

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. **No ballast to be worn by the driver / rider (e.g. weight vest).**

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.

See the Junior Dragster Eliminator class regulations for specific ballast requirements.

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 13 mm Grade 8.8 (1/2 inch **Grade 5 Imperial**) minimum diameter Steel bolts for each 45 kg (100 lbs) of weight, or at least one 18 mm Grade 8.8 (11/16 inch **Grade 5 Imperial**) 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 "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.