

4.8.4 TRACTION CONTROL

Reactive controls (including traction control or slew rate ignition control) are not allowed in any form in any Class / Eliminator (listed in this rulebook), except for all Group 2 motorcycle classes where it is permitted.

- ◇ **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.**
- ◇ **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 10.000 seconds (1/4 mile) / 6.369 seconds (1/8 mile), or slower. 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. **A single action push / button "emergency stop" type switch is recommended for all cars.**

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. Magneto button type switches are not permitted.

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 Modern Cars* 9.999 seconds (1/4 mile) / 6.368 seconds (1/8 mile), and quicker, that have a battery in the OEM location.
- Unmodified Cars* 10.499 seconds (1/4 mile) / 6.687 seconds (1/8 mile), and quicker, that have a battery in the OEM location.
- Modified Cars* 11.999 seconds (1/4 mile) / 7.642 seconds (1/8 mile), and quicker, that have a battery in the OEM location.
- All competition cars 11.999 seconds (1/4 mile) / 7.642 seconds (1/8 mile), and quicker.
- Any vehicle where the battery has been relocated.

*Unmodified Modern Cars, Unmodified Cars and Modified Cars, see Definitions.

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". 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. This is highly recommended for all other 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.