitted without any other cooling medium. Dry ice must be in a housing which is vented to the atmosphere.

4.6.2 LIQUID OVERFLOW

All vehicles with any type of Liquid Overflow capable of discharging liquid onto the racing surface must have a catch-can, with a minimum capacity of 600ml.

Any power added vehicle faster than 9.000 seconds (1/4 mile) / 5.732 seconds (1/8 mile) must have a breather or oil tank, with a minimum capacity of 4 litres for cars and 2 litres for motorcycles. The minimum capacity does not include the capacity of breather hoses, tubes or chassis rails.

Failure to ensure that the breather or oil overflow tank is drained prior to a run will result in disqualification from that pass. Refer Race Procedures and Regulations "Disqualification". All liquid filler caps must be positively retained.

4.6.3 OIL SYSTEMS

No oil system components are allowed in the driver's compartment excepting a single oil pressure gauge and associated oil lines. Pressure gauge lines must be metal, Steel braided or line specifically manufactured for the purpose.

All vehicles fitted with a remote oil system must use braided lines or hosing meeting industry and manufacturers standards.



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4.6.4 LOWER ENGINE CONTAINMENT DEVICE

All power added vehicles with an ET quicker than 9.000 seconds / 135 mph (1/4 mile or equivalent) must be equipped with either a lower engine containment device ("nappy") or Bellypan or combination of both, capable of containing any and all oil and debris release. This includes motorcycles.

All Naturally Aspirated vehicles with an ET quicker than 8.000 seconds / 175 mph (1/4 mile or equivalent) must be equipped with either a lower engine containment device ("nappy") or Bellypan or combination of both, capable of containing any and all oil and debris release. This includes motorcycles.

In all cases where a Bellypan is used it should be lined with an appropriately absorbent material. In addition, Top Fuel and Funny Cars must be fitted with an engine oil retention (Bellypan).

4.6.5 THROTTLE

Each car, regardless of class, must have a foot throttle, incorporating positive action return spring/s attached directly to the throttle-arm and must register a minimum pull of 0.9 kg (2 lbs) measured at the driver's throttle control.

A positive stop, over-ride prevention must be used to keep the linkage from passing over centre and sticking in an open position.

Licensed hand throttles are permitted in Super Stock, Super Sedan and Super Street.

All motorcycles must use a self-returning twist grip throttle as a minimum.

Where electronic throttle actuation is used the vehicle must either,

1. Retain the associated OEM electrical installation of the vehicle to operate the throttle which includes the vehicle's wiring and ECU with all of its appropriate control features (software, firmware, etc); or

Install a system which has redundant feedback circuits for both drivers pedal and throttle body. In both case the throttle body must return to the closed state when power is disconnected (ignition off), the drivers pedal is disconnected, or the throttle body is disconnected.

Top Fuel and Funny Cars are required to use throttle stop during burnouts.

4.7 POWER ADDERS

ANDRA recognises three forms of power adders;

1. Belt/ crank driven Supercharger/s.

- 2. Exhaust gas driven Turbocharger/s.
- 3. Nitrous Oxide (N₂O).

Each form of power adder is directly related to relevant, specific requirements including Class and General Regulations. Unless otherwise stated in Class Regulations, no more than one form of power adding is permitted on any one vehicle.

All engine combinations utilising Superchargers on vehicles quicker than 8.999 seconds (1/4 mile or equivalent) must be fitted with manifold burst panels meeting SFI 23.1 (spring loaded, nitrous specific if running Nitrous oxide). A blow-off valve may be fitted in lieu of a burst panel on centrifugal Supercharged, Turbocharged vehicles or Turbocharged Rotary (with Cast Iron manifolds). SFI 23.1 is not mandatory for Turbocharged Rotary vehicles.

4.7.1 SUPERCHARGERS

All vehicles equipped with belt driven Superchargers must be fitted with a guard to prevent fuel line damage in the event of belt loss, except in cases where braided lines are used.

All motorcycles fitted with belt driven Superchargers must be fitted with a 3.0 mm (1/8 inch) Steel or 5.0 mm (3/16 inch) Aluminium cover, or a ballistic blanket, to protect the rider in the event of Supercharger failure.

If using a Rootes type Supercharger, the Supercharger must be fitted with end plates of a minimum thickness of Front: 6 mm (1/4 inch). Rear: 7.62 mm (.300 inch) for the following vehicles.

- Unmodified Modern Cars quicker than 10.000 seconds (1/4 mile or equivalent).
- Unmodified Car quicker than 10.500 seconds (1/4 mile or equivalent).
- Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent).

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The Supercharger must also be fitted with restraints in conjunction with Aluminium shear bolts securing the mounting face. Maximum overdrive will be calculated using the relevant ANDRA formulae and limits current at the time.

Maximum overdrive for Rootes type units is 70%, except 18/71 Superchargers which is 15%. Maximum overdrive for Screw type Superchargers with a rotor diameter greater than 215.9 mm (8.5 inches) is 60%. Maximum overdrive for Screw type Superchargers with a rotor diameter less than 215.9 mm (8.5 inches) is 125%. Maximum overdrive for Screw type Superchargers with a rotor diameter less than 178 mm (7 inches) is 60%. Top Fuel Motorcycles must be limited to the manufacturer's recommended overdrive %.

Screw type Superchargers with a rotor diameter greater than 178 mm (7 inches) must meet SFI 34.1 Recertification of PSI Superchargers is not mandatory, but highly recommended on a 2 yearly basis.

All Superchargers with a rotor diameter less than 178 mm (7 inches) must comply with manufacturer's specifications and recommendations, onus of proof on Competitor.

All Superchargers with a rotor diameter less than 178 mm (7 inches) in cars quicker than 10.000 seconds (1/4 mile) are required to have a burst panel, ballistic containment and a Supercharger restraint system where fuel is injected prior to the intake manifold, however when fuel is injected into or after the intake manifold, a burst panel, ballistic containment and restraint systems are recommended but not mandatory, GM roots style superchargers (3/71 – 18/71) are exempt from this ballistic containment requirement.

Overdrive limits stated do not apply to Group 3 and 4 vehicles using electronic engine management with OEM style Superchargers with rotor diameters less than 178mm (7 inches).

A restraint system meeting SFI 14.21 (including ballistic containment) mandatory on all Screw type Superchargers used in all classes of competition, except on Superchargers with rotor diameter less than 178mm (7 inches) as noted in above paragraph. All other Screw type Superchargers with a rotor diameter greater than 178 mm (7 inches) require Supercharger restraints plus ballistic containment.

PSI Supercharger 206 models A, B and D and blueprinted versions are permitted. PSI model 206 'C' permitted in Group 3 and non-Championship competition only.

Superchargers with cast rotors and/or cast pulleys are prohibited in all classes.

All vehicles in Group 1 and Group 2 running a Supercharger must be fitted with a manifold burst panel meeting SFI 23.1. Where Supercharging is employed in Group 1 or Group 2 competition, there is to be a single method of increasing boost pressure (i.e. belt driven). No supplementary or auxiliary methods are permitted. T/F and F/C vehicles must be fitted with a Supercharger restraint system meeting SFI 14.3. Screw type Superchargers not permitted in T/F or F/C. Maximum case length in Group 1 or Group 2 competition 590 mm (23.25 inches). Maximum case width is 292 mm (11.5 inches). Maximum case length for a 18/71 Supercharger is 615 mm (24.5 inches).

- NOTE: If performance warrants boost or overdrive limitations on a particular combination; they may be implemented at any time with 28 days notice.
- NOTE: Superchargers of a specification or design, revised in part or whole after 1st January 1997, must be approved by ANDRA. Any Supercharger shall remain as constructed by the original manufacturer and not modified. All approved modifications are to be certified by manufacturer and written certification supplied to ANDRA Technical. All Supercharger approvals must be noted in Vehicle Logbook after receiving written authorisation from ANDRA Technical.
- NOTE: The only acceptable modification to a Screw type Supercharger is the "Blueprint" modification as performed by PSI Superchargers.
- **NOTE:** restraints for intake hat are not mandatory.

Size	Туре	Rotor Length	Maximum Overdrive Formula
14/71	Standard	19″482.6 mm	.00322 x Engine Capacity ci
12/71	Standard	18″ 457.2 mm	.00339 x Engine Capacity ci
10/71	Standard	17″ 431.8 mm	.00358 x Engine Capacity ci
16/71	High Helix	20″ 508.0 mm	.00285 x Engine Capacity ci
14/71	High Helix	19″ 482.6 mm	.00300 x Engine Capacity ci
12/71	High Helix	18″ 457.2 mm	.00313 x Engine Capacity ci
10/71	High Helix	17″ 431.8 mm	.00334 x Engine Capacity ci

4.7.2 CENTRIFUGAL TYPE SUPERCHARGERS

Centrifugal Superchargers may use belt, chain or gear drive type.

In Group 2 competition single or twin centrifugal Superchargers may be used. Twin centrifugal Superchargers must have an inducer diameter of no greater than 4.2 inch (106.68 mm). A single centrifugal Supercharger may have an inducer diameter of no greater than 5.35 inches (135.89 mm). Maximum impeller RPM must not exceed manufacturer's guidelines.

The centrifugal Supercharger impeller wheel must be constructed of Aluminium. The injection of any substance in the compressor housing/ volute air inlet or the discharge side of the Supercharger is prohibited.

4.7.3 TURBOCHARGERS

Where Turbocharging is employed in Group 2 competition, there is to be a single method of increasing boost pressure (i.e. exhaust driven). No supplementary or auxiliary methods are permitted.

Turbochargers certified to SFI 61.1 are recommended.

Single or Twin Turbocharged combinations permitted unless otherwise stated in Class Regulations.

In Super Stock and Competition Eliminator classes, where Turbochargers are allowed the maximum size compressor wheel inducer is 88 mm (3.465 inch) for Twin Turbocharged applications and 106 mm (4.173 inch) for a single Turbocharger.

Turbocharger size will be enforced by measuring the opening in the intake housing at the point where the leading edge of the inducer wheel meets the inlet housing. The maximum diameter of the housing may not exceed 2.0 mm (.078 inch) more than the maximum permitted size.

All vehicles quicker than 7.000 seconds (1/4 mile or equivalent) are highly recommended to fit ballistic containment on the compressor side of the Turbocharger. This includes motorcycles.

4.7.4 NITROUS OXIDE

Competitors are reminded of the dangers associated with the incorrect use of Nitrous Oxide. It is highly recommended that systems are sourced in complete form, from a recognised manufacturer. The following regulations apply;

Nitrous Oxide lines must be outside of driver's compartment, except where the bottle is mounted in the driver's compartment, in which case the lines must be plumbed outside the compartment as near as possible to the bottle outlet.

Where lines pass a torque converter or Flywheel, they must be encased in 3.0 mm (1/8 inch) minimum thickness Steel tubing.

High pressure rated hose of minimum 1500 psi is required for plumbing Nitrous Oxide lines, and a sintered bronze or Stainless Steel (Industry Standard) filter, fit for purpose, must be fitted in the gas supply line.

Bottle Mounting:

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Bottles must be mounted outside of the engine compartment. Any bottle located in the driver's compartment must be mounted with metal brackets secured to a structural point of the vehicle, and a relief valve, vented outside the driver's compartment, to the atmosphere.

Bottles should be mounted to manufacturer's specification.

Bottles must be equipped with on/ off taps.

Bottle shut-offs requiring special keys are not acceptable.

Bottles used must be purpose built for use with Nitrous Oxide.

Electronic devices used for raising the temperature of Nitrous Oxide bottles must be used if produced for that purpose by an industry manufacturer, they may not be modified in any way.

Switching:

Both solenoids must operate from a common switch and the system must be capable of being switched off by three means;

- 1. Throttle closed switch.
- 2. Solenoid power arming switch.
- 3. Vehicle ignition switch.

Markers:

All vehicles using Nitrous Oxide must display markers located on the outside of the vehicle, in the vicinity of the supply bottle and in the top left corner of the front windscreen.

The marker shall be a yellow diamond, with N20 printed in black letters. These are available from ANDRA.

Warning Light:

A prominent blue warning light must indicate when the system is armed. This light must be visible to the driver of the vehicle when in a racing position.

4.8 ELECTRICAL

4.8.1 ECU SOFTWARE

The software loaded must be specific for the Electronic Control Unit (ECU). Functions must be easily identifiable in the field using a lap top computer to verify software and data stored. ANDRA is aware that this will be limited to the integrity of the manufacturers, and trust that this will not be an issue.

Flashing of ECUs is permitted. Manufacturer software must not be re-coded or altered in any way from manufacturer's original source coding.

4.8.2 ELECTRONIC CONTROL UNITS (ECU)

The following is specific to Group 2 (cars and motorcycles) that allow EFI in the Class Regulations.

ECU will be ANDRA approved. ECUs and dataloggers (if separate) are able to be viewed at any time by ANDRA.

Any type of traction control or slew rate ignition control (mechanical or electrical) are prohibited.

All ECUs must use a MAP sensor that is locked out and calibrated (non-adjustable).

Closed loop functions allowed, except for the use of traction control or slew rate ignition.

Relative controls allowed, except for the use of traction control or slew rate ignition. Every function/ closed loop targets need to be pre-set prior to run and not adjustable by driver.

Any data from accelerometers, motion detectors, vehicle speed sensors and suspension travel sensors are to be used for logging only and not any functions. Wiring of any sensor or output should be able to be verified against the ECU software or use of a multi meter.

NOTE: Street registered vehicles built after December 2012 will require ESC (Electronic Stability Control) fitted as mandatory under ADR (Australian Design Rules), vehicles meeting this requirement will be acceptable in ANDRA Super Street Classes no quickerthan 10.000 seconds (1/4 mile or equivalent). Vehicles meeting these requirements will not be considered to have any performance advantage over vehicles that do not have ESC as standard.

4.8.3 COMPUTER

When class rules allow use of computers and/or electronic modules, no vehicle may have any function operated remotely from outside the vehicle. Any type of traction control or slew rate ignition control (electrical or mechanical) is prohibited.

All sensors to be a fixed calibration.

Closed loop functions allowed, except for the use of traction control or slew rate ignition.

Relative controls allowed, except for the use of traction control or slew rate ignition.

Every function/ closed loop targets need to be pre-set prior to run and not adjustable by driver.

Any data from accelerometers, motion detectors, vehicle speed sensors and suspension travel sensors are to be used for logging and not any functions.

All computer systems, calibrations, data and wiring can be viewed at any time by ANDRA Officials.

NOTE: Except where permitted by Class Regulations, any competitor found to be employing reactive traction or slew control systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.

Data Logging/ Recording

Data logger functions can be used as a component of EFI/ Computer systems. As long as any data from accelerometers, motion detectors, vehicle speed sensors and suspension travel sensors are to be used for logging and not any functions.

For a standalone data logging/ recording device they may be used to record the functions of a vehicle permitted under Class Regulations, providing they do not activate any function on the vehicle. The activation or use of any port, connection or function with output capability on any data logging device to control or influence any part of a vehicle during a run (e.g. activation of solenoids or servos, control of ignition timing or fuel flow etc) is prohibited. Devices may be removed, or related configuration software downloaded, at any time at the discretion of the ANDRA Officials. All computer systems, calibrations, data and wiring can be viewed at any time by ANDRA Officials.

NOTE: Except where permitted by Class Regulations, any competitor found to be employing reactive traction or slew control systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.

Delay Devices:

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Any device (including buttons with an adjustable throw, or hydraulic adjustment) installed for the express purpose of creating a delay between release of the brake, clutch, transmission brake or line lock button and movement of the vehicle from the staging beam, is prohibited in Group 1 and Group 2.

Delay/ crossover devices which are operated by a function of the driver are permitted in Group 3 and Group 4.

Delay devices are not permitted in Supercharged Outlaws, Super Street, Modified Bike and Junior Dragster.

Throttle Stops are not permitted in Super Street, Modified Bike and Junior Dragster.

A removable mechanical throttle stop, beyond the control of the driver, limiting the throttle blade opening, may be used in Supercharged Outlaws only during burnout procedures.

All other Class Regulations apply.

4.8.4 TRACTION CONTROL

Reactive controls (including traction control or slew rate ignition control) are not allowed in any form in any class.

NOTE: Street registered vehicles built after December 2012 will require ESC (Electronic Stability Control) fitted as mandatory under ADR (Australian Design Rules), vehicles meeting this requirement will be acceptable in ANDRA Street Classes not exceeding 10.000 seconds (1/4 mile or equivalent). Vehicles meeting these requirements will not be considered to have any performance advantage over vehicles that do not have ESC as standard.

4.8.5 IGNITION

All vehicles in competition must have a positive action ignition switch in good working order, located within easy reach of the Driver/Rider. Magneto button type switches are not permitted. Magneto wiring must be routed outside the frame rail or enclosed in a 16 inch (406 mm) length of 3.0 mm (1/8 inch) minimum wall thickness Steel tubing when passing near the Flywheel/Bellhousing area.

4.8.6 BATTERIES

All wet cell batteries must be located outside of the driver or passenger compartments and must be securely mounted. Dry Cell or Lithium Polymer (LiPo) battery packs may be located in passenger compartment area providing they are encased in a sealed box that is securely mounted to the vehicle and is vented externally of the vehicle. Box must be made of a minimum 3 mm Aluminium (or other material of equal or greater strength) and may have a panel or lid fitted for access providing the lid or panel has an air-tight seal and is securely fastened to the box, examples of this include the Moroso sealed battery box part no. 74050. Unless otherwise specified in Class Regulations, any number of batteries may be fitted, provided the combined weight of all batteries does not exceed 68 kg (150 lbs). A 75 mm (3 inch) equilateral triangle, coloured blue, or another contrasting colour where necessary, is required on all vehicles fitted with a battery or batteries to accurately indicate their location/s.

4.8.7 BATTERY ISOLATION

The following vehicles require a battery isolation switch/ master cut off.

- Unmodified Cars quicker than 10.500 seconds (1/4 mile or equivalent) that have a battery in the OEM location.
- Unmodified Modern Cars quicker than 10.000 seconds (1/4 mile or equivalent) that have a battery in the OEM location.
- Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent) that have a battery in the OEM location.
- All competition cars quicker than 12.000 seconds (1/4 mile or equivalent).
- Any vehicle where the battery has been relocated.

The isolation switch/ master cut off must be connected to the electrical system and must be capable of stopping all current flow, including alternator, and stopping engine and all ancillaries from operating and must be operable from the exterior of the vehicle and located in the battery location marker.

The off position must be clearly indicated with the word "OFF". This is highly recommended for all other vehicles. It is also required that Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc.) vehicles with boot mounted batteries to have a boot key permanently fitted to the lock. In open cars, where acid spillage over driver may occur, the battery must be covered and vented. Switches and/or controls must be located in close proximity to the battery on all vehicles.

4.8.8 NIGHT LIGHTING

All vehicles racing at night must be fitted with at least one operative tail light, which should be illuminated prior to the burnout and remain visible until the vehicle leaves the braking area. Strobe, high intensity, infrared, flashing, photo sensitive or other light emitting/ receiving devices prohibited.

4.9 DRIVETRAIN

4.9.1 AUTO TRANS PROTECTION

The following vehicles using automotive based automatic transmissions, must be fitted with an SFI approved ballistic blanket or an external protective shield. Any transmission shield meeting SFI 4.1, must be installed to manufacturers requirements. Transmission cases meeting SFI 4.1 are required to be fitted as per the manufacturer's specifications and no external shield is required where these are used.

- All Dragsters/ Altereds/ Funny Cars.
- All vehicles using transmission brakes.
- All Supercharged, Turbocharged or Nitrous Oxide cars with an ET quicker than 10.500 seconds (1/4 mile or equivalent).
- Unmodified Modern Cars with an ET quicker than 10.000 seconds (1/4 mile or equivalent).
- Modified Cars with an ET quicker than 12.000 seconds (1/4 mile or equivalent).

The ballistic blanket must be to SFI 4.1 specification and fitted to the manufacturer's specifications.

The protective shield must be fabricated from a minimum of 6 mm (1/4 inch) thick Aluminium or 3.0 mm (1/8 inch) thick Steel offering 180 degrees of protection (pan rail to pan rail). The protective shield must be mounted securely with two Steel straps 3 mm (1/8 inch) thick and 25 mm (1 inch) wide passing under the transmission.

Any external shield or blanket must be removed from the vehicle for checking during the Technical Inspection.

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4.9.2 TRANSMISSION COOLERS

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All vehicles fitted with a transmission cooler must use industry standard cooler lines and positive retention type fittings and correct clamps as a minimum. Rubber fuel line, fittings or hosing not meeting industry standards for the application, is not permitted.

NOTE: Drivers of vehicles leaking transmission fluid due to the failure of pipes, hoses or fittings may be liable to a fine of up to \$500 and/or disqualification if the failure was due to incorrect assembly or the use of sub standard components. Where other than original torque converters are used, all mounting tabs and spacers must be suitably reinforced.

4.9.3 AUTO TRANS SHIFTERS

All vehicles using an automotive based automatic transmission, with a torque convertor, must be equipped with a positive reverse lockout, and a neutral start switch.

In vehicles where a remote starter motor is used, the vehicle must not be able to be started with the transmission in a forward or reverse gear. The use of a transmission brake is acceptable on startup, however, the transmission must have operating pressure within it for effective operation.

4.9.4 CLUTCH

Cast Iron pressure plates or excessively machined units of any material are not permitted. All cars except those fitted with a torque converter must be fitted with a foot operated clutch. Except where allowed by Class Regulations, all lock-up clutch setups may have a maximum of a 6 finger clutch. Where a Crowerglide clutch is used it must have an over centre neutral position that is foot operated, no other option is acceptable.



4.9.5 FRONT RETAINER LOOP

Tailshaft Loops are highly recommended for all cars.

Where no chassis or crossmember passes under the vicinity of front universal joint the following cars require a front universal joint retainer;

- Cars with OEM floors or part-OEM floors or fabricated Steel full floors using a Power Adder or Power Adders.
- All Modified Cars. *
- All cars with non-original engines.
- All cars with rear wheel drive, capable of Elapsed Times quicker than 12.000 seconds 1/4 mile, using open Driveshafts.
- Rear wheel drive cars with fabricated floors (full chassis type cars).

For these cars the specification of the retainer loop is;

- 360 degrees of enclosure.
- 3.0 mm (1/8 inch) minimum thickness Steel, 50 mm (2 inches) wide.
- Or
- 360 degrees of enclosure.
- 22 mm (7/8 inch) OD x 1.6 mm (1/16 inch) thick welded Steel tubing.

* see Definitions, Modified Cars

The front retainer loop must be securely mounted and located within 152 mm (6 inches) rear of the front universal joint. It is recommended that the loop be circular.

Cars fitted with a two-piece Driveshaft require a loop only at the transmission end when the Driveshaft comes complete with securely mounted centre bearing.

4.9.6 REAR RETAINER LOOP

Rear wheel drive cars with fabricated floors (full chassis type Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc)), with a terminal speed of 180 mph or greater also require a securely mounted rear retainer loop of the following specification;

- 360 degrees of enclosure.
- 22 mm (7/8 inch) OD x 1.6 mm (1/16 inch) thick Steel tubing.

The rear retainer loop may be part of, or integrated into, the rear of the chassis or differential mounted cage. Cars with a Carbon Fibre Driveshaft are exempt from this requirement.

4.9.7 DRIVELINE ENCLOSURE

All <mark>cars</mark>.

In all cars where entanglement in rotating driveline components is possible a driveline enclosure over is required.

Full Chassis Sedans:

Rear wheel drive cars with fabricated (non-OEM) floors (full chassis type Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc)) must have the Driveshaft enclosed to the following minimum specifications;

- 360 degrees of enclosure.
- 3.0 mm (1/8 inch) thick Steel plate or 1.27 mm (.050 inch) thick Chromoly 4130 or Titanium.
- Securely mounted to the frame or frame structure covering the front universal joint.
- Minimum length is 305 mm (12 inches) measured from the centre of the front universal joint.

Altered Vehicles:

Altered vehicles fitted with rear suspension may use a two-piece driveline enclosure to the following minimum specifications:

- 360 degree enclosure.
- 3.0 mm (1/8 inch) thick Steel or 1.27 mm (.050 inch) thick Chromoly 4130 or Titanium.
- Must cover both front and rear universal joints and extend 152 mm (6 inches) from the centre of each universal joint.

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4.9.8 REAR DRIVELINE SHIELD

Cars with rear Universal joints.

On any <mark>car</mark> in which the driver sits over or behind the rear axle centre or over the Tailshaft/ Driveshaft a suitable protective shield is required. The specification of the protective shield is as follows;

- 360 degrees of enclosure.
- 3.0 mm (1/8 inch) thick Steel plate or 1.27 mm (.050 inch) thick Chromoly 4130 or Titanium.
- Securely mounted to the rear axle centre and the frame, Bellhousing or transmission in front of the universal joint.

Where possible, couplers are recommended in place of universal joints.

Cars with Driveshaft Couplers:

For straight couplers, the driveline shield minimum specification is as follows;

- 1.6 mm (1/16 inch) thick Aluminium.
- Must contain an inspection cover for removal and inspection of the coupler.
- Securely mounted to the rear axle centre and the frame, Bellhousing
 or transmission in front of the coupler, or as noted in Class Regulations.

4.9.9 ANTI ROTATION DEVICE

An anti-rotation device is mandatory in any car where the driver sits over or behind the rear axle.



4.9.10 ROTATING COMPONENT COVERAGE

All rotating driveline parts inside a vehicle including, but not limited to, Driveshaft yokes and couplers are to be appropriately covered.

4.9.11 FLYWHEEL

All Unmodified Cars quicker than 10.500 seconds (1/4 mile or equivalent), Unmodified Modern Cars quicker than 10.000 seconds (1/4 mile or equivalent), Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent) with a Flywheel must be fitted with either a Steel or Aluminium Alloy Flywheel. No excessively machined units of any material will be accepted.

Flywheel Shields/ Bellhousing

The following vehicles require a properly constructed Steel, Steel or Titanium lined Aluminium or Titanium Bellhousing;

- Top Fuel.
- Funny Car.
- Top Alcohol.
- Top Doorslammer.
- Pro Stock.
- Competition Eliminator.

Clutch equipped enclosed Cars and Modern Street Cars running quicker than 10.000 seconds (1/4 mile or equivalent) are required to have a strengthened Bellhousing or shield. The strengthened Bellhousing is to be made from Steel or Titanium or Aluminium with a Steel or Titanium lining. Bellhousings certified to SFI 6.1, 6.2, 6.3 will be acceptable providing the SFI spec matches the clutch assembly used.

The shield must be fabricated to the following specification as a minimum;

- 360 degrees of enclosure.
- 6 mm (1/4 inch) Steel plate.
- Extend forward to a point at least 25 mm (1 inch) ahead of the Flywheel, and 25 mm (1 inch) to the rear of the clutch and pressure plate.
- Not be bolted to the Bellhousing.
- Securely attached to the frame/ chassis.

If a fabricator wished to build their own Bellhousing it must be of one-piece formed or fabricated entirely from 6 mm (1/4 inch) thick Steel plate and attached directly to the rear of the engine.

All shields or Bellhousings must be removed from the vehicle for checking during a Technical Inspection.

- ONOTE: Exceptions to this rule;
- All manual (clutch equipped) enclosed Cars slower than 10.000 seconds (1/4 mile or equivalent).
- Volkswagen and Porsche engine cars are not required to have a shield when the engine is Naturally Aspirated, gasoline burning and running slower than 10.500 seconds (1/4 mile or equivalent).Porsche engines must use a Steel billet Flywheel.
- ٥ All Volkswagen and Porsche engine cars utilisina Supercharging, Turbocharging or Nitrous Oxide and all other Volkswagen and Porsche engine cars running 10.499 seconds (1/4 mile or equivalent) or quicker, where no protective Steel or Titanium Bellhousing is commercially available, may use a ballistic blanket meeting SFI 4.1 or a Flywheel Shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes; or must be equipped with a Flywheel Shield made of 1/4 inch (6 mm) minimum thickness Steel plate, securely mounted to the frame or frame structure which completely surrounds the Bellhousing 360 dearees.



Additional Notes:

- a. A minimum of twelve (12) 10 mm (3/8 inch) High Tensile bolts must be used, seven above the crank centreline and five below (see Figure 1).
- b. Vent holes must be contained below crank centreline and are limited to a maximum of 2,580 mm² (4 sq inches). Check with SFI and a Bellhousing manufacturer such as Trick Titanium, if no requirement delete this line.
- c. A clutch inspection/ maintenance hole may be cut on the back face of the Bellhousing. The hole may not be longer than an area covering 90 degrees of the housing rear surface area. Housings with a radiused back may not have an inspection/ maintenance hole extending forward of clutch delete not needed cross shaft or forward or of the rear most surface of pressure plate. The cover for the inspection hole must be at least 6 mm (1/4 inch) thick gauge Steel and be fastened with at least six 8 mm (5/16 inch) Grade 8 bolts (Figure 4).
- d. Starter pockets must be of same material and thickness as the Bellhousing.
- e. Scalloping of the Bellhousing flange is accepted if material equivalent to one bolt hole diameter is maintained around each attaching hole and at least 10 mm (3/8 inch) of material is maintained between the radius and the edge of the flange (Figure 3).
- f. Motor plate must be 6 mm (1/4 inch) thick Aluminium (T6 highly recommended) or 3.0 mm (1/8 inch) thick Steel of full coverage style. (Figure 1).



g. Measurement access opening shown in Figure 4.

4.9.12 TRANSMISSION

Ballistic blankets are mandatory on all aftermarket planetary transmissions, in cars that are mechanically or chemically power added.

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4.9.13 REAR AXLE

Attention should be given to the potential handling problems created by a broken axle shaft when a locked differential or spool is used. Proprietary aftermarket axles produced for Drag Racing should be used in conjunction with these units. All cars in competition other than genuine street cars with original engines must be equipped with a satisfactory means of rear axle retention. A minimum of .090 inch (2.3 mm) Steel bearing retainer is required. Full floating hubs are required in all power added cars that have a known performance 7.50 seconds (1/4 mile) / 4.90 seconds (1/8 mile) or quicker, except for vehicles weighing 2500 lbs, or less, that alternatively are permitted to use aftermarket 40-spline two-piece axles. Refer to Class Regulations.

Periodic Magnaflux check of axles recommended on any car with a terminal speed over 200 mph.

In Top Fuel and Top Alcohol, aftermarket full floating or live axle assembly mandatory.

4.9.14 BRAKES

Brakes must be in good working order.

Two wheel hydraulic brakes (rear wheels only) are the minimum requirement.

Motorcycles may use OEM brakes on the front and rear wheels as a minimum, refer to Class Regulations.

Four wheel hydraulic brakes are required on some vehicles as noted in Class Regulations. All Group 2 Sedans are required to have four wheel brakes as a minimum. Any car exceeding 170 mph must be equipped with 280 mm (11 inch) rear wheel discs as a minimum.

Minimum diameter 280 mm (11 inch) Carbon Fibre brake rotors (rear wheels minimum) required for all vehicles that weigh more than 2100 lbs (952.5 kg) and exceed 225 mph, and all vehicles that exceed 240 mph irrespective of weight. Carbon Fibre brake rotors must be used in conjunction with Carbon Fibre specific brake pads. Competitors unfamiliar with proper driving procedures when using carbon brake rotors should consult the manufacturer or experienced racers for instruction.

Brake lines must be routed outside the frame rail or enclosed in a 16 inch (406 mm) length of 3.0 mm (1/8 inch) minimum wall thickness Steel tubing, securely mounted where line/s pass the Flywheel/ Bellhousing area and a Flywheel Shield is not fitted. All fixed brake lines must be Steel.

Any braking effect that is not directly generated by the Driver/ Rider is prohibited.

If a hand lever is used the handle must be inside the driver's compartment.



4.9.15 STEERING

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Each car's steering system may be inspected to determine its condition and must be considered suitable/ serviceable by the Scrutineer/ Auditor. Steering wheel play must be at a minimum. Drag link and tie-rods must be secured and keyed. All altered or modified steering systems may be closely checked for insecure welds and faulty parts. All rod ends must be a minimum of 10 mm (3/8 inch) shank diameter, except in Junior Dragster where a minimum of 8 mm (5/16 inch) will be permitted. The use of rod ends using grease nipples, or not suitable for racing applications for any other reason will not be permitted. The use of female rod ends is not permitted except in the installation of rack and pinion steering where a rod end is used to replace the original ball joint and no welding is involved. Rod ends must be installed with flat washers to prevent bearing pullout. All steering boxes, sectors and shafts must be mounted to the frame or suitable crossmember and cannot be mounted in any case to the Bellhousing or shield. Any vehicle with a beam axle and rack and pinion steering must have the rack mounted on the axle with a universal joint steering shaft. The length of shaft forward of the joint must be equal to, and travel through the same arc as the radius rods locating the axle.

4.9.16 SHOCK ABSORBERS

Unless otherwise specified, each car must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers must be either hydraulic or friction type, securely mounted and in good working order.

4.9.17 SUSPENSION

All cars must have a full suspension of type produced by automobile manufacturers (i.e. springs, torsion bars, etc.). Rigid-mount front/ rear axles are permitted where indicated by Class Regulations. All rod ends where used must be installed with flat washers to prevent bearing pull out. All rod ends must be a minimum of 10 mm (3/8 inch) shank diameter, except in Junior Dragster where a minimum of 8 mm (5/16 inch) will be permitted. The use of rod ends using grease nipples, or not suitable for racing applications for any other reason will not be permitted. The use of female rod ends is not permitted in suspension components. Where more than one pair of radius rods are used to locate the front axle, rods must be of the same length. The front support of ladder bars must have a support (see illustration below) in case of rod end failure.





4.10 FRAME AND CHASSIS

4.10.1 ALIGNMENT

Each car in competition must have sufficient positive caster incorporated into the front suspension alignment to ensure proper handling at all speeds.

4.10.2 BALLAST

Any material used for the purpose of adding to a vehicle's total weight must be permanently attached as a part of the vehicle's structure and may not extend behind the rear of the body, except as permitted in Junior Dragster, or above the height of the rear tyre/s. No liquid or loose ballast permitted. All cars are limited to a maximum of 90.72 kg (200 lbs) removable ballast or less as stated in individual Class Regulations. All motorcycles are limited to a maximum of 12.00 kg (26.45 lbs) removable ballast or less as stated in individual Class Regulations.

Removable ballast must be securely mounted to the frame, or frame structure by at least two Grade 8.8, 13 mm (1/2 inch) minimum diameter Steel bolts for each 45 kg (100 lbs) of weight, or at least one Grade 8.8, 18 mm (11/16 inch) minimum diameter Steel bolts for each 45 kg (100 lbs) of weight if only one bolt is used. Recommended forms of ballast are heavy gauge Steel floors; frame reinforcing crossmembers or the addition of equipment such as roll bars or rollcages. All ballast not welded directly to the vehicle will be considered removable ballast for the purpose of the rules.

4.10.3 FRAME/CHASSIS

All new fabricated chassis or repairs must be inspected in an unpainted/ un-wrapped state by an ANDRA Technical Inspector, and the comments noted in the Vehicle Logbook. For new vehicles produced overseas or vehicles repaired overseas, arrangements must be made between ANDRA Technical and an authorised representative to inspect the vehicle to ANDRA inspection standards. Only written approvals will be acceptable. All butt welds must have visible reinforcement and excessive grinding of welds is not permitted. No section of the frame may be electroplated. Major chassis repairs and alterations must be notified to ANDRA and logged in Vehicle Logbook. Refer also "Chassis Repairs".

NOTE: Any vehicle where the frame or chassis undergoes major repairs or modification, or replacement, will see the onus for notification to Officials on the Logbook holder. Failure to advise Officials will be considered a false declaration.

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

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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.

In all cases, device/s used to retain parachute must be removed prior to being in the hands of The Starter.



4.11 INTERIOR

4.11.1 TRIM

Where permitted by Class Regulations, door trims, dashboard crash pads and other trim maybe removed. In all cases, the areas where trim has been removed from must be either re-trimmed with a metal or composite material and any sharp edges covered. This must be done to the extent that the risk of injury to the competitor or passenger is not increased.

4.11.2 WINDOW NETS

The following cars require either arm restraints or a window net:

- Unmodified Cars quicker than 10.500 seconds (1/4 mile or equivalent)
- Unmodified Modern Cars quicker than 10.000 seconds (1/4 mile or equivalent)
- Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent)

All window nets must be positioned forward of the driver's seating position so as to contain the driver's arms in the event of an accident.

A ribbon type window net, where fitted, must be fixed between the side and top bars at the driver's window, and must be permanently attached at the bottom edge.

Sprint car triangle type window nets are not permitted to be used as an external window net.

4.12 BODY

4.12.1 AIRFOILS/WINGS

Airfoils, canards, wings and spoilers other than original factory equipment are permitted on open vehicles and power added Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc), subject to Class Regulations. Adjustment or movement of any aerodynamic device during a run is prohibited. All devices must be securely supported and mounted. Top Fuel wing supports must comply with SFI 49.1.

4.12.2 GENERAL DIMENSIONS



DRAG RACING 4.12.3 BONNET SCOOPS



Measure between point A (highest point of hood scoop) and point B (highest point of bonnet). All measurements must be perpendicular to road surface.

4.12.4 DOOR ATTACHMENT

Where "quick release" door hinges are used on Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc), a positive retaining device must be fitted to prevent accidental detachment of the door from the hinges.

4.12.5 LATCHES

Where a vehicle body must be raised for driver access, the latch must be located in the centre of the front face of the body. On other vehicles, a 75 mm (3 inch) diameter circle in a contrasting colour is required to indicate the positioning of all latches used to secure engine covers. Reflective tape is acceptable. Where external hood pins are used this requirement will be waived.

4.12.6 COMPETITION NUMBERS

A permanent ANDRA Competition Number cannot be placed on a vehicle unless the Driver/ Rider is the holder of a permanent ANDRA Licence. No two vehicles in Australia may display the same number, except in the case of National Champions or place getters in Group 1 Championships. Where a person owns more than one vehicle, additional Logbooks will be issued in that owner's name and membership number.

Numbers and class designations must be of sufficient size and in a prominent location and contrast their background so as to be easily distinguished from the control tower and displayed on both sides of the vehicle.

Vehicle	Race Number	Class Designation
Cars	100 mm x 25 mm	75 mm x 37.5 mm
Motorcycles	50 mm x 25 mm	30 mm x 15 mm

Minimum height and width of numbers for all vehicles is listed below;

4.12.7 FIREWALLS

All cars must be equipped with a flame/ fuel proof firewall extending from side to side of the body and from the top of the engine compartment upper seal (bonnet, cowl or deck) to the bottom of the floor and/or Bellypan. Firewalls on power added cars are to be constructed of Aluminium of at least 1.6 mm (.062 inches) thickness or Steel/ Chromoly of at least 0.9 mm (.035 inches), Naturally Aspirated cars may use Steel of a minimum 0.6 mm (.024 inches) or Aluminium of a minimum 0.8 mm (.032 inches). Fibreglass or composite material or magnesium is not acceptable. Firewall must be so constructed as to provide an isolating bulkhead between the engine and driver's compartment. All holes or openings must be sealed with metal or other flame resistant material.

4.12.8 FLOORS

All Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) not having OEM floors must be equipped with floor panels made of Steel or Aluminium which must extend the full length and width of the driver's compartment to the rear of the driver's seat. Passenger floors may use suitably mounted composite material except where passengers are carried. Open cars must be equipped with a subfloor inside, but independent of the body. Subfloor must not contain openings or gaps.

Cars equipped with a Bellypan made of fibreglass or composite material or other breakable material must have metal subfloors. Bellypans and subfloors enclosing engine or driver's compartment must contain suitable drain holes so that liquids and foreign matter cannot collect and create a fire hazard.

4.12.9 WINDSCREEN

On open bodied cars, or any other car permitted to enter competition without a windshield, a metal, plastic or Polycarbonate deflector must be installed. The deflector should be so constructed that it will divert wind, liquids, foreign matter, etc. over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's forward view.

4.12.10 WINDOWS AND WINDSHIELDS

Windshields and/or windows on all competition cars, when listed under Class Regulations, must be of shatterproof material, safety glass or Polycarbonate. Other than factory tint, front windscreens must be clear on all vehicles. Tinting of side windows must not prevent visibility of driver, from the outside of the vehicle, through side windows at night events. Reflective window tinting is not permitted. Where Funny Cars have full side windows fitted, a 6 inch (152 mm) diameter opening must be provided to facilitate access from outside the vehicle.

4.12.11 WEIGHT DISTRIBUTION

Each car must have an adequate percentage of its weight carried on the front wheels to ensure proper handling ability at all times. Additional front-end weight may be required by the Scrutineer/ Steward on cars experiencing wheel stands or carrying the front wheels during acceleration.





4.13 ROLLCAGES

DRAG RACING

- NOTE: Vehicles with a performance of 8.000 seconds (1/4 mile) or quicker are recommended to be built to the applicable SFI Chassis Specification.
- NOTE: Vehicles built to a SFI Chassis Specification are not required to adhere to the ANDRA Rollcage Specifications.
- NOTE: Rollcages built to Motorsport Australia Schedule J are not required to adhere to the ANDRA Rollcage Specifications.

4.13.1 MOTORSPORT AUSTRALIA SPECIFICATION ROLLCAGES

Motorsport Australia Type 1 rollcage permitted in;

1. Road registered Open Cars with ET slower than 12.999 seconds (1/4 mile).*

- 2. Open Competition Cars with ET slower than 11.000 seconds (1/4 mile).*
 - NOTE: Rollcages built to Motorsport Australia Schedule J, Type 1 only permitted in Open Vehicles as per the above.

Motorsport Australia Type 2 rollcage permitted in;

1. Unmodified Modern Cars with an ET slower than 10.000 seconds (1/4 mile).*

Unmodified Cars with an ET slower than 10.500 seconds (1/4 mile).*

- 3. Modified Cars with an ET slower than 11.000 seconds (1/4 mile).*
 - NOTE: Rollcages built to Motorsport Australia Schedule J, Type 2 do not meet the minimum requirements of a Single Rollover Hoop as detailed within the ANDRA Rollcage Specifications.

Motorsport Australia Type 3 rollcages permitted in;

1. Vehicles that require a 6 Point Rollcage – See requirement 4.13.6.

NOTE: Rollcages built to Motorsport Australia Schedule J, Type 3 are not required to adhere to the ANDRA Rollcage Specifications.

* or equivalent. See Definitions, Modified and Unmodified Cars.



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4.13.2 ROLLCAGE FABRICATION

Refer to either the Removable Rollcage Specification or the Welded Rollcage Specification on the ANDRA website under Technical Documentation for all details and fabrication requirements of rollcage structures.

4.13.3 NO ROLLCAGE REQUIREMENT

The following vehicles do not require a rollcage;

1. Road registered open Cars with an ET slower than 12.999 seconds (1/4 mile).*

- 2. Open competition Cars with an ET slower than 11.000 seconds (1/4 mile).*
- 3. Unmodified Modern Cars with an ET slower than 10.000 seconds (1/4 mile).*
- 4. Unmodified Cars with an ET slower than 10.500 seconds (1/4 mile).*
- 5. Modified Cars with an ET slower than 12.000 seconds (1/4 mile).*

* or equivalent. See Definitions, Modified and Unmodified Cars.

4.13.4 SINGLE ROLL OVER HOOP REQUIREMENT

The following vehicles require a Single Rollover Hoop (as a minimum) which may be welded into the vehicle or removable.

1. Unmodified Cars with an ET of 10.000 to 10.499 seconds (1/4 mile.)*

(recommended between 10.500 and 11.999 seconds (1/4 mile)*

2. Modified Cars with an ET of 11.000 to 11.999 seconds (1/4 mile).*

- 3. Road registered Open Cars with ET of 11.000 to 12.999 seconds (1/4 mile).*
- * or equivalent. See Definitions, Modified and Unmodified Cars.

4.13.5 FOUR POINT ROLLCAGE REQUIREMENT

The following vehicles require a Four Point Rollcage (as a minimum) which may be welded into the vehicle or removable;

 An Unmodified Modern Car based Utility Vehicle (Pick-Up), or Panel Vans based on Ute platform, with an ET of 8.000 to 9.999 seconds (1/4 mile).*

- An Unmodified Car based Utility Vehicle (Pick-Up), or Panel Vans based on Ute platforms, with an ET of 8.000 to 10.499 seconds (1/4 mile).*
- 1930s style "Chop-Top" Coupes, Hot Rods and/or "T-Bucket" style vehicles where the fitment of Rear Stays is restrictive, 8.000 seconds or slower (1/4 mile.)*

* or equivalent. See Definitions, Modified and Unmodified Cars.

4.13.6 SIX POINT ROLLCAGE REQUIREMENT

The following vehicles require a Six Point Rollcage (as a minimum) which may be welded into the vehicle or removable.

 Unmodified Modern Cars and Unmodified Cars with an ET of 8.000 to 9.999 seconds (1/4 mile).*

2. Modified Cars with an ET of 8.000 to 10.999 seconds (1/4 mile).*

* or equivalent. See Definitions, Modified and Unmodified Cars.

NOTE: If the vehicle is slower than 8.000 seconds (1/4 mile)* the rollcage may be removable. If the vehicle is quicker than 8.000 seconds (1/4 mile)* it is recommended the rollcage be built to the applicable SFI Chassis Specification, however can be a fully welded Six Point Rollcage with zero removable components.

4.13.7 VEHICLES BUILT PRIOR TO 01.01.2014

Vehicles built prior to 1st January 2014 will be accepted for competition providing they meet compliance with requirements as detailed in 2013 ANDRA rulebook, unless an earlier exemption has been applied to the vehicle.

4.13.8 REMOVABLE ROLLCAGES FABRICATED PRIOR TO 2014

Any vehicle with a pre-existing removable rollcage will be accepted to the requirements as listed in the 2014 ANDRA rulebook, unless other special exemption has previously been provided in writing.

4.13.9 REMOVABLE ROLLCAGES POST 2014

Removable rollcages built after 1st January 2014 must comply with the ANDRA Removable Rollcage Design Specification in effect at the time of their fabrication or a later specification.

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4.13.10 ELECTRICALLY RESISTANCE WELDED TUBE

No new rollcages will be permitted to be built using Electrically Resistance Welded (ERW) pipe or tube. Any vehicles under production prior to 31st December, 2012 may apply to ANDRA Technical for special exemption to this rule.

4.13.11 ROLLCAGES WITH REMOVABLE SECTIONS

Any section of rollcage that is removable must meet the Removable Rollcage Specification in force at the time of its fabrication.

4.13.12 REMOVABLE ROLLCAGES

DRAG RACING

A complete design specification for removable rollcages are available for download from the ANDRA website under, Technical - Technical Documentation.

There have been a number of improvements to the Removable Rollcage Specification since its introduction. Removable rollcages built at the time of a previous specification being effective, will be legal for use in competition as long as they meet the specification effective at the time of rollcage fabrication or a later specification.

4.13.13 REMOVABLE ROLLCAGE REGISTRATION

Any rollcage with a removable section must be registered with ANDRA. This includes welded rollcages with removable side intrusion bars.

The registration from can be found on the ANDRA website under, Technical - Technical Documentation.

All new rollcages must remain unpainted/ non-coated until approved by ANDRA Technical and/or inspected by an ANDRA Technical Inspector.

4.13.14 WELDED ROLLCAGES

A complete design specification for a welded rollcage is available for download from the ANDRA website under, Technical - Technical Documentation.

All new rollcages must remain unpainted/ non-coated until inspected by an ANDRA Technical Inspector.



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DRAG RACING

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4.14 CHASSIS

4.14.1 GROUP 1

Dragster/Altered/Funny Car/Top Doorslammer/Pro Stock

Class	SFI Specification
Top Fuel	SFI 2.3J
Funny Car	SFI 10.1D
Top Alcohol Dragster	SFI 2.3H
Top Alcohol Funny Car	SFI 10.1C
Top Alcohol Altered	SFI 10.1C
Top Doorslammer	SFI 25.1D
Pro Stock	SFI 25.1D (recommended)

The above specifications are a minimum requirement for that class/ bracket.

Any vehicle built to a later version of a named specification will be accepted. New builds are recommended to be built to the applicable SFI specification, as follows;

Class	SFI Specification
Top Fuel	SFI 2.3S
Funny Car	SFI 10.1E or 10.5A
Top Alcohol Dragster	SFI 2.3S
Top Alcohol Funny Car	SFI 10.1E
Top Alcohol Altered	SFI 10.2
Top Doorslammer	SFI 25.1H
Pro Stock	SFI 25.1H

SFI specifications are developed and published by the SFI Foundation, and are subject to copyright. Current SFI specifications are listed in SFI Specifications. Copies of the specifications can be purchased from the ANDRA Head Office.

4.14.2 GROUP 2 AND GROUP 3

Dragster/Funny Car/Altered/Hot Rod

The driver's arms must be restrained by a shoulder hoop to which the rollcage is mounted. The rollcage must be attached to shoulder hoop at a minimum of six points (Figure 4, Figure 5). Driver's helmet must be a minimum of 100 mm (4 inches) behind the front of the front roll bar, measured horizontally.

- NOTE: All CM4130 must bear the markings 4130-MIL-T-6736B-Condition.
- NOTE: In new vehicles, chassis uprights may be no more than 30 degrees from the vertical.
- NOTE: All chassis' built to the appropriate SFI specification for the class are permitted.
- NOTE: Specified weight limits do not include the driver. All other Group 2 and Group 3, All Open Dragster.



Funny Car, Altered & Hot Rod Material Selection Chart			
Component	Description	CM4130	CDS/CDW
A	Rollcage under 800 kg/1763 lbs	1 3/8″x 0.083″	1 3/8″x 0.116″
	Rollcage over 800 kg/1763 lbs	1 1/2″x 0.065″	1 5/8″x 0.116″
В	Helmet Guard	3/4" x 0.058"	3/4" x 0.058"
С	Shoulder Hoop	1 1/4" x 0.065"	1 1/4″x 0.075″
		1 1/4″ x 0.075″	1 3/8″ x 0.058″
D	Uprights	1 1/4″ x 0.065″	1 1/4″x 0.075″
		1 3/8″ x 0.058″	
E	Diagonals	7/8″ x 0.058	7/8" x 0.065"
F	Frame Rails	1 1/4″ x 0.065″	1 1/4″x 0.075″
		1 3/8″ x 0.058″	
G	Diagonal Braces	3/4" x 0.058"	3/4" x 0.075"
		1"x 0.049"	1″x 0.075″
Н	Cross Braces	7/8″ x 0.058″	7/8″x 0.075″
I	Crossmembers	1 1/4" x 0.065"	1 1/4″x 0.075″
		1 3/8″x 0.058″	



ALTERED FUNNY CAR





4.14.3 GROUP 2 AND GROUP 3 SEDANS QUICKER THAN 8.000 All Group 2 and Group 3 Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) faster than 8.000 seconds are recommended to be built to a relevant SFI specification. Vehicles in this group may build chassis designs using either Mild Steel or Chromoly 4130.

4.14.4 JUNIOR DRAGSTER

DRAG RACING

Component	CM4130	CDS/CDW
А	1 1/8″x 0.058″	1 1/8″x 0.083″
В	7/8″ x 0.058″	7/8" x 0.083"
C	3/4"x 0.058"	3/4"x 0.083"





4.14.5 HELMET BARS

All Dragsters, Hot Rods, Modified Roadsters and Altereds in any class are required to have a retaining loop/ helmet guard of 3/4 inch x 1/8 inch (19 mm x 3 mm) Steel strap or 3/4 inch x .058 inch (19 mm x 1.5 mm) minimum round tube fitted between rollcage uprights.

Helmet bars are designed to prevent the bars from spreading in the event of a rollover, the additional bars also prevent a helmet from protruding through any gap in the rollover hoops. Non-compliant vehicles will be logged and will be required to rectify non-compliance prior to the next event.



4.14.6 HEAD PROTECTOR

In any car where a roll bar or cage is installed, a padded head protector must be provided at the back of the driver's helmet, and constructed to prevent whiplash. Roll bars or cages must be padded wherever the driver's helmet may make contact. Refer Chassis, Roll Bar Padding

4.14.7 ROLL BAR PADDING

Where the driver's helmet can make contact with roll bars or cages, padding meeting SFI 45.1 or FIA 8857-2001 must be fitted. All areas where the helmet may contact roll bars must be protected with padding and suitably fastened to the tubing to prevent it from slipping or detaching. If cable ties are used they must be regularly checked to ensure they have not deteriorated and remain fit for purpose.

Additional padding mounted on flat stock and fastened to the rollcage on both sides of the driver's helmet is mandatory in all cars faster than 225 mph. Padding must be securely mounted and include a flame-retardant covering. Padding meeting SFI 45.2 recommended. Vehicles with FIA or SFI rated seats with a built in "halo" are exempt from this regulation.

4.14.8 CHASSIS STRESS

Any vehicle having stress that is concentrated at a central point on the frame/ chassis by the location of engine mounts, roll bars, roll bar braces or rear-end assembly is required to have a reinforcing gusset or brace to distribute stress over at least 3 feet (910 mm) to relieve critical stress build up or frame/ chassis fatigue at such points of component intersection.

4.14.9 CHASSIS GENERAL

DRAG RACING

ONOTE: All chassis' built to the appropriate SFI specification for the class are permitted.

Unless specified otherwise, all tube shall be CHS (Circular Hollow Section) of minimum sizes as detailed in the Material Selection Chart.

Mild Steel tubing must be a minimum of CDW (Cold-drawn Welded) or CDS (Cold Drawn Seamless) tubing manufactured to AS/NZS 1163: 2009 standard (Cold-formed structural Steel hollow sections) or equivalent standard as a minimum.

Frames fabricated from Mild Steel tubing are required to have gusset plates added at weld major junctions. Gusset plates are recommended for use on CM4130 frames.

All new fabricated chassis must be inspected in an unpainted/ un-wrapped state by an ANDRA Technical Inspector, and the details listed in the Vehicle Logbook. Tubing that does not bear CM4130 markings will not be accepted as such. For homologation, documentation should be provided to ANDRA Technical detailing the material used and relevant material property values including Material Designation, Yield Strength (MPa), Tensile Strength (MPa) and Elongation %.

The tubing must be bent by a cold working process (mandrel bending or drawn over die bending) and have a minimum bend radius of three times the material diameter.

No section of the frame, rollcage or chassis may be electroplated. Electroplating of non-structural components is permitted. Painting, clear coating, powder-coating or oiling are permitted. Refer Chassis, Chassis General.

All welding of CM4130 must be by the Gas Tungsten Arc Welding (TIG) process. Gas Metal Arc Welding (MIG) or TIG welding is recommended for Mild Steel tube, and is mandatory for the attachment of rollcage sections. Grinding of welds is prohibited.

All butt welds must have visible reinforcement and excessive grinding of welds is not permitted.

Where bolted connections are permitted, all bolts must pass through welded sleeves in tube sections to prevent crushing or elongation, and be fitted with locknuts. A welded flat surface should be used under the head of each bolt and nut, where they bear on a tubing section. A minimum bolt diameter of 10 mm (3/8 inch) must be used.

In all applications, the minimum distance between holes in rollcages/ bars for the attachment of materials to rollcages/ bars with the use of rivets, or any other fasteners, is 25 mm (1 inch). Any hole drilled in a main hoop or brace must be fitted with a welded bush, the wall thickness of which must be equal to or greater than the drilled tube.

All fasteners used must be of Grade 8 or equivalent property class. Fine thread fasteners are recommended due to their increased shear strength.

All welding consumables must be properly matched to the welding process and base material used.

Where fitted, skid plates must be attached to engine plate or frame. Must be at least 3 sq inch in contact area, located below the bottom of the oil pan, and designed to come in contact with the ground before the Frame-Rail. Wheels are not permitted in lieu of skid plates.
4.14.10 GENERAL WELDING



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GENERAL REGULATIONS

4.15 WHEELS AND TYRES

4.15.1 WHEELS

Hub-caps and clip-on trims must be removed during all competition.

Scrutineers may check for loose wheel nuts and cracked or damaged wheels.

Each car must be fitted with automotive type wheels with a minimum diameter of 12 inches (305 mm) unless Class Regulations permit otherwise.

Wheel width for Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) is a minimum of 3 inches (75 mm). The use of automotive wire wheels and centre-lock devices is restricted to cars on which they were originally fitted by the OEM. The use of spindle mount (centrelock devices) are restricted to non-driven wheels only. Automotive type wire wheels or motorcycle wheels are prohibited on vehicles in Altered classes. The use of speed limited wheels known as 'space-saver' or an emergency spare is prohibited. Motorcycle or lightweight racing wheels must use spokes with a minimum diameter of 3.0 mm (1/8 inch), properly cross laced to provide maximum strength. All spoke holes in the hub and the rim/wheel must be used.

4.15.2 WHEEL STUDS AND NUTS

Each wheel stud must protrude past the outer face of the wheel by a distance no less than the diameter of the stud used. The thread engagement on all wheel studs to the nut must be equivalent to or greater than the diameter of the stud. Length of the stud does not determine legality, length of engagement between the stud and hex portion of the wheel nut determines legality. (e.g. A 7/16 inch (11 mm) stud must be completely engaged through the threads in the hex portion of the wheel nut a minimum of 7/16 inch (11 mm)). The following cars must be fitted with open ended wheel nuts.

Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent).

Unmodified Cars quicker than 10.500 seconds (1/4 mile or equivalent).

Unmodified Modern Cars quicker than 10.000 seconds (1/4 mile or equivalent).

4.15.3 WHEEL SPACERS

Wheel spacers permitted, if spacer exceeds 12.5 mm, it must be one (1) piece and designed in such a way to fit without any movement on wheel studs, ID/ OD must match axle flange.



4.15.4 TYRES

Tyres must be considered free of defects prior to any run.

Chemical tyre treatment processes, tyre additives or coatings that could become deposited on the track surface are not permitted.

All treaded tyres must have a minimum tread depth of 1.6 mm (1/16 inch).

In classes with tyre width limits, the tread surface will be measured in all cases. All tyre measurement will take place with racing pressure in the tyres.

All vehicles exceeding 160 mph (255 kph) are required to use tyres specifically built for Drag Racing use. Only Dragsters, Altereds and motorcycles may use motorcycle tyres.

Due to handling differences between tyres constructed using cross-ply and radial methods, mixed sets of radial and cross-ply tyres are not desirable. ANDRA recommend to either use four radial tyres or four cross-ply tyres where regulations allow.

Cars quicker than 12.500 seconds (1/4 mile, or equivalent) using independent front suspension and cross-ply rear tyres are not permitted to use radial front tyres. If the car is road registered and fitted with radial rear tyres, it may use radial front tyres to a performance of 9.000 seconds (1/4 mile, or equivalent).

Otherwise, if a vehicle is not road registered and is fitted with radial rear tyres and is rear wheel drive it may use radial front tyres to a performance of 10.000 seconds (1/4 mile, or equivalent) / 140 mph.

Metal valve caps with seals are required on all wheels.

Re-treading of any tyre on any vehicle quicker than 12.500 seconds (1/4 mile, or equivalent) or modification of racing tyres is not permitted.

The use of speed limited tyres manufactured for space-saver/emergency spare wheels are prohibited.

NOTE: Radial tyres marked "Not for Highway Use" and other tyres marked as "Drag Radials" may not be manufactured using radial construction processes. The onus is on the competitor to ensure that they are aware of the true construction of their tyres and are abiding by the applicable regulations.

4.15.5 THREE WHEELED VEHICLES

Three-wheeled vehicles are not permitted at competition events.

Three-wheeled vehicles which meet Australian Design Rules will be permitted to run at Off-Street and test and tune type events.

Paired running with motorcycles and other three-wheeled vehicles will be permitted after the rider has completed Performance Testing to Level Three. Refer Performance/ Licence Testing.



GENERAL REGULATIONS

4.16 GENERAL RACING CONDITIONS

4.16.1 MOTORCYCLE V'S CAR COMPETITION

Paired runs between motorcycles and cars will only be permitted at bracket level events or lower, and only where street type vehicles are involved and the known performance of the car is 11 seconds or slower (1/4 mile).

4.16.2 PASSENGERS

In special circumstances, with specific approval by ANDRA, single passengers may be carried in Drag Racing **and Burnout Vehicles** subject to the following conditions;

- 1. Ambulance and Fire crews must be present.
- The passenger must be afforded the same measure of protection afforded to the driver under ANDRA regulations relevant to the vehicle.
- The driver must be familiar and experienced in the vehicle (cannot be first time participants) and hold the appropriate ANDRA credentials and the passenger must hold an appropriate ANDRA Membership/ Licence or ANDRA Day Licence as a minimum.
- Solo passes only are permitted, in closed sessions covered by ANDRA Permit, or during racing events prior to the completion of Qualifying.
- Prior to the activity, passengers should be briefed on race procedures by the organiser, and be required to complete the ANDRA Acknowledgement of Risk Statement.
- Regardless of ANDRA Extended Scrutineering Programme provisions, the vehicle must be scrutinised and specific checks made on vehicle compliance and personal protective equipment with the passenger in place, by an approved Official.
- Any vehicle with an elapsed time slower than 7.500 seconds (1/4 mile or equivalent) can partake in passenger activities if all minimum requirements as per the current ANDRA Rulebook are met for the vehicle type and vehicle performance.
- 8. No vehicle carrying passengers may exceed 180 mph (290kph).
- Rear Engine Dragster type vehicles with passenger location behind the driver must be approved by ANDRA no later than 7 days prior to the activity and will be limited to 7.500 seconds (1/4 mile) / 4.900 seconds (1/8 mile), and a maximum speed of 180 mph (290 kph).
- 10. In all cases the physical stature of the passenger must be compatible with seating/ harness provisions. Medical advice/ permission should be sought for passengers over 75 years of age, or any passenger where health may be an issue.
- 11. Where the passenger activity is a prize for a raffle competition, winners should be advised before any public announcement is made and should be given the opportunity to decline.
- 12. ANDRA Member Tracks conducting passenger activities will be required to maintain a register of all rides.
- 13. Where the activity is to be conducted on a commercial basis an annual Licencing Fee will be payable to ANDRA.
- 14. One (1) passenger per run is allowed per vehicle with a minimum age of 16 years applicable for both driver and passenger. Passengers under the age of 18 must provide proof of age and an ANDRA under 18 disclaimer must be signed by a legal parent/ guardian.
 - NOTE: The full ANDRA Passenger Policy is available on the ANDRA website.

4.17 SUPPORT GROUP

4.17.1 BURNOUTS

No person is permitted to hold or touch vehicles during burnouts. No vehicle is permitted to do U-turns after a burnout All persons performing burnouts on motorcycles must wear the appropriate protective clothing. At Championship level, where sufficient space is available between the water area and the start line, track preparation should be sufficient that all classes except Top Fuel and Funny Car will be limited to crossing the start line once under power during the burnout procedure.

Once vehicle has commenced a burnout, if the engine stops the vehicle will be disqualified from racing unless it can be restarted without outside assistance.

Standing directly in front of vehicles during burnouts is prohibited. Competitors are responsible to ensure that no person is in front of the vehicle prior to commencing a burnout, failure to comply can result in disqualification at the discretion of any recognised start line Officials.

- NOTE: Once a vehicle has fired and moved, touching the vehicle in any way is not permitted unless a crew person or Official is in clear communication of the Driver/ Rider.
- NOTE: Where a vehicle fails during the burnout, coming to a halt beyond 30.48m (100ft) from the start line, the track must be cleared before racing resumes.
- NOTE: Dataloggers may be turned on when the vehicle is in pre-Stage.

4.17.2 FLUID SPILL/OIL DOWN

Any vehicle which aborts a run due to breakage or suspected equipment failure must pull over to the side of the lane and stop as soon as possible to minimise the loss of time due to oil downs or track damage. Penalties may be imposed on teams depositing oil on the race track surface during any Qualifying and/or Elimination Round (including final round).

A violation is defined as any incident requiring the use of mechanical equipment (i.e. tractor, truck, sweeper, etc) to cleanup an oil spill.

Spills or drops of oil cleaned up by hand are not considered violations and penalties will not apply. On occasion, equipment will be used to "touchup" the racing surface - such maintenance is not considered a violation. Depositing liquids other than oil (i.e. fuel, fire extinguisher) on the track surface is not classified as a violation and will not be penalized under this rule. An oil cleanup resulting from a crash will not result in a penalty unless the accident was a result of depositing oil on the track.

4.17.3 RACE VEHICLE OCCUPANTS

No more than one person is permitted in any vehicle during its participation in Qualifying or Elimination Runs.

Apart from Junior Dragsters for which they are properly licenced, persons in control of any competitor vehicle within the confines of the event property are required to have held a provisional Civil Driver's Licence as a minimum. Refer General Racing Conditions, Passengers.

4.17.4 RADIO COMMUNICATIONS

Electronic/ voice communication between the Driver/ Rider and any person outside the vehicle is not permitted in Group 3 or Group 4. Communication devices added to a helmet should be approved as part of the original helmet certification. Any subsequent additions or modifications to facilitate communication may invalidate the helmet certification.

4.17.5 SELF STARTING

Once a pair of vehicles is considered to be in the hands of The Starter, any attempt to re-start a stalled vehicle using outside assistance is expressly forbidden. Once a vehicle is in the hands of The Starter (refer Definitions, "In the Hands of The Starter"), if the engine stops the vehicle will be disqualified from racing unless it can be restarted without outside assistance. The use of remote starters to restart a vehicle that has stalled is not permitted. Tow starts, push starts, or the use of rollers are not permitted. All remote starting devices must be fitted with guards over chain/ gear drives and electrical connections, to prevent contact with limbs or clothing.

Vehicles required to be self-starting may utilise an on board stater or remote starter, unless prohibited in Class Regulations. Where remote starters are used, removal of panels for access is not permitted.

4.17.6 WARM-UP PROCEDURE

Any time the engine of a vehicle is started, whether in the pits, staging lanes, or elsewhere, a competent Driver/ Rider must be at the controls. When the drive wheels of a vehicle are raised and the engine is running, the vehicle must be adequately supported by jack stands. This does not apply to motorcycles where a suitable work stand is used. Refer Pit Activities, Jacks & Axle Stands.

4.18 PIT ACTIVITIES

4.18.1 ELECTRICAL CABLES - PADDOCK

Power leads must be inspected and tagged in line with local requirements as a minimum and may not be run across roadways.

4.18.2 JACKS & AXLE STANDS

No work may be done under any car during any event while the car is supported by a jack only. Additional devices such as jack/ axle stands must be used. Failure to observe this rule is grounds for instant disqualification. The onus to ensure that this requirement is met, and all associated responsibilities, lies with the relevant competitor.

4.18.3 LIFTING DEVICES

Any device used for raising a vehicle's drive wheel/s off the racing surface whilst in the hands of The Starter is prohibited, except Top Fuel Motorcycle. Engines may not be started while driving wheels are raised and not supported by adequate jack stands. Competitors in Junior Dragster and Motorcycle classes may have one of their crew move the rear wheel/s sideways to align the vehicle appropriately prior to staging.

4.19 SUPPORT VEHICLES

4.19.1 TENDER VEHICLES

Any vehicle apart from the race vehicle required by a competitor in the paddock area shall display the Competition Number of the race vehicle.

Apart from Junior Dragsters for which they are properly licenced, persons in control of any motorised vehicle within the confines of the event property are required to hold a provisional Civil Driver's Licence as a minimum.

Other than vehicles recognised as track, tender, service, official, or vehicles specifically designed for handicapped and reduced mobility occupants, only production two, three or four wheel motorcycles or scooters capable of civil registration or golf buggies will be permitted in any area of the venue.

The use of e-scooters (electric motor powered scooters) are prohibited in any area of the venue.

Where two wheel motorcycles are used, a helmet meeting AS/NZS 2063 as a minimum must be worn by all riders and passengers where the vehicle exceeds 10 kph.

All vehicles must have a working head and tail light and an audible warning device. The use of "pocket" or "monkey" bikes, non-motorised scooters or other motorized, wheeled devices is prohibited.

Every tender vehicle is required to have a loaded, serviceable fire extinguisher in their possession, carried in the tender vehicle or otherwise available for immediate emergency use. Dry chemical type extinguishers AS/NZS 1841 (1.2 kg / 2.5 lbs minimum size) are recommended.

4.19.2 TENDER VEHICLE PASSENGERS

All crew members must be seated completely within the vehicle cab or truck bed of tender vehicles. It is prohibited for crew members to stand on bumpers or running boards or ride on tailgates, open or closed. All cabin doors must be fully closed while the vehicle is in motion. Failure to comply will be considered an unsafe working practice and may result in disqualification. The onus to ensure that this requirement and all associated responsibilities are met lies with the relevant competitor. Refer General Racing Conditions, Passengers.

4.19.3 TAILGATE LOADING/UNLOADING

In all cases where vehicles or equipment are loaded or unloaded in any public area, including the paddock, a clear area must be maintained around tailgate lifts/ loaders while they are in use. When not in use the table or platform or loaders, or ramps, must rest on the ground with suitable precautions taken against tripping hazards, or be mechanically locked in a vertical position against the rear of the trailer or truck. Failure to observe these practices may result in disqualification from the event and/or further penalty.

4.19.4 TOWING

All tow straps or cables used on any open vehicles must be attached at or near the front axle. The attaching of tow straps or cables to rollcages on any Dragster or Altered is strictly prohibited.

The use of Steel towing cables for towing purposes is prohibited.

Where push cars are used the push bar must be designed to prevent the push car from riding up on rear of the race car.

It is recommended that all Motorcycle riders wear a compliant fullface helmet whilst on tow and using a non-rigid tow (e.g. tow ropes).

4.20 CREW MEMBERS

DRAG RACING

4.20.1 START LINE NUMBERS

Crew persons present at the start line must be performing specific duties, crew members not required for start line duties must not be present. Maximum crew members are as follow;

Class	Maximum Crew (including Driver/ Rider)
Top Fuel	<mark>15</mark>
Nitro Funny Car	12
Top Doorslammer, Top Alcohol, Top Fuel Motorcycle, Pro Stock and Pro Stock Motorcycle	7
All Group 2, Supercharged Outlaws and Top Sportsman	6
All other Group 3 and Group 4	4

It is highly recommended that all crew present at the start line should have adequate hearing protection.

A minimum clearance of 3 metres must be maintained from the rear of the vehicle and any persons when the vehicle is in Full Stage.

4.20.2 COMPETITOR/CREW APPAREL

The wearing of motorcycle club colours in conjunction with leathers or otherwise is expressly forbidden. Participants wearing motorcycle club colours will not be permitted to be issued with Restricted Area wristbands.

4.20.3 CREW MEMBERS

Persons responsible for guiding vehicles back from burnouts must be formally listed as team members, must complete the ANDRA Acknowledgement of Risk statement, and be issued with relevant passes. The onus to ensure that this requirement is met, and all associated responsibilities, lies with the relevant competitor.

Apart from participation of minors in ANDRA Junior Competition as drivers or crew members, the minimum age for crew member participation is fourteen (14) years old.

Junior Dragster crew members aged between 8 and 14 years must be supervised by an adult crew member.



AUSTRALIAN NATIONAL DRAG RACING ASSOCIATION

4.21 TECHNICAL INSPECTIONS

- NOTE: Technical Inspections must be carried out prior to application for, or renewal, of a Vehicle Logbook. The 'Office Copy' of a current and completed Technical Inspection form must be forwarded to Head Office when applying/ renewing a Vehicles Logbook. Technical Inspection labels will be forwarded to vehicle owners only if these procedures have been followed. The following vehicles must undergo Technical Inspection every two (2) years or on expiry of Vehicle Logbook.
- All Dragsters/ Altereds/ Funny Cars.
- All Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) quicker than 10.500 seconds (1/4 mile)/ 6.688 seconds (1/8 mile) (excluding Modern Cars with an ET slower than 10.000 seconds (1/4 mile or equivalent).
- All motorcycles quicker than 10.000 seconds (1/4 mile) or 6.369 seconds (1/8 mile) other than unmodified production motorcycles with unaltered swing arms slower than 9.50 seconds (1/4 mile) or 6.051 seconds (1/8 mile).
- All motorcycles fitted with an aftermarket, Non-OEM or modified swingarm, frame or brakes. The addition of bolt-in or weld-in swingarm extensions will count as a modification. Swingarm must be as fitted to the declared model.
- All factory prepared race vehicles.
- All vehicles in the Exhibition category.
- Any other vehicle deemed necessary by ANDRA Officials or Event Scrutineers.

All vehicles without a continuous Technical Inspection history must undergo inspection as a new vehicle.

Inspections will be carried out by special arrangement, for which there may be a fee, by an accredited ANDRA Technical Inspector, by contacting the relevant Division Director.

ANDRA Technical Inspections concentrate on construction and some fixed features of the vehicle not readily accessible during Event Scrutineering. Evidence of Technical Inspection will be shown by the display of a current chassis/frame sticker on the vehicle, and the appropriate notation in the Vehicle Logbook. Failure to observe this rule is grounds for instant disqualification.

Bellhousings and automatic transmission shields will be inspected off the vehicle.

Technical Inspections must not be carried out by a Technical Inspector who has built or assembled any significant part of the vehicle being inspected.

Technical Inspectors cannot carry out Technical Inspections on their own vehicle or a vehicle owned or driven/ridden by immediate family members, for example Mother or Father, Daughter or Son, Sister or Brother, Wife or Husband or Partner.

4.21.1 CHASSIS REPAIRS

Any vehicle where the frame or chassis undergoes major repairs or modification, or replacement, will see the onus for notification to Officials on the Logbook holder. Failure to advise Officials will be considered a false declaration. Refer Frame and Chassis, Frame/ Chassis.

NOTE: Information on the alignment of Technical Inspection and Logbook expiry dates may be found in "Vehicle Logbooks". ANDR

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4.22.1 APPEARANCE

Vehicles participating in Drag Racing events must be presentable at all times. Those that are considered improperly prepared may be rejected by the organisers. The appearance of personnel attending competing vehicles is equally important, and should be subject to the same consideration.

4.22.2 CREDENTIALS

Each Driver/Rider of a vehicle entered in any event conducted under an ANDRA Event Permit must hold the necessary Licences, Logbooks or Membership as specified in these rules. Proof of ownership (registration papers, etc.) or the owner's written permission to enter the vehicle, may be requested. All competitors except those issued with Junior Competition Licences must also have proof of having passed a Civil Driver's Licence test, Provisional as a minimum; Learners permits will be accepted where the holder can prove experience in recognised junior motor sport formulae. All credentials are subject to inspection during Event Scrutineering/ ESP or to spot check by ANDRA Stewards. Entrants in the Australian Group 1 Championships and any Summit Racing Equipment Sportsman Series round must hold a permanent ANDRA Drag Racing Licence at the appropriate level.

4.22.3 DRIVER/RIDER CONDUCT

Any Driver/ Rider displaying inappropriate driving practices or refusing to voluntarily reduce speed or stop in the event of a vehicle not handling properly, renders themselves liable to disqualification and possible Tribunal Action and possible suspension of competition privileges.

Any Driver/ Rider or crew member returning a measurable breath alcohol reading when tested with the ANDRA Breath Testing equipment or found to be under the influence of prohibited drugs regardless of the amount, will be ejected from the event and may incur suspension and/or revocation of competition privileges. ANDRA reserves the right to subject any competitor, listed crew member, Official or any other person granted access to Restricted Areas, to testing procedures approved by ANDRA, intended to detect the use of prohibited substances at ANDRA events. Refer ANDRA Substance Abuse Policy. A list of prohibited substances will be published by ANDRA from time to time.

NOTE: Competitors are advised to seek formal medical advice where any doubt exists.

4.22.4 DRIVER/RIDER SUBSTITUTION

No Driver/ Rider substitution will be permitted during ANDRA Championship events. Otherwise, the Driver/ Rider of any vehicle may be substituted at any time prior to the close of scrutineering, providing the substitute driver holds credentials for the vehicle, the Meeting Director and the ANDRA Stewards are notified of the change in advance, the correct ANDRA Competition Number is displayed, and an additional ANDRA Personal Accident fee of **\$20.00*** (including GST, is paid). All prior Qualifying performances for the vehicle will be disallowed.

*fees may be subject to change by the ANDRA.

4.23 DRIVER AND RIDER PROTECTION

4.23.1 ARM RESTRAINTS

Arm Restraint Systems must be manufactured for the purpose of motor sport and comply with SFI 3.3.

Arm Restraint Systems, attached to both forearms and adjusted so that the driver's arms cannot extend beyond the confines of the rollcage and shoulder hoop, or as specified fully by the manufacturer, are mandatory in all Funny Cars and open vehicles, and may be used in place of window nets in the following vehicles.

- Modified Cars quicker than 12.000 seconds (1/4 mile or equivalent).
- Unmodified Cars with an ET quicker than 10.500 seconds (1/4 mile or equivalent).
- Unmodified Modern Cars with an ET quicker than 10.000 seconds (1/4 mile or equivalent).

Arm Restraints must not be connected to any part of the vehicle that will slow down your egress from the vehicle in an emergency situation.

4.23.2 MOTORCYCLE KILL SWITCH/ LANYARD

All motorcycles faster than 10.000 seconds (1/4 mile or equivalent), except production motorcycles slower than 9.50 seconds (1/4 mile or equivalent) must have a functional lanyard style kill switch fitted to the vehicle.

4.23.3 FIRE EXTINGUISHERS

Although each track is required to provide adequate fire protection equipment, each participant or vehicle crew is required to have a loaded, serviceable fire extinguisher in their possession, carried in the tender vehicle or otherwise available for immediate emergency use. Vehicles fitted with hand held fire extinguishers within the driver's cabin must use a bracket manufactured as fit for purpose. Dry chemical type extinguishers certified to AS/NZ 1841 (1.2 kg / 2.5 lbs minimum size) are recommended.

ONOTE: Halon extinguishers are not permitted under civil legislation.

4.23.4 ON BOARD FIRE SUPPRESSION SYSTEM

All fire bottles used in on board fire suppression systems will require inspection and certification by a recognised authority every two (2) years.

Recognised authorities are not limited to suppliers of fire suppression systems, many states have certified authorities capable of carrying out these requirements. ANDRA will allow manufacturers to appoint Australian agents for inspection and certification purposes.

Front Engine Top Fuel Dragsters, and any vehicle with power adder/s with an enclosed fibreglass or composite material body running quicker than 8.999 seconds (1/4 mile), are required to carry an on board fire extinguisher system, with a minimum capacity of 9.0 kg (20 lbs).

Any enclosed vehicle quicker than 8.000 seconds (1/4 mile), must have a serviceable, in date (certified) fire suppression system of a minimum 5 lbs capacity (10 lbs recommended) installed unless specified otherwise by Class Regulations.

Systems must be designated as fit for purpose and installed in accordance with the manufacturer's instructions. Any fire suppression system allowed providing it meets federal regulations. Systems must be activated by mechanical means.

Systems must be fitted per manufacturer's specifications with the primary nozzle/s directed in an attempt to protect the driver, with the system divided so that no more than two thirds of the agent is dispersed into the engine compartment by means of nozzles placed in front of each bank of exhaust headers and directed at the engine. The remaining one third should be dispersed into the driver's compartment by means of a nozzle/s placed near the steering column and directed at the driver as per manufacturer's recommendations. On all fire suppression systems, dispersion of contents should be divided as per manufacturers recommendation.

Upon activation the contents of the bottle/s must fully discharge, partial discharge bottles prohibited.

Fire systems are not permitted to have any valves fitted that allow the system to be pressurised by air. Only manufacturer approved fittings may be used for filling or depleting fire systems. In all cases, devices used to prevent discharge of fire bottles must be removed prior to being in the hands of The Starter.

- NOTE: The Federal Governments Ozone Protection and Synthetic Greenhouse Gas Management Act 1989 and the subsequent Federal Ozone Protection and Synthetic Greenhouse Gas Regulations of 1995 banned the possession and/or use of Halon (BCF) fire protection systems. The use of halon is not permitted in Australia.
- NOTE: One of the reasons for bottle recertification is to inspect for damage to the siphon tube. Damage to the siphon tube can occur under tyre-shake and render a fire bottle unserviceable when required.
- NOTE: Bottles must be inspected by competitor at regular intervals for condition and pressure vessel compliance.
- NOTE: Where fitted, any onboard fire suppression system must comply with regulations, be serviceable and in date (certified) regardless of class/ performance requirements.





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4.23.6 FRONTAL HEAD RESTRAINTS

Effective 1st January 2020 any driver of a Junior Dragster (or Junior Funny Car) is required use a Frontal Head Restraint system meeting either SFI 38.1 or FIA 8858-2002 or FIA 8858-2010.

Any driver of a car running quicker than 7.999 (1/4 mile or equivalent) requires the use of a proprietary Frontal Head Restraint system meeting either SFI 38.1 or FIA 8858-2002 or FIA 8858-2010. The Frontal Head Restraint, when connected, must conform to the manufacturer's instructions. A Frontal Head Restraint may be used with or without or in place of a neck collar. Where required, the fitment of tether post and eyelets to helmets must only be done in accordance with the helmet manufacturer's guidelines, the Frontal Head Restraint manufacturer's guidelines and only if the helmet is approved for the purpose. When using a Frontal Head Restraint, at all times that the driver is in the race vehicle, from when the vehicle is in the hands of The Starter until the vehicle is on the return road, the driver must properly utilise the Frontal Head Restraint, including connecting the helmet as required for full functionality of the device.







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4.23.7 SEAT BELTS/HARNESSES

All belts must be in good condition, and securely fastened to the frame, or a suitably reinforced mounting point. Reinforcement must be a minimum of 75 mm (3 inches) by 75 mm (3 inches) by 3.0 mm (1/8 inch) Steel plate.

All harnesses must be stamped by the manufacturer with a production date or an expiration/"use by" date.

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

Under no circumstances should bolts be inserted through belt webbing, and the webbing should not cross any surface sharper than a diameter of 10 mm (3/8 inch). Protective plates are mandatory where belts wrap around a frame area exposed to abrasion.

Shoulder harness must be installed in such a manner that they will limit the travel of the driver's body both upward and forward. Shoulder straps mounted behind the driver must be above a line drawn downward from the shoulder, at an angle of 40 degrees to the horizontal.

Where the two shoulder straps join prior to a common mounting point, that junction shall be at least 6 inches (152 mm) behind the driver's neck.

All seat belts incorporating a lever type centre buckle that may be opened accidentally by the driver's movements, must be fitted with a quick release cover or flap to prevent the buckle from being accidentally released.

Wrap around Seat Belts must be fitted as per manufacturer's specification.



4.23.8 HARNESS REQUIREMENTS BY VEHICLE PERFORMANCE

Harness Requirements by Vehicle Performance/ Specification	
Unmodified Modern Cars 10.000 seconds (1/4 mile)* 134.99 mph or slower.	A, B, C, D
Unmodified Cars and Modified Cars 12.000 seconds (1/4 mile)* 109.99 mph or slower.	
Unmodified Modern Cars 9.999 seconds (1/4 mile)* 135.00 mph - 149.99 mph.	B, C, D
Unmodified Cars and Modified Cars 11.999 seconds (1/4 mile)* 110.00 mph - 149.99 mph.	
All Group 2, 3 and 4 classed cars 149.99 mph and slower.	
All cars 150.00 mph - 199.99 mph.	C, D
All cars with a known performance of 200.00 mph and faster.	D

* or equivalent.

- Quick Release lap sash 3-point to AS E35 or AS/NZS 2596. A:
- 4-point to AS E35 or AS/NZS 2596. B:
- C 5-point to SFI 16.1 or FIA 8853, with a minimum shoulder webbing width of 3 inches (75 mm) and minimum of 2 inch (50 mm) wide waist and crotch webbing.
- Centre locking 5-point, 6-point or 7-point, V type, to SFI 16.1 or D: FIA 8853, with a minimum webbing width 3 inches (75 mm), or webbing width as per the manufacturer/certification requirements when used with SFI 38.1 or FIA 8858 head and neck restraint system (Frontal Head Restraint (FHR) system).

Vehicle Performance	Harness Expiry
All cars 134.99 mph and slower.	No expiry, except where harness has been used/ involved in a significant crash or has any other damage.
All cars 135.00 mph to 199.99 mph.	10 years from date of manufacture or 5 years from its use by date, whichever is sooner. Or when the harness has been used/ involved in a significant crash or has any other damage.
All cars 200.00 mph and faster.	If SFI 16.1; 3 years from date of manufacture or on expiry date, whichever is sooner. If FIA 8853, 5 years from date of manufacture or on expiry date, whichever is sooner.
	Or when the harness has been used/ involved in a significant crash or has any other damage.

4.23.9 SEATS

All seats must be positioned to provide the driver with adequate forward vision. The driver's seat in any car in competition must be constructed, braced, mounted and upholstered in such a way that it will give full back and shoulder protection to the driver in the event of a car upset, spin-out or collision. The driver's seat must be supported and secured on the bottom and back by the frame or crossmember (Taxi Bar). Recognised racing seats may forgo the external bracing when construction offers sufficient internal or external support but must be mounted as per manufacturers guidelines. Except where original floors or mounts are used, seats may not be secured to floors or sub floors. Fibreglass or composite material seats must be externally braced with a minimum of 13 mm (1/2 inch) Steel tube frame work. No magnesium is mandatory.

Australian Standard, ADR approved or reclining style seats are not permitted in vehicles quicker than 10.000 seconds (1/4 mile or equivalent). Sliding seat mechanisms are prohibited in vehicles quicker than 10.000 seconds (1/4 mile or equivalent) unless the sliding mechanisms can be positively isolated from movement. All vehicles with a known performance or a class record quicker than 10.000 seconds (1/4 mile) or 6.50 seconds (1/8 mile), must be fitted with a purpose built race seat from either a recognised race seat manufacturer (FIA or SFI standard recommended) or custom built to suit the vehicle chassis.

Top Fuel, Nitro Funny Car, Outlaw Nitro Funny Car, Nostalgia Top Fuel, Top Alcohol Funny Car, Top Alcohol Dragster and Top Alcohol Altered car seats must be foam formed with energy absorbing material to the driver's body.

All seats must provide suitable openings to ensure proper harness use, they must be either one-piece design without adjustable back rest or each section of the seat to be mounted securely to chassis to ensure the driver is secure during any incident.

- NOTE: Seat must be of correct size to suit the driver, excessively loose fitting seats prohibited.
- NOTE: Custom made race seats may be used, users are advised that these seats may not meet levels of seats produced to SFI or FIA standard and users of these seats do so at their own risk.



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4.24 PROTECTIVE CLOTHING

The wearing of protective clothing is compulsory at all times during Racing, Eliminations, Time Trials or Practice. One or two-piece driving suits are acceptable in all levels of competition. Minimum protective clothing requirements for each type of vehicle are listed below. Classification is assessed by the highest class shown in the Vehicle Logbook.

No racer is discouraged from using equipment to a higher level than the minimum requirement.

NOTE: Refer Driver and Rider Protection, Neck Collar and Frontal Head Restraints for detailed neck protection requirements.

Funny Car (Top Alcohol and Nitromethane Fuel), Top Doorslammer, Nitromethane Fuel Front Engine Dragster, Nitromethane Fuel Altered, power added enclosed composite body quicker than 9.000 seconds (1/4 mile);

- Driver's suit meeting SFI 3.2A/20 as a minimum.
- Shoes/ boots meeting SFI 3.3/15 as a minimum.
- Gloves meeting SFI 3.3/15 as a minimum.
- Balaclava meeting SFI 3.3 or FIA 8856-2000, and a helmet skirt meeting SFI 3.3/10 as a minimum.
- Socks meeting SFI 3.3 or FIA 8856-2000 recommended, flame resistant mandatory.
- Underwear meeting SFI 3.3 or FIA 8856-2000 recommended but not mandatory.

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Top Alcohol Dragsters, Top Alcohol Altereds, Nitromethane Fuel Rear Engine Dragster, Steel body power added Group 2 classes with a non-OEM fabricated firewall;

- Driver's suit meeting SFI 3.2A/15 as a minimum.
- Shoes/ boots meeting SFI 3.3/15 as a minimum.
- Gloves meeting SFI 3.3/15 as a minimum.
- Balaclava meeting SFI 3.3 or FIA 8856-2000, or helmet skirt meeting SFI 3.3/10 as a minimum.
- Socks meeting SFI 3.3 or FIA 8856-2000 recommended, flame resistant mandatory.
- Underwear meeting SFI 3.3 or FIA 8856-2000 recommended but not mandatory.

All other power added Group 2 cars, all Supercharged Outlaws, all Modified Eliminator classes, any power added Group 3 or 4 enclosed vehicle (Sedan based) requiring a Technical Inspection with OEM or a non-OEM fabricated firewall, power added enclosed composite body slower than 9.000 seconds (1/4 mile);

- Driver's suit meeting SFI 3.2A/5 or FIA 8856-2000 as a minimum.
- Shoes/ boots meeting SFI 3.3/5 or FIA 8856-2000 as a minimum.
- Gloves meeting SFI 3.3/5 or FIA 8856-2000 as a minimum.
- Balaclava meeting SFI 3.3 or FIA 8856-2000 as a minimum.
- Socks meeting SFI 3.3 or FIA 8856-2000 recommended, flame resistant mandatory.
- Underwear meeting SFI 3.3 or FIA 8856 as a minimum.

All Naturally Aspirated open vehicles, Naturally Aspirated Unmodified Cars 10.499 seconds (1/4 mile) and quicker, Modified Cars 11.999 seconds (1/4 mile) and quicker;

- Driver's suit meeting SFI 3.2A/5 or FIA 8856-2000 as a minimum.
- Shoes/ boots meeting SFI 3.3/5 or FIA 8856-2000 as a minimum.
- Gloves meeting SFI 3.3/5 or FIA 8856-2000 as a minimum.
- Balaclava meeting SFI 3.3 or FIA 8856-2000 and underwear meeting SFI 3.3 or FIA 8856 recommended but not mandatory.
- Socks meeting SFI 3.3 or FIA 8856-2000 recommended, flame resistant mandatory.

Unmodified Cars 10.500 seconds (1/4 mile) and slower, Unmodified Modern Cars 10.000 seconds (1/4 mile) and slower, Modified Cars 12.000 seconds (1/4 mile) and slower;

- Long sleeve top & full length trousers as a minimum. Jacket meeting SFI 3.2A/5 or FIA8856 recommended.
- Enclosed shoes and socks as a minimum.
- No minimum requirement for gloves.

Junior Dragster;

- Driver's suit meeting SFI 3.2A/1 or FIA 8856-2000 as a minimum.
- Fire resistant shoes/ socks/ boots as a minimum.
- Fire resistant gloves as a minimum.
- A fire resistant balaclava is recommended but not mandatory.
- Fire resistant underwear is recommended but not mandatory.

Junior Funny Car;

- Driver's suit meeting SFI 3.2A/5 or FIA 8856-2000 as a minimum.
- Shoes/ boots meeting SFI 3.3/5 or FIA 8856-2000 as a minimum.
- Gloves meeting SFI 3.3/5 as a minimum.
- Balaclava meeting SFI 3.3 or FIA 8856-2000 as a minimum.
- Underwear meeting SFI 3.3 or FIA 8856-2000 as a minimum.
- Socks meeting SFI 3.3 or FIA 8856-2000 are recommended, flame resistant mandatory.
 - NOTE: Equipment carrying the label (ISO 6940) in conjunction with the FIA standard FIA 8856 is prohibited in all classes.
 - NOTE: Balaclava not required where helmet is manufactured with a skirt, labelled as meeting SFI 3.3/10.

Top Fuel Motorcycle;

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- Full leather or material of similar or greater durability Rider's Suit, onepiece or two-piece zipped together.
- Leather Rider's Suit meeting SFI 40.1 recommended but not mandatory.
- Full leather boots 275 mm height. Elastic sided boots prohibited, lace up or zip up boots minimum.
- Leather motorcycle riding gloves with wrist or cuff closure.
 - ♦ NOTE: Competitors using V-Twin engines running Nitromethane are recommended to use ballistic chest protection.

Pro Stock Motorcycle;

- Full leather or material of similar or greater durability Rider's Suit, onepiece or two-piece zipped together.
- Leather Rider's Suit meeting SFI 40.1 recommended but not mandatory.
- Full leather boots 275 mm height. May use short boots that cover ankles if pants cover top of boots. Elastic sided boots prohibited, lace up or zip up boots minimum.
- Leather motorcycle riding gloves with wrist or cuff closure. Gloves with Carbon Fibre or Kevlar knuckling and/or palms are strongly recommended. Gloves and jacket sleeves must overlap when the rider is in the racing position.

Competition Bike (all Classes);

- Full leathers or material of similar or greater durability that must be of one-piece or two-piece zip together construction and be zipped together.
- Leather Rider's Suit meeting SFI 40.1 recommended but not mandatory.
- Full leather boots 275 mm height. May use short boots that cover ankles if pants cover top of boots. Elastic sided boots prohibited, lace up or zip up boots minimum.
- Leather motorcycle riding gloves as a minimum. Gloves with Carbon Fibre or Kevlar knuckling and/or palms are strongly recommended. Gloves and jacket sleeves must overlap when the rider is in the racing position.
 - NOTE: Competitors using V-Twin engines running Nitromethane are recommended to use ballistic chest protection.

Modified Bike;

- Full leathers or material of similar or greater durability that must be of one-piece or two-piece zip together construction and be zipped together.
- Full leather boots 275 mm height. May use short boots that cover ankles if pants cover top of boots. Elastic sided boots prohibited, lace up or zip up boots minimum.
- Leather motorcycle riding gloves as a minimum. Gloves with Carbon Fibre or Kevlar knuckling and/or palms are strongly recommended. Gloves and jacket sleeves must overlap when the rider is in the racing position.
- Riders in this section who are not required to be the holder of a permanent ANDRA Licence may compete in long trousers, a securely fastened leather or material of similar or greater durability jacket, motorcycle road riding gloves and closed footwear as a minimum.
 - NOTE: Any motorcycle rider not wearing full leathers or material of similar or greater durability will be ineligible for ANDRA Personal Accident benefits.

4.24.1 GOGGLES/VISORS

Windproof, shatterproof goggles or visors must be worn by all drivers of vehicles without Australian Standards approved windscreens. Fire resistant goggles and/or visors are mandatory for power added or Nitromethane burning cars and are highly recommended in other vehicles. Where visors are fitted to a helmet it is recommended that the visor be fully closed during a run to provide further protection to the driver in the event of a fire.

4.24.2 HELMETS

The wearing of a protective helmet is compulsory for all competitors at all times during Racing, Eliminations, Time Trials or Practices. Each helmet must comply with the relevant standard for the level of competition.

Helmet must remain as manufactured, except for paint scheme/ graphics and/or the approved fitment of Frontal Head Restraint in accordance with the helmet manufacturer's guidelines and the Frontal Head Restraint manufacturer's guidelines.

Reducing peripheral vision of helmet in any way is prohibited. A shield, if used must remain as manufactured, may be clear or tinted. Cutting of shield, or reducing its transparency, prohibited. Tape, tinting film, paint, decals, etc. prohibited except for a horizontal band at the top or the bottom of the shield, 1 inch (25 mm) tall maximum.

- a. In 2006 the Australian and New Zealand Helmet Standards were amalgamated, the AS1698:1988 standard was superseded by AS/NZS 1698: 2006 as such AS 1698 helmets are prohibited.
- Some manufacturers may not display the year of the standard on the helmet label; in such cases either AS/NZS 1698: 2006 or AS/NZS 1698 standards labels are permitted.
- c. SFI 24.1 helmets permitted for Junior Competition use only.
- d. All helmets used in any competition within these regulations are required to be upheld by the competitor but helmets will be checked for compliance with the relevant standard and general condition during ESP Audits. Helmets are inspected as an essential part of the competitor's personal protective equipment.
- e. The helmet of any competitor involved in any accident, collision or upset must be surrendered to the ANDRA Chief Steward or his agent at the event for inspection.
- f. Painting of helmets will be accepted providing the manufacturers instructions are strictly adhered to, the onus of proof lies with the competitor. Repaired helmets, or helmets altered in construction will not be accepted.



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- g. Helmet straps must be worn beneath the chin. Chin guards or other devices which prevent the proper location of helmet straps are prohibited.
- h. Environmental systems for motor sports helmets may be used. The helmet provides forced air ventilation for the user. Only dry breathing air systems are allowed. The use of medical oxygen systems is strictly prohibited
- Communication devices added to a helmet should be approved as part of the original helmet certification. Any subsequent additions or modifications to facilitate communication may invalidate the helmet certification.
- j. Cameras are not to be fixed or attached to helmets in any way.
- k. Helmets not intended for vehicle use are prohibited.

Vehicle/ Performance	Helmet Specification	Notes
Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) quicker than 9.000 seconds (1/4 mile). All Group 1, Exhibition Cars, Funny Cars.	FIA 8859-2010 FIA 8859-2015 FIA 8860-2010 FIA 8860-2018 SNELL SA2020 SNELL SA2015 SFI 31.1 SFI 41.1	Full face helmet required. Where it can be established that a face respirator is necessary, such as in Funny Cars or Methanol burning Sedans, an open face helmet meeting the relevant FIA 8860-2010, SNELL standard for the class/ performance will be accepted, although full face helmets with built in respirators may be used.
Open Cars 9.000 - 10.000 seconds (1/4 mile). All other Dragsters and Altereds quicker than 10.000 seconds (1/4 mile).	FIA 8859-2010 FIA 8859-2015 FIA 8860-2010 FIA 8860-2018 SNELL SA2020 SNELL SA2015 SFI 31.1 SFI 41.1	Full face helmet required. Where it can be established that a face respirator is necessary, such as in Funny Cars or Methanol burning Sedans, an open face helmet meeting the relevant FIA 8860-2010, SNELL standard for the class/ performance will be accepted, although full face helmets with built in respirators may be used.
Closed (Funny) Cars 9.000 - 10.999 seconds (1/4 mile). All other Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) 9.000 seconds (1/4 mile), or slower.	FIA 8859-2010 FIA 8859-2015 FIA 8860-2010 FIA 8860-2018 SNELL SA2020 SNELL SA2020 SNELL SA2015 SNELL M2015 SFI 31.1 SFI 41.1	Where it can be established that a face respirator is necessary, such as in Funny Cars or Methanol burning Sedans, an open face helmet meeting the relevant FIA 8860-2010, SNELL standard for the class/ performance will be accepted, although full face helmets with built in respirators may be used.
All Sedan based vehicles (and derivatives such as Coupes, Utilities and Station Wagons etc) slower than 10.500 seconds (1/4 mile).	FIA 8859-2010 FIA 8859-2015 FIA 8860-2010 FIA 8860-2018 SNELL SA2020 SNELL SA2020 SNELL SA2015 SNELL M2015 SNELL M2015 SFI 31.1 SFI 31.1 SFI 41.1 AS/NZS 1698:2006 FCF 22 05	

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Vehicle / Performance	Helmet specification	Notes
All Motorcycles	FIA 8860-2018 SNELL SA2020 SNELL SA2015 SNELL M2015 SFI 31.1 SFI 41.1 AS/NZS 1698:2006 ECE 22.05	The use of open face helmets on any motorcycle is prohibited. It is recommended that competitors in motorcycle categories wear SNELL M (Motorcycle) rated helmets over SNELL SA (Special Application) rated helmets.
Junior Dragster Junior Funny Car	FIA 8859-2010 FIA 8859-2015 FIA 8860-2010 FIA 8860-2018 SNELL SA2020 SNELL SA2020 SNELL SA2015 SNELL M2015 SFI 24.1 SFI 31.1, SFI 31.1, SFI 41.1 AS/NZS 1698:2006 ECE 22.05	Full face helmet required. Open faced helmets not permitted. Modular (flip-up) helmets not permitted.

Specification	Expiry (up to and inclusive of)
FIA 8860-2010 FIA 8859-2010	31.12.2023 or 10 years post manufacture date (whichever is earlier) or earlier if deemed unsuitable by an ANDRA Official due to condition.
FIA 8859-2015	31.12.2028 or 10 years post manufacture date (whichever is earlier) or earlier if deemed unsuitable by an ANDRA Official due to condition.
SNELL SA2015 SNELL M2015	31.12.2026 or 10 years post manufacture date (whichever is earlier) or earlier if deemed unsuitable by an ANDRA Official due to condition.
SNELL SA2020 <mark>SNELL M2020</mark>	31.12.2031 or 10 years post manufacture date (whichever is earlier) or earlier if deemed unsuitable by an ANDRA Official due to condition.
SFI 24.1, SFI 31.1 SFI 41.1	10 years post manufacture date or earlier if deemed unsuitable <mark>by an ANDRA Official</mark> due to condition.
AS/NZS 1698:2006 ECE-22.05	10 years post manufacture date or earlier if deemed unsuitable by an ANDRA Official due to condition.



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