

Class	Racing / Competition Class Limit (seconds)	Allowance from Class Limit
A/JD A/JFC A/JR	7.900	Quicker than 7.900 will result in disqualification from the event
B/JD B/JFC B/JR	8.500	Quicker than 8.500 will result in disqualification from the event
C/JD C/JFC C/JR	11.900	Quicker than 11.900 will result in disqualification from the event

- ◇ **NOTE:** Please be advised that it is the responsibility of parents / legal guardians of Junior Dragster Eliminator 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.
- ◇ **NOTE:** Persistent breaches of exceeding class limits will be considered a contravention of regulation, and Tribunal Action may result.

### Class Regulations;

**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 50lbs (22.67kg).

Total combined weight of all ballast (removable plus permanent) permitted is 100lbs (45.35kg).

Removable ballast must be securely mounted to the frame, or frame structure, with a minimum of one Grade 8.8, 13 mm (1/2 inch) minimum diameter Steel bolt with open ended Steel nuts per 5lb (2.26kg) weight, and two Grade 8.8, 13 mm (1/2 inch) minimum diameter Steel bolts with open ended Steel nuts for ballast weights of 10lbs (4.53kg) to 25lbs (11.33kg). Hose clamps, wire, strapping, tape, tie wraps, zip ties etc. are not permitted for affixing removable ballast. No single removable ballast item may exceed 25 lbs (11.33 kg).

Permanent ballast must be securely mounted to the frame, or frame structure, either welded to the frame, or frame structure, or as per the bolt/nut method detailed above, but must have lock (nyloc) nuts, or welded Steel nuts. No single permanent ballast item may exceed 25 lbs (11.33 kg).

Any/all ballast must be in the form of metal plates, metal bars, metal straps, etc., attached as described above. A steel pipe filled with lead shot may be used for ballast, but it must have a screw-on or a secure cap that cannot come undone easily.

Ballast can be in any location, but no higher than the top of the rear tyres, however ballast is not permitted anywhere within the driver's cockpit.

No ballast may be added, removed, or relocated after the vehicle is In The Hands of The Starter.

## 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 motorcycles (except Junior Drag Bikes) are limited to a maximum of 12.00 kg (26.45 lbs) removable ballast or less as stated in individual Class Regulations.

Except Junior Dragster Eliminator, all cars are limited to a maximum of 90.72 kg (200 lbs) removable ballast or less as stated in individual Class Regulations.

Except Junior Dragster Eliminator, 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.

Except Junior Dragster Eliminator, recommended forms of ballast are heavy gauge Steel floors, frame reinforcing crossmembers or the addition of equipment such as roll bars or rollcages.

Except Junior Dragster Eliminator, 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 Vehicle 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.