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.

1. Chevrolet: GM Cast Iron Bowtie (all), World Products-Sportsman II 011150, Casting # I-037 and S/R Casting # I-052
2. Chrysler: Mopar Performance - W2 (all)
3. 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.

1. Chevrolet: Brodix Dragon Slayer DS225 P/N: 1320000
   Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug) and 1010003 S (Straight Plug)
2. Chrysler/Mopar: Brodix B1 BA 195 P/N: 3180000
   Trickflow Specialties P/N: TFS-6141T783-C00
   Indy 360-1, Indy 360-2
3. Ford Cleveland: Edelbrock Performer RPM P/N: 61629
   Trickflow Specialties P/N: TFS-51616203-C00
4. Ford Windsor: Air Flow Research P/N:1492 or 1422
   Brodix IKF P/N: 1501000
   Edelbrock Performer RPM P/N: 60259
5. 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 all of the following paragraph applies.

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. Genuine repairs are limited to two cylinders only. Details of all genuine repairs must be submitted to 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 into the port past its original outside face.

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

Fuel System: Accessory fuel tanks permitted.

Ignition: Any ignition may be used.

Ballast: Permitted.

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.

1. Chevrolet: GM Cast Iron Bowtie (all), World Products-Sportsman II 011150, Casting # I-037 and S/R Casting # I-052
2. Chrysler: Mopar Performance - W2 (all)
3. 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.

1. Chevrolet: Brodix Dragon Slayer DS225 P/N: 1320000 Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug) and 1010003 S (Straight Plug)
2. Chrysler/Mopar: Brodix B1 BA 195 P/N: 3180000 Trickflow Specialties P/N: TFS-6141T783-C00 Indy 360-1, Indy 360-2
3. Ford Cleveland: Edelbrock Performer RPM P/N: 61629 Trickflow Specialties P/N: TFS-51616203-C00
4. Ford Windsor: Air Flow Research P/N:1492 or 1422 Brodix IKF P/N: 1501000 Edelbrock Performer RPM P/N: 60259
5. 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 all of the following paragraph applies.

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. Genuine repairs are limited to two cylinders only. Details of all genuine repairs must be submitted to 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 into the port past its original outside face.

Lower Engine Containment Device: Required on all piston engine cars using a Supercharger, Turbocharger or Nitrous Oxide with an ET of 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.

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

1. Chevrolet: GM Cast Iron Bowtie (all), World Products- Sportsman II 011150, Casting # I-037 and S/R Casting # I-052
2. Chrysler: Mopar Performance - W2 (all)
3. 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.

1. Chevrolet: Brodix Dragon Slayer DS225 P/N: 1320000
   Brodix Race Rite RR200 P/N: 1010002 A (Angle Plug) and 1010003 S (Straight Plug)
2. Chrysler/Mopar: Brodix B1 BA 195 P/N: 3180000
   Trickflow Specialties P/N: TFS-6141T783-C00
   Indy 360-1, Indy 360-2
3. Ford Cleveland: Edelbrock Performer RPM P/N: 61629
   Trickflow Specialties P/N: TFS-51616203-C00
4. Ford Windsor: Air Flow Research P/N:1492 or 1422
   Brodix IKF P/N: 1501000
   Edelbrock Performer RPM P/N: 60259
5. 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 all of the following paragraph applies.

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. Genuine repairs are limited to two cylinders only. Details of all genuine repairs must be submitted to 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 into the port past its original outside face.

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 with an ET of 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.