

### Class Regulations;

**Camshaft:** A/MS, A/MSA, B/MS, B/MSA, C/MS and C/MSA permitted to use roller cams. Maximum roller cam core diameter is 55mm. Tie bar lifter only. Maximum lifter diameter is 0.904-inch.

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.

H/MS and H/MSA may use solid or hydraulic roller tappet camshaft.

### Cylinder Heads:

#### A/MS, A/MSA, B/MS, B/MSA, C/MS and C/MSA;

Permitted any mass produced OEM Cast Iron cylinder head, or any of the following aftermarket Cast Iron cylinder heads are permitted;

- Chevrolet:** GM Cast Iron Bowtie (all), World Products- Sportsman II 011150, Casting # I-037 and S/R Casting # I-052
- Chrysler:** Mopar Performance - W2 (all)
- Ford:** World Products - 053030, Casting # I-056 and # I-057  
World Products - 053040, Casting # I-061.

#### A/MS, A/MSA

May use the following Aluminium cylinder heads;

- Chevrolet:** Part No 14044861-2 (Casting No 14044861),  
Part No 14011076 (Casting No 14011077),  
Part No 12363410 (supersedes 14011076-7)  
Part No 19331427
- Chrysler:** Part No P4529335 (Stage V1), Part No 4349600.
- Ford:** Part No TFS-A460 or M-6049-B460,  
Part No M-6049-A429 or M-6049-B429.

#### B/MS, B/MSA, C/MS and C/MSA;

The following aftermarket Aluminium cylinder heads are permitted;

- Chevrolet:** Brodix Dragon Slayer DS225 P/N: 1320000  
Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug)  
and 1010003 S (Straight Plug)
- Chrysler/Mopar:** Brodix B1 BA 195 P/N: 3180000  
Trickflow Specialties P/N: TFS-6141T783-C00  
Indy 360-1, Indy 360-2
- Ford Cleveland:** Edelbrock Performer RPM P/N: 61629  
Trickflow Specialties P/N: TFS-51616203-C00
- Ford Windsor:** Air Flow Research P/N: 1492 or 1422  
Brodix IKF P/N: 1501000  
Edelbrock Performer RPM P/N: 60259
- Holden:** Edelbrock Performer RPM P/N: 61379  
Speedmaster P/N: SM 3072  
Torque Power #TP-200

#### 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.

- ◇ **NOTE: Any cylinder heads not listed may be submitted to ANDRA for approval.**

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

For G/GA only, any mass produced OEM Cast Iron cylinder head permitted, or any of 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

For G/GA only, the following aftermarket Aluminium cylinder heads are permitted;

- a. Chevrolet: Brodix Dragon Slayer DS225 P/N: 1320000  
Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug)  
and 1010003 S (Straight Plug)
- b. Chrysler/Mopar: Brodix B1 BA 195 P/N: 3180000  
Trickflow Specialties P/N: TFS-6141T783-C00  
Indy 360-1, Indy 360-2
- c. Ford Cleveland: Edelbrock Performer RPM P/N: 61629  
Trickflow Specialties P/N: TFS-51616203-C00
- d. Ford Windsor: Air Flow Research P/N:1492 or 1422  
Brodix IKF P/N: 1501000  
Edelbrock Performer RPM P/N: 60259
- e. Holden: Edelbrock Performer RPM P/N: 61379  
Speedmaster P/N: SM 3072  
Torque Power #TP-200

◇ **NOTE: Any cylinder heads not listed may be submitted to ANDRA for approval.**

For G/GA angle milling of cylinder heads permitted. 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.

Details of all genuine repairs must be submitted to [technical@andra.com.au](mailto:technical@andra.com.au) for approval prior to commencement of the repair. Details must include clear images of the type of damage and the intended repair method. Images of the final repaired cylinder head must also be provided to demonstrate that the repair has not significantly altered the configuration of the cylinder heads for purposes of increasing performance. 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.

**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.

**Fuel System:** Accessory fuel tanks permitted.

**Ignition:** Any ignition may be used.

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

EE/AA, EE/A, E/A and E/AA limited to cast cylinder heads.

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

For C/AA only, any mass produced OEM Cast Iron cylinder head permitted, or any of 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

For C/AA only, the following aftermarket Aluminium cylinder heads are permitted;

- a. Chevrolet: Brodix Dragon Slayer DS225 P/N: 1320000  
Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug) and 1010003 S (Straight Plug)
- b. Chrysler/Mopar: Brodix B1 BA 195 P/N: 3180000  
Trickflow Specialties P/N: TFS-6141T783-C00  
Indy 360-1, Indy 360-2
- c. Ford Cleveland: Edelbrock Performer RPM P/N: 61629  
Trickflow Specialties P/N: TFS-51616203-C00
- d. Ford Windsor: Air Flow Research P/N: 1492 or 1422  
Brodix IKF P/N: 1501000  
Edelbrock Performer RPM P/N: 60259
- e. Holden: Edelbrock Performer RPM P/N: 61379  
Speedmaster P/N: SM 3072  
Torque Power #TP-200

◇ **NOTE: Any cylinder heads not listed may be submitted to ANDRA for approval.**

For C/AA angle milling of cylinder heads permitted.

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.

In C/AA, apart from genuine repairs which are limited to two cylinders only. Details of all genuine repairs must be submitted to [technical@andra.com.au](mailto:technical@andra.com.au) for approval prior to commencement of the repair. Details must include clear images of the type of damage and the intended repair method. Images of the final repaired cylinder head must also be provided to demonstrate that the repair has not significantly altered the configuration of the cylinder heads for purposes of increasing performance. 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.

**Lower Engine Containment Device:** Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile), or quicker.

### Class Regulations;

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

For E/D, E/DA, EE/D, EE/DA and C/DA only, any mass produced OEM Cast Iron cylinder head permitted, or any of 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

For C/DA only, the following aftermarket Aluminium cylinder heads are permitted;

- a. Chevrolet: Brodix Dragon Slayer DS225 P/N: 1320000  
Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug) and 1010003 S (Straight Plug)
- b. Chrysler/Mopar: Brodix B1 BA 195 P/N: 3180000  
Trickflow Specialties P/N: TFS-6141T783-C00  
Indy 360-1, Indy 360-2
- c. Ford Cleveland: Edelbrock Performer RPM P/N: 61629  
Trickflow Specialties P/N: TFS-51616203-C00
- d. Ford Windsor: Air Flow Research P/N: 1492 or 1422  
Brodix IKF P/N: 1501000  
Edelbrock Performer RPM P/N: 60259
- e. Holden: Edelbrock Performer RPM P/N: 61379  
Speedmaster P/N: SM 3072  
Torque Power #TP-200

- ◇ **NOTE: Any cylinder heads not listed may be submitted to ANDRA for approval.**

For C/DA angle milling of cylinder heads permitted.

In C/DA, apart from genuine repairs which are limited to two cylinders only. Details of all genuine repairs must be submitted to [technical@andra.com.au](mailto:technical@andra.com.au) for approval prior to commencement of the repair. Details must include clear images of the type of damage and the intended repair method. Images of the final repaired cylinder head must also be provided to demonstrate that the repair has not significantly altered the configuration of the cylinder heads for purposes of increasing performance. 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. 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.

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

**Fuel:** All classes restricted to Ethanol, Methanol or Petrol only. D/DA restricted to any ANDRA approved Unleaded Fuel Only (no E85 or Alcohol).

**Lower Engine Containment Device:** Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide 8.999 seconds (1/4 mile) / 5.731 seconds (1/8 mile), or quicker.

**Delay Devices:** Not permitted in Group 1 or Group 2.

**Self Starting:** Required. Push starts not permitted.

**Ballast:** Permitted. Refer Frame and Chassis, Ballast.