

Class Regulations;

Electronic Management: Electronic gear shifting devices permitted.

Engine: Restricted to V8 or V6 engines.

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

Any modification is permitted and aftermarket cylinder heads allowed.

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

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

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

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

Ignition: Any ignition system permitted.

Power Adders: Not permitted.

Ballast: Permitted. Refer Frame and Chassis, Ballast.

Bellypan: Not permitted.

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

Body: Must be an OEM production car body.

Modifications altering the contour of the body are not permitted.

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

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

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

Inner front wheel arch area may be cleared 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. **Floor from forward of the rearmost point of the front door may not be reconstructed or removed at any time.**

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.