



© Copyright 2008, Sport Compact Group Pty Ltd. This work is copyright. Apart from any use as permitted under the Copyright Act 1968, no part may be reproduced by any process without written permission. All rights reserved. Some sections of this Rule Book are copyrighted to Australian National Drag Racing Association Inc. 2008/2009.

SECTION 4 - ANDRA GENERAL REGULATIONS

Changes from 2008 in BLUE.

4.1 Engine

4.1.1.1 Cooling Systems (Open Vehicles)

Where a cooling system is utilised in an open vehicle, it must be installed in the stock location for the body style used. Front engine dragsters must have the system installed in front of the engine. In rear engine dragsters a deflector plate must be installed from frame rail to frame rail and to the top of the roll cage if the radiator is mounted in front of the engine. The possibility of a high pressure leak in the driver area should always be considered.

4.1.2.1 Engine

With the exception of Exhibition and Junior Dragster vehicles all engines used in Drag Racing must be of automotive or motorcycle origin. The use of engines specifically produced for marine use is not permitted. Except for Junior Dragster (17 inches – 432mm), crankshaft centrelines may not be more than 600 mm (24 inches) from the ground in any class, unless class permits.

4.1.2.2 Engine – Harmonic Balancers

All sedan type vehicles quicker than 11.00 (1/4 mile) / 7.00 (1/8/ mile), and any dragsters, altered or other vehicles where the engine is enclosed, must be fitted with a steel or forged aluminium harmonic balancer/pulley, or a scatter shield. Vehicles using a cast balancer/pulley must be fitted with a scatter shield constructed of 6mm (1/4 inch) steel plate securely fastened with at least two 10mm (3/8 inch) high tensile bolts in such a manner as to contain or deflect fragments should the outer ring disintegrate. The width and circumference of the outer ring must be covered and the front of the shield should extend down to at least the level of the mounting ring in order to retain fragments or to prevent the outer ring from coming forward. A 10mm (3/8 inch) diameter hole may be drilled in the shield for timing mark purposes. No other openings permitted. Vehicles using a steel outer ring do not require a shield, but the outer ring must have some positive means of forward movement. This can be achieved by having a step on the back of the ring or a front retaining plate equal to the outer diameter of the ring, made of at least 4.5mm (3/16 inch) steel or 6mm (1/4/ inch) alloy plate. All alloy pulleys/crank hubs/harmonic balancers must be positively retained in the crank with a bolt.

4.1.3 Engine / Component Sealing

All Group One and Two vehicles subject to engine or transmission limitations or weight breaks (lbs/cub) of any type, will be required to have provision for wire component sealing. Competitors must ensure that holes of suitable size and location are provided in relevant components.

4.1.4 Exhaust

All vehicles regardless of class must be equipped with exhaust collectors or stacks installed in such a manner as to direct the exhaust gases out of the body, to the rear of the vehicle and away from the driver/rider and fuel tank as required by class regulations. Exhaust gases must not be directed towards the track surface. All turbocharged vehicles not required to use mufflers must have two 3/8 inch (10mm) bolts inserted across the diameter of the turbine outlet pipe at 90 degrees to each other, to prevent the exit of debris in the event of a turbine failure. All Funny Cars must be fitted with double-wall headers.

NB: All vehicles in Super Street eliminator and all vehicles fitted with rotary engines not using turbochargers will be required to use effective muffling devices limiting noise levels to 98 dba measured at 30 metres.

4.1.5 Flash Shield

Injector tubes may extend through bonnet if required. Carburettors in those classes requiring a bonnet may only be exposed via a bonnet scoop closed on the top, back and side except in sedan classes where original factory glass windscreen is used. Rear of bonnet may only be raised if original factory glass windscreen is fitted. All cars using carburettors and not requiring a bonnet must be equipped with a metal flash shield so constructed and fitted as to cover the top, back and side to prevent fuel being siphoned into the air stream or blown into the driver's face.

4.1.6 Fuel / Handling

Only ethanol, methanol, nitro methane, and hydrocarbon fuels homologated with ANDRA will be permitted. The addition of substances to ethanol or methanol for the purposes of lubrication is permitted where the specific gravity is not adversely affected. It is the responsibility of the driver to confirm the brand and type of fuel being used. Unacceptable test readings may result in immediate disqualification and/ or ANDRA Tribunal action. Results of subsequent laboratory analysis found to be non-compliant within 28 days of the event, will render the competitor liable to a fine of \$2000 and 12 months suspension of their ANDRA competition privileges.

The following procedures must be followed when handling fuel during events

No naked flames within 10 metres of any point where refuelling or draining of fuel is taking place.

Plastic or composite containers are to be approved for the storage of Group 3 Dangerous Goods.

When refuelling or draining fuel from a vehicle an earth strap must connect the fuel container and fuel tank of the vehicle.

Refuelling or draining of fuel from vehicles is not permitted in any enclosed, unventilated area. All ignition sources (electric fans, battery chargers, welders or any other electrical device) must be removed or switched off before refuelling takes place.

Any spill must be cleared immediately and reported to a Track Official.

As a minimum, ALL race teams are to have a fire extinguisher meeting General Regulation 4.9.4. in their paddock area at all times.

4.1.7 Fuel - Homologated Fuels list

The list of fuels homologated with ANDRA may be found at www.andra.com.au and will be published in the ANDRA Fastlane from time to time. Organizations wishing to have fuel homologated for use in ANDRA Drag Racing events must contact the ANDRA Office for further detail.

4.1.8.1 Fuel Checking Facilities

All vehicles competing in Supercharged Outlaws, Super Stock, Super Compact, Competition, Competition Bike, Street Bike, Pro Stock, Pro Stock Motorcycle, Top Doorslammer and Top Alcohol must be equipped with a drain valve located between the fuel tank and the carburettor(s) or fuel injector(s) to facilitate removal of fuel samples for fuel checking purposes.

4.1.8.2 Fuel Systems

When permitted, fuel tanks and fuel lines should be located ahead of the engine. Fuel blocks, if used, must be mounted at least 150mm (6 inches) forward of the flywheel/bell-housing area. Fuel lines in the flywheel/bell-housing area must be enclosed in a 400mm (16 inch) length of steel tubing 3mm (1/8 inch) inch minimum thickness, securely mounted as a protection against fuel lines being severed, or be re-routed outside the chassis or frame rails. This requirement is waived for vehicles fitted with either a steel flywheel and pressure plate or a scattershield. Where fuel lines pass supercharger drive areas they should be encased in protective steel tubing or braid. Fuel tanks located in front of grille and out of the protective areas of the body, frame and wheels must be protected against collision damage. All mechanically fuel injected vehicles, or any vehicle using a pressurised fuel tank must have a quick-action fuel shut-off within easy reach of the Driver/Rider, operating on the main fuel line between the pump and the injectors. Under no conditions, except where permitted by class regulations, are any fuel tanks, lines, fuel pressure gauges or other units containing fuel permitted in the driver's compartment. All tanks must be completely isolated from the driver's compartment by a firewall, completely sealed so as to prevent any fuel from entering. Where the fuel tank is located in front of the driver and engine is in rear (rear engine dragsters) fuel lines must be isolated from the driver's compartment with a sub floor or by the use of steel braided lines. All vehicles where a fuel line passes the driver must be fitted with metal fuel lines except for a maximum of 300mm (12 inch) of approved flexible hose to allow connection at the tank or pump. The metal fuel line must carry at and Kevlar lines may be used in lieu of solid metal lines. In all cases, fuel lines must be of suitable construction, designated as fit for purpose by the manufacturer.

4.1.8.3 Intercoolers

Must be securely mounted with all hoses securely clamped. No restriction on air to air units. Air to liquid are limited to water and/or water ice **ONLY** and must be sealed to prevent fluid dropping on to track surface. Dry ice permitted on its own but housing must be vented to prevent pressurizing of system.

4.1.9 Liquid Overflow

All vehicles with any type of Liquid Overflow capable of discharging liquid onto the racing surface must have a catch-can to accumulate the excess liquids. Minimum capacity 600ml. All liquid filler caps must be positively retained. Any supercharged vehicle faster than 9.00 seconds (1/4 mile) / 5.70 seconds (1/8 mile) must have a breather/oil tank, with a minimum capacity of 4 litres for cars and 2 litres for motorcycles. In all cases the minimum capacity does not include the capacity of breather hoses, tubes or chassis rails. Failure to ensure that the breather/oil overflow tank is drained prior to a run may result in disqualification from that pass. Refer Race Procedures and Regulations 5.8.

4.1.10 Lower Engine Containment Devices

All piston engined cars using a supercharger/turbocharger or nitrous oxide with an ET quicker than 9.00 seconds (1/4 mile) / 5.70 seconds (1/8 mile) must be equipped with a lower engine containment device ("nappy") capable of containing oil and debris, constructed by a recognised commercial manufacturer. In addition, Top Fuel (Refer Section 3.25) and Funny Cars (Refer Section 3.24) must be fitted with an engine oil retention (belly) pan.

4.1.11 LP Gas

Vehicles equipped with liquid petroleum gas units must have these units installed by an approved installer. Onus of proof rests with competitor.

4.1.12 Nitrous Oxide

Competitors are reminded of the dangers associated with the incorrect use of nitrous oxide. It is highly recommended that systems are sourced in complete form, from a recognised manufacturer. The following safety rules apply;

- a) **Bottle Mounting:** Bottles must be mounted outside of the engine compartment. Any bottle located in the driver's compartment must be mounted with metal brackets secured to a structural point of the vehicle, and a relief valve, vented outside the driver's compartment, to the atmosphere. Bottles must be upright or semi upright. Inverted bottles not permitted. Bottles must be equipped with on/ off taps. Bottle shut-offs requiring special keys are not acceptable. Bottles used must be purpose built for use with nitrous oxide. Electric devices used for raising the temperature of nitrous oxide bottles must be produced for that purpose by an industry manufacturer, and may not be modified in any way.
- b) **Nitrous Lines:** Must be outside of driver's compartment, except where the bottle is mounted in the driver's compartment, in which case the line must be plumbed outside the compartment as near as possible to the bottle outlet. Where lines pass converter or flywheel area, they must be encased in 3mm (1/8 inch) minimum thickness steel tubing. High pressure rated hose of minimum 1500 psi is required, and a sintered bronze filter, fit for purpose, must be fitted in the gas supply line.
- c) **Switching:** Both solenoids must operate from a common switch and the system must be capable of being switched off by three means: (1) when the throttle is closed; (2) by a special arming switch that provides power to the solenoids; (3) through the normal ignition switch.
- d) **Markers:** All vehicles using Nitrous Oxide must display special markers located on the outside of the vehicle, in the area where the supply bottle is located and in the top left corner of the front windscreen. The marker shall be a yellow diamond, with N2O printed in black letters. These are available from ANDRA.
- e) **Warning Light:** A prominent blue warning light must indicate when the system is armed.

4.1.13 Oil Systems.

All accumulators, dry-sump tanks, oil filters, oil supply lines, etc are prohibited in the drivers compartment. Oil pressure gauge and line permitted in the driver compartment, metal, steel braided or line manufactured for purpose mandatory. All vehicles fitted with any type of remote oil system must use industry standard braided lines or hosing meeting industry and manufacturers standards.

4.1.14 Superchargers

ANDRA recognises three forms of supercharging, these being belt driven, turbocharging and chemical / nitrous oxide (N2O). Each form of supercharging is directly related to relevant, specific requirements including safety and class regulations.

All vehicles equipped with belt driven superchargers must be fitted with a guard to prevent fuel line damage in the event of belt loss, except in cases where braided lines are used. All motorcycles fitted with belt driven superchargers must be fitted with a 3mm (1/8 inch) steel or 4.8mm (3/16 inch) alloy cover, or a ballistic blanket, to protect the rider in the event of supercharger failure. On all cars running quicker than 11.00 (1/4 mile)/7.00 (1/8 mile) Rootes type superchargers must be fitted with a front endplate of 6mm (1/4 inch) minimum thickness, a rear endplate of 7.62mm (.300 inch) minimum thickness, and supercharger restraints used in conjunction with aluminium shear bolts at the mounting face. Maximum overdrive will be calculated using the relevant ANDRA formulae and limits current at the time. Maximum overdrive for Rootes type units may not exceed 70%. Maximum overdrive for screw type superchargers with a rotor diameter greater than 216mm (8.5 inches) may not exceed 60%, maximum overdrive for screw type superchargers with a rotor diameter less than 216mm (8.5 inches) may not exceed 125%. T/F and F/C vehicles must be fitted with a supercharger restraint system meeting SFI Spec. 14.3. Screw type superchargers with a rotor diameter greater than 178mm (7 inches) must meet SFI Spec. 34.1. Maximum case length 400mm (16 inches), maximum case width 400mm (16 inches) and be fitted with a manifold burst panel meeting SFI Spec. 23.1. Screw type superchargers with a rotor diameter less than 178mm (7 inches) must comply with manufacturers specifications and recommendations. A restraint system meeting SFI Spec. 14.21 (including ballistic containment) mandatory on all Screw type superchargers used in all classes of competition. All other Screw Type superchargers with a rotor diameter greater than 178mm (7 inches) require supercharger restraints plus ballistic containment. Screw type superchargers not permitted in T/F or F/C. Cast supercharger pulleys are prohibited in ALL classes.

NB: Superchargers of a specification or design, revised in part or whole after 1/1/97, must be approved by ANDRA. All screw superchargers with a rotor diameter greater than 178mm (7 inches) must display current certification at the SFI Spec. 34.1 level. Certification is current for 3 years from date of successful inspection.

Size	Type	Formula
14/71	Standard	.00322 x cubic inches
12/71	Standard	.00339 x cubic inches
10/71	Standard	.00358 x cubic inches
16/71	High Helix	.00285 x cubic inches

Sport Compact Group Drag Racing - www.sportcompact.net.au

14/71	High Helix	.00300 x cubic inches
12/71	High Helix	.00313 x cubic inches
10/71	High Helix	.00334 x cubic inches

4.1.15 Throttle

Each car, regardless of class, must have a foot throttle, incorporating positive action return springs attached directly to the throttle-arm and must register a minimum pull of .9 kg (2lbs). A positive stop over-ride prevention must be used to keep linkage from passing over centre and sticking in an open position. Licensed hand throttles are permitted in Super Stock, Super Sedan and Super Street. All motorcycles must use a self returning twist grip throttle as a minimum. Where electronic throttle actuation is used the vehicle must retain the OEM ECU and maintain the appropriate safety/control features required for this technology. Top Fuel and Funny Cars required to use throttle stop during burnouts. Refer Section 3.24.

4.2 DRIVETRAIN

4.2.1.1 Auto Transmission/Protection

The following vehicles using automotive based automatic transmissions, must be fitted with an approved ballistic blanket, a protective shield fabricated from a minimum 6mm (1/4 inch) aluminium or 3mm (1/8 inch) steel offering 180 degrees of protection (pan rail to pan rail), mounted securely with two steel straps 3mm thick and 25mm wide passing under the transmission, or any transmission shield meeting SFI 4.1 installed to manufacturers requirements.

- All dragsters / alteredds / funny cars.
- All vehicles using transmission brakes.
- All supercharged vehicles (inc. nitrous oxide) with an ET quicker than 11.00 (1/4 mile)/7.00 (1/8 mile).
- All vehicles quicker than 10.00 (1/4 mile)/6.50(1/8 mile).

Any external shield or blanket must be removed from the vehicle for checking during the Technical Inspection.

4.2.1.2 Auto Transmission/Coolers

All vehicles fitted with a transmission cooler must use industry standard cooler lines and barbed fittings and correct clamps as a minimum. Rubber fuel line, or hosing not meeting industry standards for the application, is not permitted.

NB: Drivers of vehicles leaking transmission fluid due to the failure of pipes, hoses or fittings may be liable to a fine of up to \$500 and/or disqualification if the failure was due to incorrect assembly or the use of sub standard components. Where other than original torque converters are used, all mounting tabs and spacers must be suitably reinforced.

4.2.2 Automatic Transmission Shifters

All vehicles using an automotive based automatic transmission must be equipped with a positive reverse lockout, and a neutral start override. In cases where a remote starter motor is used, a neutral override is not required.

4.2.3 Clutch

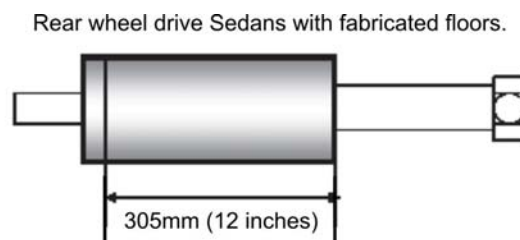
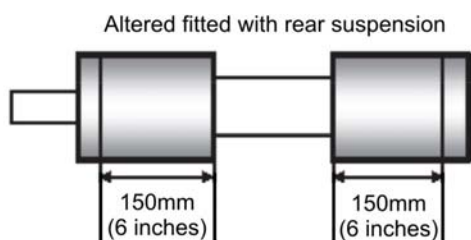
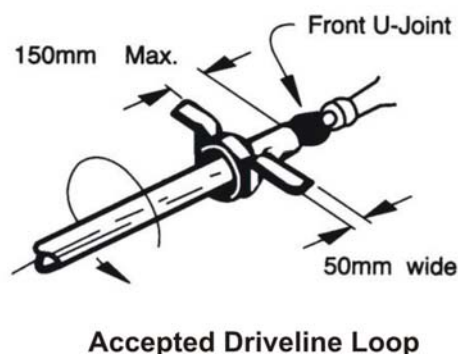
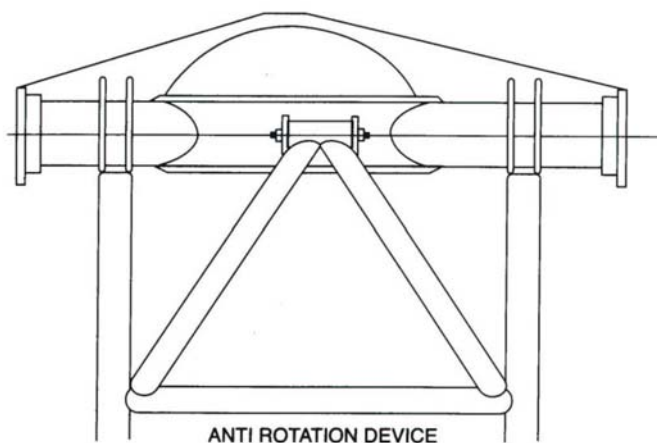
Cast iron pressure plates or excessively machined units of any material are not permitted. All cars except those fitted with a torque converter must be fitted with a foot operated clutch.

4.2.4 Drive Line/Protection

On any car in which the driver sits over or behind the rear axle centre or over the tailshaft/driveshaft and universal joints are used, a suitable 360 degree protective shield of 3mm (1/8 inch) steel plate or 1.27mm (.050") CM4130 must be installed, securely mounted to the rear axle centre and the frame, bellhousing or transmission in front of the joint. Where possible, couplers are recommended in place of universal joints. For straight couplers, the minimum requirement is 1.6mm (.063 inches) aluminium which must contain an inspection cover for removal and inspection of the coupler, securely mounted to the rear axle centre and the frame, bell-housing or transmission in front of the coupler, or as noted in class requirements. In place of a cross-member in the vicinity of the front universal joint, all rear wheel drive competition cars with elapsed times quicker than 13.00 (1/4 mile)/8.30 (1/8 mile), using open drive shafts, must have a retainer loop: 360 degrees of enclosure, 3mm (1/8 inch) minimum thickness and 50mm (2 inches) wide, or 22mm (7/8 inch) x 1.62mm (.065 inch) welded steel tubing, securely mounted and located within 150mm (6 inches) of the front universal joint for support of the drive shaft in event of universal joint failure. It is recommended that the loop be round to minimise loading. On rear wheel drive sedans with fabricated floors, the width and location of the loop should take into account the location of the front yoke and universal in relation to the driver. Rear wheel drive sedans with a fabricated floor where the drive line passes any part of the driver's body, must have the driveline enclosed in a 360 degrees tube made of 3mm (1/8 inch) steel plate or 1.27mm (.050") CM4130 as a minimum, be securely mounted to the frame or frame structure covering the front universal joint and extending rearward a minimum of 305mm (12 inches) from the centre of the joint and extending rearward a minimum of 305mm (12 inches) from the centre of the joint. An anti-rotation device is mandatory in any car where the driver sits over or behind the rear axle.

NB: A two piece driveshaft/tailshaft shield, made of 360 degree tubes of 3mm (1/8 inch) steel or 1.27mm (.050") CM4130 as a minimum, covering both front and rear universal joints and extending 152mm (6 inches) from the centre of each

universal joint, can be used on altered vehicles fitted with rear suspension.



4.2.5 Flywheel

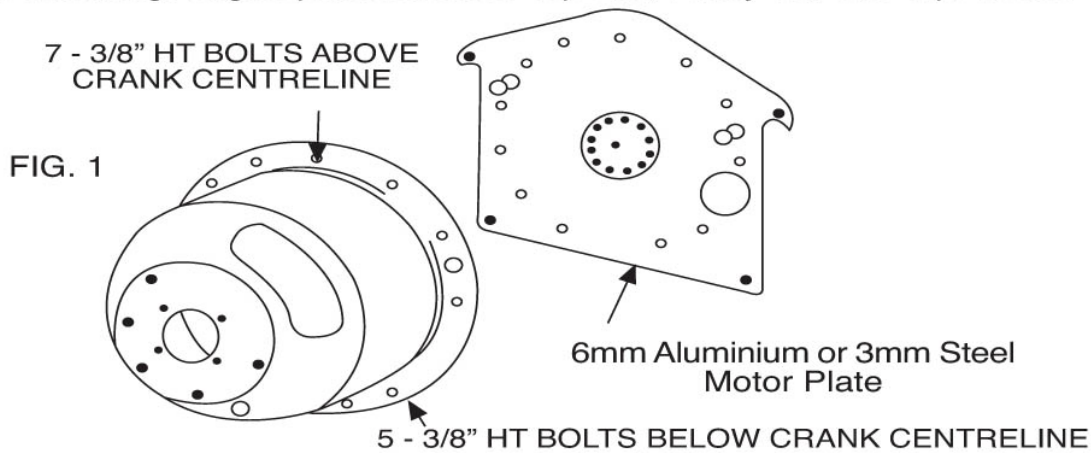
All cars in competition (with the exception of Junior Dragsters or sedan type vehicles slower than 10.99 seconds (1/4 mile) / 7.00 seconds (1/8 mile) must be fitted with either a steel or alloy flywheel. No excessively machined units of any material will be accepted.

4.2.6 Flywheel Shields / Bell-housings

The use of a properly constructed steel or titanium bell-housing is mandatory for clutch equipped vehicles in Top Fuel, Funny Car, Top Alcohol, Top Doorslammer, Pro Stock and Competition Eliminator. All other clutch equipped cars running quicker than 11.00 (1/4 mile) / 7.00 seconds (1/8 mile) are required to use a steel or titanium bell-housing or shield. A totally enclosing 360 degree, one-piece bell housing must be formed or fabricated entirely from 6mm (1/4 inch) steel plate and attached directly to the rear of the engine. Where used, flywheel shields must be constructed so they completely surround the clutch failure. The shield should be constructed from 6mm (1/4 inch) steel plate, and extend forward to a point at least 25mm (1 inch) ahead of the flywheel, and 25mm (1 inch) to the rear of the clutch and pressure plate. Shields must not be bolted to the bell-housing and should attach securely to the frame /chassis. All shields or bell-housings must be removed from the vehicle for checking during the Technical Inspection. An engine support strap made of steel or aircraft cable (chain not accepted) capable of supporting the rear of the engine in case of bell-housing failure is required on all cars, unless it is evident that the headers or frame rails will prevent the engine from dropping.

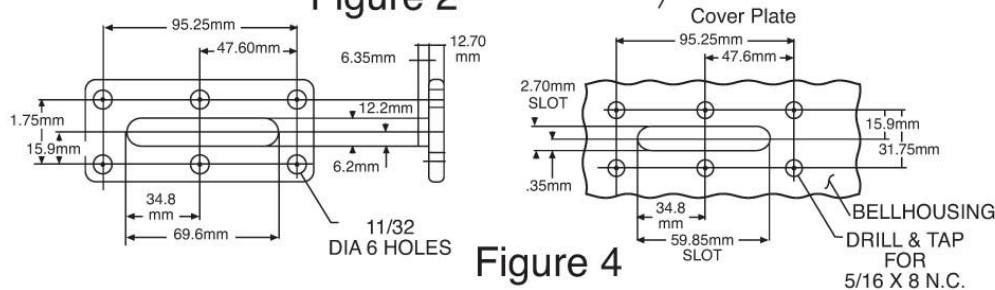
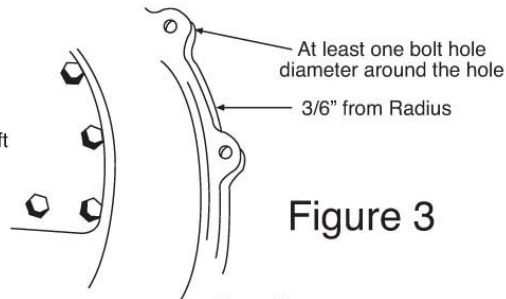
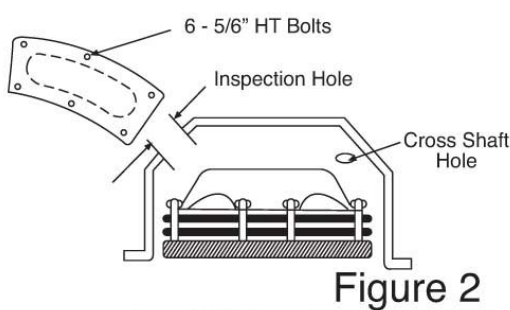
NB: Exceptions to this rule: Volkswagen and Porsche engine cars are not required to have a shield when the engine is normally aspirated and gasoline burning and running slower than 10.99 seconds (1/4 mile). Porsche engines must use a steel billet flywheel. All Volkswagen and Porsche engine cars utilising supercharging, turbocharging or NOS, and all other Volkswagen and Porsche engine cars running 11.00 seconds (1/4 mile) or quicker, where no protective steel or titanium bellhousing is commercially available may use a ballistic blanket meeting SFI 4.1 or a flywheel shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes; or must be equipped with a flywheel shield made of 1/4 inch minimum thickness steel plate, securely mounted to the frame or frame structure and completely surround the bellhousing 360 degrees.

Bellhousing / engine plate fitment for Top Fuel, Funny Car and Top Alcohol.



Additional Notes

- a) A minimum of twelve 10mm (3/8 inch) HT bolts must be used, seven above the crank centre line and five below (see Figure 1)
- b) Vent holes must be contained below crank centre line and are limited to a maximum of 25 sq cm (4 square inches).
- c) A clutch inspection/maintenance hole may be cut on the back face of the housing. The hole may not be longer than an area covering 90 degrees of the housing rear surface area. Housings with a radiused back may not have inspection/maintenance hole extending forward of clutch cross shaft or forward or rear most surface of pressure plate. The cover for the inspection hole must be at least 6mm (1/4 inch) thick steel and be fastened with at least six 8mm (5/16 inch) Grade 8 bolts (Figure 4).
- d) Starter pockets must be of same material and thickness as the bell-housing.
- e) Scalping of the bell-housing flange is accepted if material equivalent to one bolt hole diameter is maintained around each attaching hole and at least 10mm (3/8 inch) of material is maintained between the radius and the edge of the flange (Figure 3).
- f) Motor plate must be 6mm (1/4 inch) aluminium (T6 highly recommended) or 3mm (1/8 inch) steel of full coverage style with minimum hole for crank flange to pass through (Figure 1).
- g) Measurement access opening shown in Figure 4.



4.2.7 Rear Axle

Attention should be given to the potential handling problems created by a broken axle shaft when a locked differential or spool is used. Proprietary aftermarket axles produced for drag racing should be used in conjunction with these units. All cars in competition other than genuine street cars with original engines must be equipped with a satisfactory means of rear axle retention. A minimum of .090" steel bearing retainer is required. Full floating hubs are required in some classes including AA/MD, AA/MA, AA/HR, BB/MD, BB/MA, BB/HR, CC/MD, CC/MA, SC/O and all Supercharged cars quicker than 7.50 seconds (1/4 mile) / 4.90 seconds (1/8 mile). Refer to specific Classes for Regulations.

4.2.8 Transmission

Ballistic blankets are mandatory on all aftermarket planetary transmissions, in cars that are mechanically or chemically supercharged. All vehicles fitted with a transmission cooler must use industry standard cooler lines and correctly flared fittings (preferably barbed) and correct clamps as a minimum, rubber fuel line etc is not permitted.

NB: Drivers of vehicles leaking transmission fluid due to the failure of pipes, hoses or fittings may be liable to a fine of up to \$500 and/or disqualification if the failure was due to incorrect assembly or the use of sub standard components. Where other than original torque converters are used, all mounting tabs and spacers must be suitably reinforced.

4.3 BRAKES AND SUSPENSION

4.3.1 Brakes

Brakes must be in good working order. Two wheel hydraulic brakes (rear wheels only) are the minimum requirement. Four wheel hydraulic brakes are required on some vehicles as noted in class requirements. All Group Two sedans are required to have four wheel brakes as a minimum. Any car exceeding 170mph must be equipped with 280mm (11 inch) rear wheel discs as a minimum. If a hand lever is used the handle must be inside the driver's compartment. Brake lines must be routed outside the frame rail or enclosed in a 406mm (16 inch) length of 3mm (1/8 inch) minimum wall thickness steel tubing, securely mounted where line(s) pass the flywheel/bell-housing area and a flywheel shield is not fitted. All fixed brake lines must be steel. Any braking effect that is not directly generated by the driver or rider is prohibited.

4.3.2 Shock Absorbers

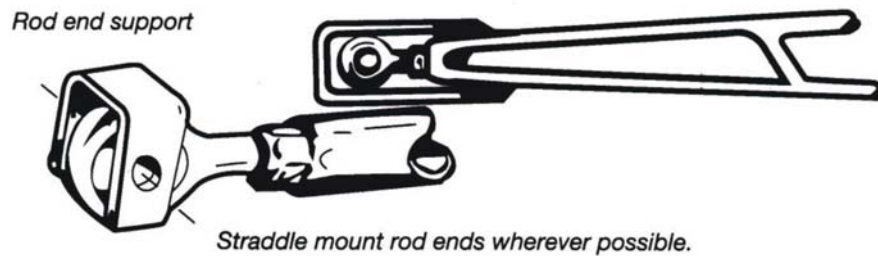
Unless otherwise specified, each car must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers must be either hydraulic or friction type, securely mounted and in good working order.

4.3.3 Steering

Each car's steering system may be inspected to determine its condition and must be considered safe by the Scrutineer/Auditor. Steering wheel play must be at a minimum. Drag link and tie-rods must be secured and keyed. All altered or modified steering systems may be closely checked for insecure welds and faulty parts. All rod ends must be a minimum of 10mm (3/8 inch) shank diameter, except in Junior Dragster where a minimum of 8mm (5/16 inch) will be permitted. The use of rod ends using grease nipples, or not suitable for racing applications for any other reason will not be permitted. The use of female rod ends is not permitted except in the installation of rack and pinion steering where a rod end is used to replace the original ball joint and no welding is involved. Rod ends must be installed with flat washers to prevent bearing pullout. All steering boxes, sectors and shafts must be mounted to the frame or suitable cross member and cannot be mounted in any case to the bell housing or shield. Any vehicle with a beam axle and rack and pinion steering must have the rack mounted on the axle with a universal joint steering shaft. The length of shaft forward of the joint must be equal to, and travel through the same arc as the radius rods locating the axle.

4.3.4 Suspension

All cars must have a full suspension of type produced by automobile manufacturers (ie. springs, torsion bars, etc.). Rigid-mount front/rear axles are permitted where indicated by class requirements. All rod ends where used must be installed with flat washers to prevent bearing pull out. All rod ends must be a minimum of 10mm (3/8 inch) shank diameter, except in Junior Dragster where a minimum of 8mm (5/16 inch) will be permitted. The use of rod ends using grease nipples, or not suitable for racing applications for any other reason will not be permitted. The use of female rod ends is not permitted in suspension components. Where more than one pair of radius rods are used to locate the front axle, rods must be of the same length. The front support of ladder bars must have a support (see illustration) in case of rod end failure. Four link suspensions must be equipped with some adequate form of retention to prevent dropping of suspension arms onto ground in event of joint failure.



4.4 FRAME

4.4.1 Alignment

Each car in competition must have sufficient positive caster incorporated into the front suspension alignment to ensure proper handling at all speeds.

4.4.2 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 or above the height of the rear tyre/s. No liquid or loose ballast permitted. All vehicles are limited to a maximum of 90.7 kg (200 lbs) removable ballast or less as stated in individual class regulations. Removable ballast must be securely mounted to the frame, or frame structure by at least two 13mm (1/2 inch) minimum diameter steel bolts for each 45kg (100 lbs) of weight. Recommended forms of ballast are heavy gauge steel floors; frame reinforcing cross members or the addition of safety equipment such as roll bars or cages. All ballast not welded directly to the vehicle will be considered removable ballast for the purpose of the rules.

4.4.3 Frame / Chassis

All new fabricated chassis or repairs must be inspected in an unpainted state by an ANDRA Technical Inspector, and the comments noted in the Vehicle Log Book. All butt welds must have visible reinforcement and excessive grinding of welds is not permitted. No section of the frame may be electroplated.

NB: Any vehicle where the frame or chassis undergoes major repairs or modification, or replacement, will see the onus for notification to officials on the Log Book holder. Failure to advise officials will be considered a false declaration.

4.4.4 Ground Clearance

All cars are required to maintain a minimum of 75mm (3 inches) ground clearance from the front of the vehicle to 305mm (12 inches) behind the centerline of the front axle, and 50mm (2 inches) for the remainder of the vehicle except for engine sumps and containment, and exhaust headers. Motorcycles must have a minimum of 50mm (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.

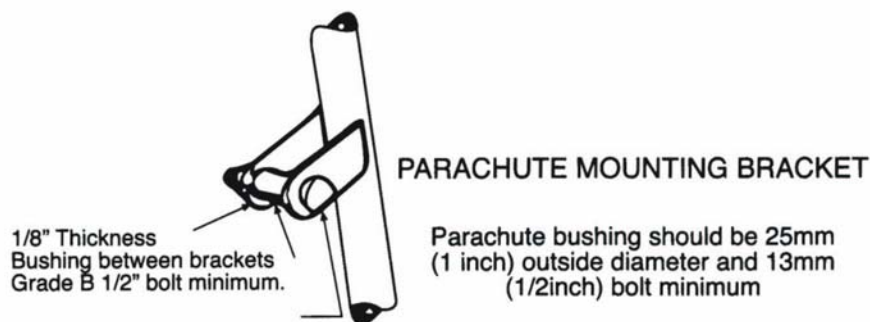
4.4.5 Nuts and Bolts

The use of ultra high tensile fasteners in areas where lateral impact may be experienced is not permitted. Electroplating of fasteners used in suspension, steering, brake, bell-housing and other high stress applications is not permitted.

4.4.6 Parachutes

All cars exceeding 130 mph (208 kph), or 140 mph (224 kph) where four wheel brakes are used, must be fitted with a braking parachute specifically designed for drag racing, produced by a recognised manufacturer of such equipment. All cars exceeding 200 mph (320 kph) must be fitted with dual parachutes with separate attachment points for shroud lines. Scrutineers/Auditors will inspect the proper operation of parachutes, and the condition of the canopies, shroud lines and pilot chutes at every event. A separate release cable, solidly mounted within 25mm (1 inch) of the lever or ring, must be used for each chute. Parachutes may be deployed separately. Where nitro-methane is used as a fuel, the parachute pack and exposed shroud lines should be protected with fire resistant material. In all instances of parachute use the chute must be seen to be deployed by the end of the speed traps. Failure to comply with this ruling may lead to a warning or reprimand. Continued offences may lead to further action. Failure to deploy a chute under competition conditions where considered necessary by ANDRA Stewards is regarded as faulty vehicle preparation. Shroud line attachment points must be a minimum of one inch in diameter.

NB: In all cases where parachute/s are required, a clearly visible, brightly coloured ribbon/flag must be attached to safety pins or devices used to prevent opening of the parachute/s during pre race preparation.



4.4.7.1 Group Two, Three and Four Sedans, Pro Stock, Hot Rod (closed), Off Street.

- Street registered open cars slower than 12.99 seconds (1/4 mile)/8.50 (1/8 mile).
Sport Compact Group Drag Racing - www.sportcompact.net.au

- **Open cars complying with relevant CAMS regulations.**
- **Cars with fixed steel roofs slower than 10.99 seconds (1/4 mile)/7.00 (1/8 mile) with unmodified monocoque construction. (Refer Definitions).**

No roll bar required.

- **All sedans or sedan based vehicles running between 11.00 and 11.99 (1/4 mile)/7.00 and 7.70 (1/8 mile) with modified monocoque construction (Refer Definitions).**
- **Street registered open cars running between 11.00 and 12.99 (1/4 mile)/7.00 and 8.50 (1/8 mile).**

Single rollover hoop covering the full width of the driver's compartment with two backstays and a side intrusion bar of welded construction constructed to ANDRA requirements as a minimum. (Figure 1). Utilities may use a four point roll cage with intrusion bars / diagonals on both sides. Roll cages fabricated from aluminium will be permitted in sedans with fixed steel roof slower than 11.00 seconds (1/4 mile)/7.00 (1/8 mile), where the original monocoque construction of the vehicle is unaltered.

- **Street registered cars with a fixed steel roof and unmodified monocoque construction running between 10.00 and 10.99 (1/4 mile)/6.50 and 7.00(1/8 mile) and/or less than 140 miles per hour (225 kph).**

Single rollover hoop covering the full width of the driver's compartment with two bolted backstays and a bolted side intrusion bar constructed to ANDRA requirements as a minimum. (Figure 1, Figure 3). Utilities may use a four point roll cage with intrusion bars / diagonals on both sides and single diagonals in the roof and main hoop. [A removable taxi-bar may be used but must constructed as per ANDRA requirements. \(Plans are available upon request\)](#)

- **Street registered cars with a fixed steel roof and unmodified monocoque construction running between 8.000 and 9.999 (1/4 mile)/ 5.000 and 6.25 (1/8 mile) or slower.**

Full roll cage mounted at a minimum of six points (Figure 2) with removable side intrusion bars. The intrusion bars must be the same diameter and thickness as the main roll cage hoop and must be attached using 3/8 inch (10mm) bolts as a minimum. Male or Female clevis attachment permitted. Male clevis must use two 1/8 inch (3mm) minimum thickness brackets welded to each roll cage upright. Bolts must be within 8 inches (200mm) of the vertical portion of both the forward and main hoops. A half cup backing device must be welded to the vertical portion of the main hoop (inward side) or the upper end of the swing out bar (outward side), minimum 1/8 inch (3mm) extending past the centre of the bolts by the diameter of the tube. Sliding sleeves with minimum 2 inch (50 mm) engagement are permitted in lieu of the upper cup. All bolt/pin holes in the swing out bar must have at least one hole diameter of material around the outside of the hole.

- **All other sedans, sedan based or open vehicles running 10.99 (1/4 mile)/7.00 (1/8 mile) and quicker.**

Full roll cage mounted at a minimum of six points (Figure 2). Sedan type vehicles that are constructed in such a way that the body could separate from the chassis/roll cage in an accident, mesh or net of a maximum 3 inch (75mm) is required to be fitted to the roll cage over the driver's head to retain the driver's limbs within the cage area in the event of a roll over.

NOTES ON SEDAN ROLLOVER PROTECTION

Roll Bar/s:	41.3mm (1 5/8 inch) diameter tube with a wall thickness of 2.9mm (.116 inch), or 44.45mm (1 3/4 inch) x 2.6mm (.102 inches) as a minimum (mild steel), or 1 5/8" x .083" CM4130 or R531.
Rear Stay Bars:	If 1 5/8" (.116"), two bars of any length minimum. If 1 1/2" (.116"), 760mm (30 inch) or less, and must attach within 125mm (5 inch) from top of main hoop. If 1 3/8" (.116"), minimum of 4 bars. At least 2 bars must attach to horizontal portion of main hoop. If 1 1/4" (.116"), minimum of 6 bars. At least 2 bars must attach to the horizontal portion of the main hoop.
Side/Cross Bars:	31.8mm (1 1/4 inch) diameter tube with a wall thickness of 1.9mm (.075 inch) as a minimum (mild steel), or 1 1/2" x .065" CM4130 or R531.
Mounting Points:	Mounting points not compatible in strength with the roll bar material should be reinforced with a steel plate of at least 56 sq cm (9 square inches), welded or using four 10mm (3/8 inch) bolts.

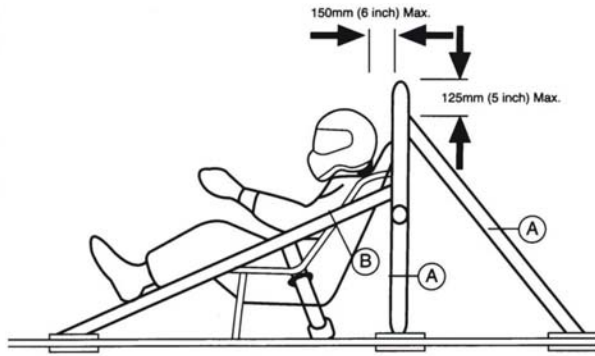


FIGURE 1 - SEDAN ROLL BAR

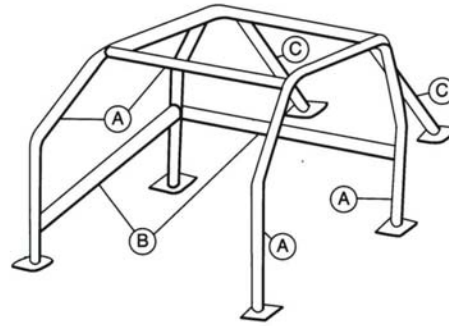
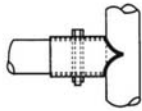


FIGURE 2 - SEDAN ROLL CAGE



Where bolted connections are permitted, all bolts should pass through welded sleeves in tube sections to prevent crushing or elongation, and be fitted with locknuts.

A welded flat surface should be used under the head of each bolt and nut, where they bear on a tube section. A minimum bolt diameter of 10mm (3/8 inch) must be used.

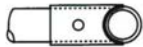


FIGURE 3 - BOLTED ROLLBAR JOINT (Where Permitted)

	CM / 531	Mild Steel
A	1 5/8 x .083"	1 5/8 x 2.9mm (.116") min. or 1 3/4 x 2.6mm (.102") min.
B	1 1/2 x .065"	1 1/4 x 1.9mm (.075") min.
C1	1 5/8 x .083"	1 5/8 x 2.9mm (.116") min. or 1 3/4 x 2.6mm (.102") min.
C2	1 1/2 x .058"	1 1/2 x 2.9mm (.116") min.
C3	1 3/8 x .049"	1 3/8 x 2.9mm (.116") min.
C4	1 1/4 x .049"	1 1/4 x 2.9mm (.116") min.

4.4.7.2 Dragster / Funny Car / Altered / Hot Rod (open) - Groups Two and Three

Refer traditional ANDRA Rule Book.

4.4.7.3 Dragster / Altered / Funny Car / Top Doorslammer - Group One

Refer traditional ANDRA Rule Book.

4.4.7.4 Roll Bars / Cages - General Regulations

- Unless specified otherwise, all steel tube shall be round in section of minimum sizes as set out below, electrical resistance welded to S 1450 - 1974 (Circular and Non-Circular Steel Tubes for mechanical and general engineering purposes).
- All new fabricated chassis must be inspected in an unpainted state by an ANDRA Technical Inspector, and the details listed in the Vehicle Log Book. Tubing that does not bear CM4130 markings will not be accepted as such. Where R531 tube is used, documentation should be provided. All welding of CM4130 or R531 must be by the TIG process. Electric resistance or TIG welding is recommended for mild steel tube, and is mandatory for the attachment of roll cage sections.
- Where bolted connections are permitted, all bolts should pass through welded sleeves in tube sections to prevent crushing or elongation, and be fitted with locknuts. A welded flat surface should be used under the head of each bolt and nut, where they bear on a tubing section. A minimum bolt diameter of 10mm (3/8 inch) must be used.
- In all cases where rollover protection is required the main hoop must be inside the driver's compartment.

4.4.8 Stress

Any vehicle having stress that is concentrated at a central point on the frame/chassis by the location of engine mounts, engine support straps, roll bars, roll bar braces or rear-end assembly is required to have a reinforcing gusset or brace to distribute stress over at least a three foot (910mm) area to relieve critical stress build up or frame/chassis fatigue at such points of component intersection.

4.5 TYRES AND WHEELS

4.5.1 Three Wheeled Vehicles

Three-wheeled vehicles are permitted only in Exhibition Section and only if driven by pure thrust.

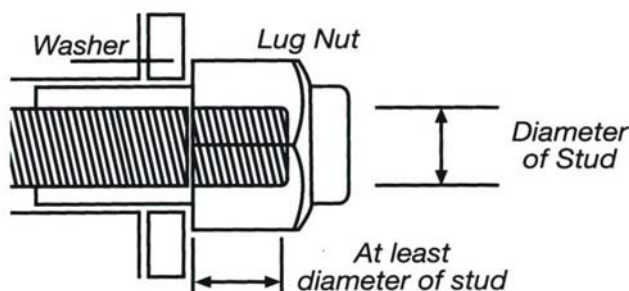
4.5.2 Tyres

Tyres must be considered free of defects prior to any run. All treaded tyres must have a minimum tread depth of 1.6mm (1/16 inch). In classes with tyre width limits, the tread surface will be measured in all cases. All vehicles exceeding 160 mph (255 kph) are required to use tyres specifically built for drag racing use. Only dragsters, alters and motorcycles may use motorcycle

tyres. Cars quicker than 12.50 (1/4 mile)/8.00 (1/8 mile) using independent front suspension and cross-ply rear slicks are not permitted to use radial front tyres. Metal valve caps are required on all wheels. Retreading of any tyre on any vehicle quicker than 12.50 (1/4 mile)/8.00 (1/8 mile) or unsafe modification of racing tyres is not permitted.

4.5.3 Wheels

Hub-caps and clip-on trims must be removed during all competition. Scrutineers may check for loose wheel nuts and cracked or damaged wheels. Each car must be fitted with automotive type wheels with a minimum diameter of 12 inches (304.8mm) unless class regulations permit otherwise. Rim width for sedans is a minimum of 3 inches (76.2mm). The use of automotive wire wheels and centre-lock devices is restricted to cars on which they were originally fitted. Automotive type wire wheels or motorcycle wheels are prohibited on vehicles in Altered classes. Each wheel stud must protrude past the outer face of the wheel by a distance no less than the diameter of the stud used. The thread engagement on all wheel studs to the lug nut must be equivalent to or greater than the diameter of the stud. Length of the stud does not determine legality, length of engagement between the stud and hex portion of the lug determines legality. (eg. A 7/16-inch stud must be completely engaged through the threads in the hex portion of the lug nut a minimum of 7/16-inch). All cars quicker than 11.00 (1/4 mile)/7.00 (1/8 mile) must be fitted with open ended wheel nuts. Factory alloy wheels may use original wheel nuts/studs. Motorcycle or lightweight racing wheels must use spokes with a minimum diameter of 1/8 inch (3.2mm), properly cross laced to provide maximum strength. All spoke holes in hub and rim must be used.



4.6 INTERIOR

4.6.1 Upholstery / Seats

The driver's seat in any car in competition must be constructed, braced, mounted and upholstered in such a way that it will give full back and shoulder protection to the driver in the event of a car upset, spin-out or collision. The driver's seat must be supported and secured on the bottom and back by the frame or crossmember. Except where original floors/mounts are used, seats may not be secured to floors or sub floors. Recognised racing seats may forgo the external bracing when construction offers sufficient internal or external support, fibreglass or similar seats must be externally braced with a minimum of 13mm (1/2 inch) steel tube frame work.

NB: A purpose built racing seat is required in all vehicles with a known performance or a class record quicker than 10.00 seconds (1/4 mile) or 6.50 seconds (1/8 mile).

4.6.2 Window Nets

Where arm restraints are not used in sedans with an ET quicker than 11.00 (1/4 mile)/7.00 (1/8 mile), a ribbon type window net must be fitted between the side and top bars at the drivers window, and must be permanently attached at the bottom edge.

4.7 BODY

4.7.1 Airfoils / Wings

Airfoils, canards, wings and spoilers other than original factory equipment are permitted on open vehicles and supercharged sedans, subject to class regulations. Adjustment or movement of any aerodynamic device during a run is prohibited. All devices must be securely supported and mounted. Top Fuel wing supports must comply with SFI 2.3H. Refer Definitions.

4.7.2 Competition Numbers

A permanent ANDRA Competition Number cannot be placed on a vehicle unless the driver/rider is the holder of a permanent ANDRA Licence. **The ANDRA Competition Number displayed on the vehicle must be the ANDRA Licence number of the driver or rider at the time.** No two vehicles in Australia may display the same number, except in the case of National Champions or place getters in Group One championships. Where a person owns more than one vehicle, additional Log Books will be issued in that owner's name and membership number. Divisional licences do not carry a permanent number and these "casual" entrants are issued with a temporary number in excess of 5000. **Numbers and class designation must be of sufficient size and contrast to be easily distinguished from the control tower and displayed on both sides of the vehicle. Minimum size of numbers for all vehicles is 150mm x 25mm (6 inches x 1 inch) thick, although numbers and class designation on front windcreens may be smaller. Class designation should be a minimum of approximately 50% the size of numbers.** Junior Dragster licence holders 10 years or younger will be issued with a four digit competition number in the 8000 series from 1/9/2005.

4.7.3 Door Attachment

Where "quick release" door hinges are used on sedan type vehicles, a positive retaining device must be fitted to prevent accidental detachment of the door from the hinges.

4.7.4 Firewalls

All cars must be equipped with a flame/fuel proof firewall extending from side to side of the body and from the top of the engine compartment upper seal (bonnet, cowl or deck) to the bottom of the floor and/or belly-pan. Firewalls on supercharged vehicles are to be constructed of aluminium of at least 1.6mm (.062 inches) thickness or steel/chrome moly of at least .9mm (.036 inches), normally aspirated vehicles may use steel of a minimum .6mm (.024 inches) or aluminium of a minimum .82mm (.032 inches). Fibreglass or magnesium is not acceptable. Firewall must be so constructed as to provide an isolating bulkhead between the engine and driver's compartment. All holes or openings must be sealed with metal or other flame resistant material.

4.7.5 Floors

All cars not having floors must be equipped with floor panels made of steel or aluminium which must extend the full length and width of the driver's compartment to the rear of the driver's seat. Passenger floors may use suitably mounted composite material except where passengers are carried. Cars equipped with bellypans made of fibreglass or other breakable material must have metal subfloors. Bellypans and subfloors enclosing engine or driver's compartment must contain suitable drain holes so that liquids and foreign matter cannot collect and create a fire hazard.

4.7.6 Latches

Where a vehicle body must be raised for driver access, the latch must be located in the centre of the front face of the body. On other vehicles, a 75mm (3 inch) diameter circle in a contrasting colour is required to indicate the positioning of all latches used to secure engine covers. Reflective tape is acceptable. Where external hood pins are used this requirement will be waived.

4.7.7 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 & remain visible until the vehicle leaves the braking area. Strobe, high intensity, infrared, flashing, photo sensitive or other light emitting/receiving devices prohibited.

4.7.8 Windscreens

On open bodied cars, or any other car permitted to enter competition without a windshield, a metal, plastic or Plexiglass deflector must be installed. The deflector should be so constructed that it will divert wind, liquids, foreign matter, etc. over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's forward view.

4.7.9 Windshield and Windows

Windshields and/or windows on all competition cars, when listed under class requirements, must be of shatterproof material, safety glass or Plexiglass. Other than factory tint, front windscreens must be clear on all vehicles. Tinting of side windows must not prevent visibility of driver through side windows at night events. Where funny cars have full side windows fitted, a six inch diameter opening must be provided to facilitate access from outside the vehicle.

4.7.10 Weight Distribution

Each car must have an adequate percentage of its weight carried on the front wheels to ensure proper handling ability at all times. Additional front-end weight may be required by the Scrutineer/Steward on cars experiencing wheel stands or carrying the front wheels during acceleration.

4.8 ELECTRICAL / CONTROL

4.8.1.1 Batteries

All wet cell batteries must be located outside of the driver or passenger compartments and must be securely mounted. Unless otherwise specified in class regulations, any number of batteries may be fitted, provided the combined weight of all batteries does not exceed 68kg (150 lbs). A 75mm (3 inch) equilateral triangle, coloured blue, or another contrasting colour where necessary, is required on all vehicles fitted with a wet cell battery or batteries to accurately indicate their location/s.

4.8.1.2 Battery Isolation Switch / Master Cut Off

All competition cars quicker than 12.00 (1/4 mile) / 7.70 (1/8 mile), or any vehicle where the battery has been relocated, require a battery isolation switch / master cut off. 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". This is highly recommended for all other vehicles. It is also required that sedan 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 to a safe area. Switches and/or controls must be located in close proximity to the battery on all vehicles.

4.8.2 Delay Devices

Any device installed for the express purpose of creating a delay between release of the brake, clutch, transmission brake or line lock button and movement of the vehicle from the staging beam, is prohibited in Groups One and Two. Delay/crossover devices which are operated by a function of the driver are permitted in Groups Three and Four. Delay devices and throttle stops are not permitted in Supercharged Outlaws, Super Street and Modified Bike.

4.8.3 Ignition

All vehicles in competition must have a positive action ignition switch in good working order, located within easy reach of the driver or rider. Magneto button type switches are not permitted. Magneto wiring must be routed outside the frame rail or enclosed in a 400mm (16 inch) length of 3mm (1/8 inch) minimum wall thickness steel tubing when passing near the flywheel/bell-housing area.

4.8.4 Self Starting

All vehicles are required to be self starting. Once a pair of vehicles is considered to be in the hands of the Starter, any attempt to re-start a stalled vehicle using outside assistance is expressly forbidden. Tow starts, push starts, or the use of rollers are not permitted. All remote starting devices must be fitted with guards over chain/gear drives and electrical connections, to prevent contact with limbs or clothing.

4.9 SUPPORT GROUP

4.9.1 Burnouts

No person is permitted to hold or touch vehicles during burnouts. No vehicle is permitted to do U turns after a burnout and all persons performing burnouts on motorcycles must wear the appropriate protective clothing. At Championship level, where sufficient space is available between the water area and the startline, track preparation should be sufficient that all classes except Top Fuel and Funny Car will be limited to crossing the startline once under power during the burnout procedure. No person is permitted to touch a vehicle during a burnout.

NB: Once a vehicle has fired and moved, touching the vehicle in any way is not permitted unless a crew person or official is in clear view of the driver or rider, to signal instructions.

NB: Where a vehicle breaks on the burnout, coming to a halt beyond 30.48m (100ft) from the startline, the track must be cleared before racing resumes.

4.9.2 Computer

Except where class regulations permit the use of reactive equipment such as RPM, pressure or timer activated devices (which must be pre-set before a run), fuel or vehicle management functions, no vehicle may be equipped with a data processing device (electronic, electrical, mechanical or other), that analyses any function of vehicle operation during a run, and effects any direct adjustment or limit. No vehicle may have any function operated remotely from outside the vehicle. Traction control prohibited.

Note: Except where permitted by class regulations, any competitor found to be employing reactive traction systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.

4.9.3 Data Logging / Recording

Data logging/recording devices may be used to record the functions of a vehicle permitted under class regulations, providing they do not activate any function on the vehicle. The activation or use of any port, connection or function with output capability on any data logging device to control or influence any part of a vehicle during a run (e.g activation of solenoids or servos, control of ignition timing or fuel flow etc) is prohibited. Wiring of any data logger/recorder must be fully visible and traceable by the ANDRA Officials. Devices may be removed, or related configuration software downloaded, at any time at the discretion of the ANDRA Officials.

Note: Except where permitted by class regulations, any competitor found to be employing reactive traction systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.

4.9.4.1 Fire Extinguishers

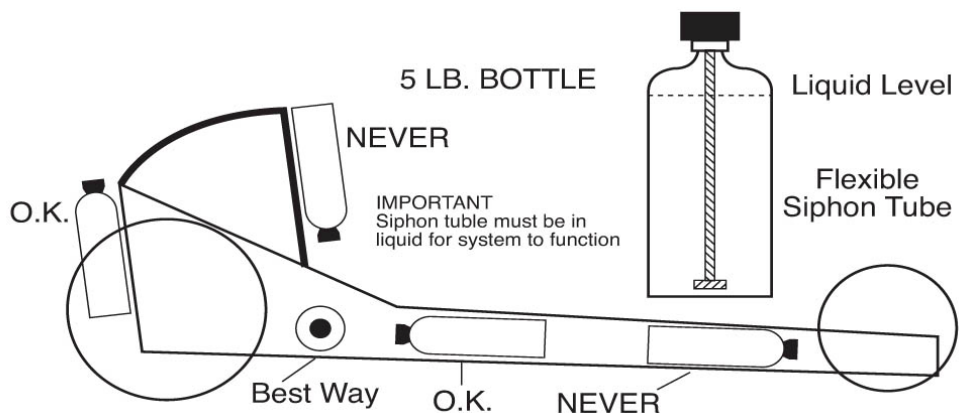
[The Federal Governments Ozone Protection and Synthetic Greenhouse Gas Management Act 1989 and the subsequent Federal Ozone Protection and Synthetic Greenhouse Gas Regulations of 1995 banned the possession and/or use of Halon \(BCF\) fire protection systems.](#)

Although each track is required to provide adequate fire protection equipment, each participant or vehicle crew is required to have a loaded, serviceable fire extinguisher in their possession, carried in the tender vehicle or otherwise available for immediate emergency use. Dry chemical type extinguishers (1.2kg/2.5 lbs minimum size) are recommended. Front engined Top Fuel dragsters, and any supercharged vehicle with an enclosed fibreglass or composite body running quicker than 8.99 (1/4 mile), are required to carry an on-board fire extinguisher system, with a minimum capacity of 9kg (20 lbs), using one of the following suppression agents;

- Alcohol Type Concentrate (ATC) foam,
- Cold Fire 302,
- Fire X plus.

Systems must be designated as fit for purpose and installed in accordance with the manufacturer's instructions. Systems must be activated by mechanical means. Systems must be fitted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver, with the system divided so that no more than two thirds of the agent is dispersed into the engine compartment by means of nozzles placed in front of each bank of exhaust headers and directed at the engine. The remaining one third should be dispersed into the driver's compartment by means of a nozzle(s) placed near the steering column

and directed at the driver as per manufacturer's recommendations. Upon activation the contents of the bottle(s) must fully discharge, partial discharge bottles prohibited. **The use of halons is not permitted.** Competitors requiring information on options should contact ANDRA.



4.9.4.2 Fire Systems – On Board

From 01/09/2006 all fire bottles used in on board flooding systems will require inspection and certification by a recognised authority every two years.

4.9.5 Guide Persons

Persons responsible for guiding vehicles back from burnouts must be formally listed as team members, must complete the ANDRA Acknowledgement of Risk statement, and be issued with relevant passes. The onus to ensure that this requirement is met, and all associated responsibilities, lies with the relevant competitor.

4.9.6 Jacks and Safety Stands

No work may be done under any car during any event while the car is supported by a jack only. Additional safety devices such as jack stands must be used. Failure to observe this rule is grounds for instant disqualification. The onus to ensure that this requirement is met, and all associated responsibilities, lies with the relevant competitor.

4.9.7 Lifting Devices

Any device used for raising a vehicle's drive wheel/s off the racing surface in the staging area is prohibited. Engines may not be started while driving wheels are raised and not supported by adequate jack stands.

4.9.8 Radio Communication

Radio communication between the driver and any person outside the vehicle is only permitted in Pro Turbo, Pro Compact, [Outlaw 10.5](#) and [Modified Compact](#). Communication devices added to a helmet should be approved as part of the original helmet certification. Any subsequent additions or modifications to facilitate communication may invalidate the helmet certification.

4.9.9.1 Support Vehicles/Crew

Any vehicle apart from the race vehicle required by a competitor in the paddock area shall display the Competition Number of the race vehicle. Apart from Junior Dragsters for which they are properly licenced, persons driving or riding any motorised vehicle within the confines of the event property are required to hold a provisional civil driver's licence as a minimum. Other than vehicles recognized as track, tender, service, official or race vehicles, only full size production two or four wheel motorcycles or scooters capable of civil registration or golf buggies will be permitted in any area of the venue. Where motorcycles are used, a helmet meeting AS/NZ 2063 as a minimum must be worn by all riders where the vehicle exceeds 10 kph. All vehicles must have a working head and tail light and an audible warning device. The use of "pocket" or "monkey" bikes, non-motorised scooters or other motorized, wheeled devices is prohibited.

4.9.9.2 Support Vehicles/Passengers

All crew members must be seated completely within the vehicle cab or truck bed of tender vehicles. It is unacceptable for crew members to stand on bumpers or running boards or ride on tailgates, open or closed. All cabin doors must be fully closed while the vehicle is in motion. Failure to comply will be considered an unsafe working practice and may result in disqualification. The onus to ensure that this requirement and all associated responsibilities are met lies with the relevant competitor. Apart from participation of minors in ANDRA Junior Competition, as drivers or crew members, the minimum age for participation is fourteen (14) years old.

4.9.9.3 Support Crew Apparel

The wearing of motorcycle club colours in conjunction with leathers or otherwise is expressly forbidden. Participants wearing motorcycle club colours will not be permitted to be issued with Restricted Area wristbands

4.9.10 Technical Inspections

The following vehicles must undergo Technical Inspection every two years.

- All dragsters / altereds / funny cars.
- All sedans quicker than 11.00 seconds (1/4 mile)/7.00 seconds (1/8 mile).
- All motorcycles quicker than 10.50 seconds (1/4 mile) or 6.70 (1/8 mile) other than road registered production motorcycles with unaltered swing arms slower than 9.99 seconds (1/4 mile) or 6.40 seconds (1/8 mile).
- All motorcycles with a modified swing arm, frame or brakes.
- All vehicles in the Exhibition category.
- Any other vehicle deemed necessary by ANDRA Officials or Event Scrutineers.

ANDRA Technical Inspections concentrate on construction and fixed safety related features of the vehicle not readily accessible during Event Scrutineering. **Bell-housings and automatic transmission shields will be inspected off the vehicle.** Evidence of Technical Inspection will be shown by the display of a current chassis/frame sticker on the vehicle, and the appropriate notation in the Vehicle Log Book. One or two days will be scheduled annually in each Division when inspections will be carried out, or special arrangements may be made for a fee, through the relevant Division Director. All vehicles without a continuous Technical Inspection history must undergo inspection as a new vehicle. **Failure to observe this rule is grounds for instant disqualification.**

Chassis / Frame Inspection: Any vehicle where the frame or chassis undergoes major repairs or modification, or replacement, will see the onus for notification to officials on the Log Book holder. Failure to advise officials will be considered a false declaration.

4.9.11 Warm Up Procedure

Any time the engine of a vehicle is started, whether in the pits, staging lanes, or elsewhere, a competent Driver/Rider must be at the controls. When the drive wheels of a vehicle are raised and the engine is running, **the vehicle must be adequately supported by jack stands.** This does not apply to motorcycles where a suitable work stand is used. Refer Jack / Safety Stands.

4.10 DRIVER / RIDER

4.10.1 Appearance

Vehicles participating in drag racing events must be presentable at all times. Those that are considered improperly prepared may be rejected by the organisers. The appearance of personnel attending competing vehicles is equally important, and should be subject to the same consideration.

4.10.2 Arm Restraints

Arm restraints, attached to the forearms and adjusted so that the driver's **arms cannot extend beyond the confines of the roll cage and shoulder hoop, or as specified fully by the manufacturer, are mandatory in all Funny Cars and open cars, and may be used in place of window nets in sedan type vehicles.** Arm Restraint Systems must be manufactured for the purpose of motor sport and Arm Restrain Systems complying with SFI 3.3 will be required from 1/9/2009.

4.10.3 Credentials

These Credentials apply to ANDRA Sanctioned events.

Each Driver/Rider of a vehicle entered in any Event conducted under an ANDRA Event Permit must hold the necessary licences, Log Books or Membership as specified in these rules. Proof of ownership (registration papers, etc.) or the owner's written permission to enter the vehicle, may be requested. All competitors except those issued with Junior Competition Licences must also have proof of having passed a civil drivers licence test. All credentials are subject to inspection during Event Scrutineering/ESP or to spot check by ANDRA Stewards. Entrants in the Australian Group One Championships and any Australian Drag Racing Series round must hold a permanent ANDRA Drag Racing Licence at the appropriate level.

Licences

ANDRA Racing Credentials will only be issued to current members of ANDRA, except in the cases of Super Street or Junior Competition Licences where Associate Membership is included, or the Divisional Drag Racing Licence where Associate Membership is bestowed on the holder for the duration of the ANDRA Event for which the licence is valid. Full Membership is available to corporations and other groups for the purpose of holding an ANDRA Vehicle Log Book. **All competitors taking part in any drag racing event staged under an ANDRA Event Permit are required to be in possession of a valid and current ANDRA Drag Racing Licence, or current ANDRA Membership, either permanent or temporary, where a permanent licence is not required. GST is payable on ANDRA Licences, Log Books and Memberships.**

During the 2008/2009 season, the ANDRA Injured Drivers Benefit Fund Levy will continue to be applied to all ANDRA Licences. The IDBF Levy of \$11, will be applied to Group One, Unlimited, Super Street and Junior Competition Licences. Divisional Licences will attract an IDBF levy of \$1.10, making the total cost \$5.00 per event. In order to hold any ANDRA Licence, a person must have held a full civil driver's licence. Provisional licences will entitle their holders to apply for ANDRA Racing Credentials, but learner's permits or licences are not acceptable. Holders of ANDRA Licences at the Group One or Unlimited levels must be Full Members of ANDRA. The issuing of a Super Street Licence confers ANDRA Associate Membership on the holder for a period of twelve months. Obtaining a Divisional Drag Racing Licence confers Honorary ANDRA Membership upon the holder at the Associate level, for the duration of the event for which it is valid.

1.1 Divisional Drag Racing Licence (DDL)

This licence is required by any person who is not a Member of ANDRA who does not need a permanent ANDRA Drag Racing Licence for vehicles 12.00 seconds ¼ mile (7.70 1/8th mile) and slower, or 10.50 seconds and slower on a motorcycle, other than a registered road going motorcycle with an altered swing arm faster than 10.00 seconds (¼ mile) 6.40 seconds (1/8 mile). The DDL is available on the day of the event from ANDRA Stewards or their agents, or as part of the event entry in some cases, and confers Honorary ANDRA Membership at a cost of \$5.00, for the period of the event. ANDRA Personal Accident Cover is also available at the Category Two level to the holder for the duration of the event, at an additional cost of \$5.00 per event.

1.2 Super Street Licence (SSL)

The Super Street Licence is available directly at track and event level, as part of a special package including **ANDRA Associate Membership**, for cars 11.00 seconds (7.00 1/8th mile) and motorcycles 10.50 (6.70 1/8th mile) and slower or registered road going motorcycle with unaltered swing arm faster than 10.00 seconds (¼ mile) 6.40 seconds (1/8 mile).. No Medical Examination is required. The SSL is suitable for those competitors not requiring a UDL, but wishing to hold a permanent ANDRA Licence. The SSL is valid for twelve months from the last day of the month of issue. On completion of the Application Form and payment of the fee at your local track, a receipt will be issued along with a permanent racing number which may be used immediately, an ANDRA Rule Book and an ANDRA Credentials Folder. Your ANDRA Licence and Membership Card will be mailed direct within seven days. The cost of the ANDRA Super Street Licence package is just **\$149** including IDBF Levy, ANDRA Vehicle Name Registration.

1.3 Unlimited Drag Racing Licence (UDL)

The Unlimited License is compulsory in [Pro Turbo, Pro Compact, Outlaw 10.5, Modified Compact and Street 289](#). It is also required for all other cars running quicker than 11.00 seconds (1/4 mile) / 7.00 seconds (1/8 mile), registered production road going motorcycles with unaltered swing arms quicker than 10.00 seconds (1/4 mile)/6.40 seconds (1/8 mile) and all other motorcycles quicker than 10.50 seconds (1/4 mile) / 6.70 seconds (1/8 mile). The UDL is valid for twelve months from the last day of the month of issue [unless the Medical Examination Report expires prior to the twelve months](#). Licence application must be made on the official ANDRA forms, one being the Application Form, and the other being the Medical Examination Report that must be completed by a doctor. Cost of a UDL is **Group 3 & 4 \$341, Group 2 & SCO is \$491**, which **includes ANDRA Full Membership** and associated benefits, ANDRA Vehicle Name Registration, ANDRA Competition Number, the IDBF Levy and automatic entry to the Australian Drag Racing Series. Refer Performance Testing 1.9. Applicants residing in Victoria may apply for an ANDRA UDL upon turning seventeen years of age subject to the following conditions. They must be the holder of a current Victorian Learners Permit, must have held an ANDRA Junior Competition Licence for a minimum of twelve months, must have competed in at least eight ANDRA events and must undergo Performance Testing at Level One.

REFER ANDRA TRADITIONAL RULEBOOK FOR MORE DETAILS ON LICENCES.

4.10.4 Driver/Rider Conduct

Any Driver/Rider displaying unsafe driving practices or refusing to voluntarily reduce speed or stop in the event of a vehicle not handling properly, renders themselves liable to disqualification and possible Tribunal action and possible suspension of competition privileges. **Any Driver/Rider or Crew member returning a measurable breath alcohol reading when tested with the ANDRA Breath Testing equipment or found to be under the influence of prohibited drugs regardless of the amount, will be ejected from the event and may incur suspension and/or revocation of competition privileges. ANDRA reserves the right to subject any competitor, listed crew member, official or any other person granted access to Restricted Areas, to testing procedures approved by ANDRA, intended to detect the use of prohibited substances at ANDRA events. Refer ANDRA Substance Abuse Policy (Section 6). A list of prohibited substances will be published by ANDRA from time to time.**

NB: Competitors are advised to seek formal medical advice where any doubt exists.

4.10.5 Driver/Rider Substitution

Driver/rider of any vehicle may be substituted at any time prior to the close of scrutineering, providing the substitute driver is credentialed for the vehicle, the Meeting Director and the ANDRA Stewards are notified of the change in advance, the correct ANDRA Competition Number is displayed, and an additional ANDRA Personal Accident fee of \$15.40 including GST, is paid. All prior qualifying performances for the vehicle will be disallowed.

4.10.6 Goggles / Visors

Windproof, shatterproof goggles or visors must be worn by all drivers of vehicles without windscreens of Australian Standard ASZ7/67. Fire resistant goggles and/or face mask material are mandatory for supercharged or nitro burning cars and are highly recommended in other vehicles.

4.10.7.1 Head Protector

In any car where a roll bar or cage is installed, a padded head protector must be provided at the back of the driver's helmet, and constructed to prevent whiplash. Roll bars or cages must be padded wherever the driver's helmet or body may make contact. Drivers are reminded from 31/8/2007 where the drivers body or helmet make contact with roll bars or cages, padding meeting SFI 45.1 or FIA 8857-2001 must be fitted.

4.10.7.2 Head & Neck Restraints

Two different types of neck collars are commercially available and acceptable, being a full 360-degree 'donut' type or a pull together 'horseshoe' type. See Class Requirements. The use of proprietary head and neck restraint systems recognised as fit for purpose is permitted. Where required, the fitment of tether post and eyelets to helmets must only be done in accordance with the manufacturers guidelines and only if the helmet is approved for the purpose. The device/system must meet SFI 38.1 The device/system is permitted in all applications where a neck collar is required, including Junior Dragster and all cars

quicker than 7.50 seconds (1/4 mile) / 4.90 seconds (1/8 mile). See Class Requirements. Drivers should be mindful of any limits use of the device/system may create on emergency exit from the vehicle. A head and neck restraint system/device may be used with or without a neck collar if permitted by the manufacturer.

4.10.8 Helmets

The wearing of a protective helmet is compulsory for all competitors at all times during racing, eliminations, time trials or practices. Each helmet must comply with the relevant standard for the level of competition. All helmets covered by the relevant ANDRA accepted standards will be accepted for 12 years from date of manufacture, or 12 years from the Standard date for helmets produced without a date of manufacture. Helmet must remain as manufactured, except for paint scheme/graphics. Reducing peripheral vision of helmet in any way is prohibited. Shield, if used must remain as manufactured, may be clear or tinted. Cutting of shield, or reducing its transparency, prohibited. Tape, tinting film, paint, decals, etc. prohibited except for a horizontal band at top of the shield, 1-inch tall maximum.

- **All Group One / Exhibition Cars, funny cars and sedans quicker than 9.00 seconds (1/4 mile)/5.70 seconds (1/8 mile):** SNELL SA2000, SA2005, SFI 31.2A (or later) full face helmet required. Where it can be established that a face mask or respirator is necessary, such as in funny cars or methanol burning sedans, an open face helmet meeting the relevant Snell standard for the class/performance will be accepted, although full face helmets with built in respirators are highly recommended.
- **All Group One Motorcycles:** SNELL M2000, M2005, SFI 41.2A (or later) SNELL SA2000, SA2005, SFI 31.2A (or later) full face helmet required.
- **All other dragsters, altered and motorcycles quicker than 10.00 seconds (1/4 mile)/6.50 seconds (1/8 mile):** SNELL M2000, M2005, SFI 41.2A (or later), SNELL SA2000, SA2005, SFI 31.2A (or later) full face helmet required. Where it can be established that a face mask or respirator is necessary, such as in funny cars or methanol burning sedans, an open face helmet meeting the relevant Snell standard for the class/performance will be accepted, although full face helmets with built in respirators are highly recommended.
- **All other sedans slower than 8.99 seconds (1/4 mile) / 5.70 seconds (1/8 mile) and drivers or riders of vehicles not previously covered must use a full face helmet meeting one of the following standards. This also includes all other vehicles slower than 10.99 seconds (1/4 mile) / 7.00 (1/8 mile) who are permitted to use any helmet meeting one of the following standards:**

SNELL SA2000, SA2005, SFI 31.2A (US)
SNELL M2000, M2005, SFI 41.2A (US)
BS 6658-1985
AS/NZS 1698:2006 (AS/NZS 1698)

HELMETS - GENERAL REGULATIONS

- a) All helmets used in any competition within these regulations are required to be upheld by the competitor but helmets will be checked for compliance with the relevant standard and general condition during ESP Audits.
- b) Helmets are inspected as an essential part of the vehicle's safety equipment. Helmet straps must be worn beneath the chin.
- c) Chin guards or other devices which prevent the proper location of helmet straps are prohibited.
- d) The helmet of any competitor involved in any accident, collision or upset must be surrendered to the ANDRA Chief Steward or his agent at the event for inspection.
- e) Painting of helmets will be accepted providing the manufacturers instructions are strictly adhered to, the onus of proof lies with the competitor.
- f) Repaired helmets, or helmets altered in construction will not be accepted.
- g) Communication devices added to a helmet should be approved as part of the original helmet certification. Any subsequent additions or modifications to facilitate communication may invalidate the helmet certification.

4.10.9 Occupants

No more than one person is permitted in any vehicle during its participation in qualifying or elimination runs.

4.10.10 Protective Clothing

The wearing of protective clothing is compulsory at all times during racing, eliminations, time trials or practice. One or two piece driving suits are acceptable in all levels of competition. Minimum protective clothing requirements for each type of vehicle are listed below. Classification is assessed by the highest class shown in the vehicle Log Book.

Funny Car (Alcohol and Nitro), Top Doorslammer, any supercharged vehicle with an enclosed fibreglass or composite body running quicker than 9.00 (1/4 mile), front engine Top Fuel and designated Exhibition vehicles require:

- Driving suit meeting SFI-3.2A/20.
 - Fire resistant gloves and boots, meeting SFI 3.3/15.
 - Balaclava meeting FIA Norme 1986 or FIA Norme 8856-2000 (ISO 6940) or SFI 3.3 (not required where helmet is manufactured with a skirt, labelled as meeting SFI 3.3).
 - Supportive neck collar produced for racing use.
-

Top Alcohol dragster and altered, supercharged Altered Production, Gas and rear engine Top Fuel require:

- Driving suit that meets SFI-3.2A/15 as a minimum.
 - Fire resistant gloves, boots and balaclava meeting FIA Norme 1986 or FIA Norme 8856-2000 (ISO 6940) or SFI 3.3. (Balaclava not required where helmet is manufactured with a skirt, labelled as meeting SFI 3.3).
 - Supportive neck collar produced for racing use is required.
-

All other Competition and Modified (supercharged), any supercharged sedan requiring a Technical Inspection and any supercharged vehicle with an enclosed fibreglass or composite body running slower than 8.99(1/4 mile) require:

- A driving suit meeting SFI 3.2A/5 or higher, or FIA Norme 1986 or FIA Norme 8856-2000.
 - Fire resistant gloves, boots, socks and underwear meeting FIA Norme 1986 or FIA Norme 8856-2000 (ISO 6940) or SFI 3.3.
 - Supportive neck collar - all cars quicker than 7.50 seconds (1/4 mile)/4.90 seconds (1/8 mile) only.
-

Competition and Modified (naturally aspirated), sedans quicker than 11.00 (1/4 mile)/7.00 (1/8 mile), and all vehicles with fabricated firewalls/front floors and those with non factory windscreens require:

- A driving suit meeting SFI 3.2A/5 or higher, or FIA Norme 1986 or FIA Norme 8856-2000.
 - Fire resistant gloves, shoes and socks.
 - Supportive neck collar - all cars quicker than 7.50 seconds (1/4 mile)/4.90 seconds (1/8 mile) only.
-

Sedans slower than 10.99 (1/4 mile)/7.00 (1/8 mile) require:

- Long sleeved upper garment, full length trousers, shoes and socks as a minimum.
-

Motorcycles quicker than 10.50 (1/4 mile)/ 6.70 (1/8 mile) require:

- Full leathers or other material of similar or greater durability. Leather boots extending at least 275mm from the base of the heel. Refer Class Regulations - Rider and Safety.

4.10.11 Safety Belts / Harnesses

Sedans slower than 11.99 (1/4 mile)/7.70 (1/8 mile):

- Minimum of quick release, lap/sash (three-point) type required, complying with Australian Standard E35. and also AS 2596.
-

Sedans quicker than 12.00 (1/4 mile)/7.70 (1/8 mile) or faster than 110mph (176 kph):

- Minimum of four-point harness that complies at least with Australian Standard E35 and also AS 2596.
-

Sedans faster than 130mph (208 kph), Modified Eliminator vehicles slower than 150mph (240 kph): Five-point harness required, with a minimum 3 inch (75 mm) webbing width or 2 inch webbing meeting SFI 16.1, that incorporates a crotch strap:

- Five-point harness required (incorporating crotch strap).
-

All Rear Engine Dragsters (Except Junior Competition), all Modified Eliminator faster than 150mph (240 kph), all Supercharged Outlaws, all Competition Eliminator, all Exhibition, Top Alcohol, Top Doorslammer, Top Fuel and Funny Car.

- Centre-locking, five point inverted V type racing harness required. All cars with a known performance or class record of 200 mph (320 kph) or faster, must have seat belts fitted meeting SFI 16.1, with a minimum webbing width of 75mm (3

inches), no older than three years. Harnesses must be stamped by the manufacturer with a production date, or an expiration/"use by" date.

Safety Belts/Harnesses - General Regulations

- a) All belts must be in good condition, and securely fastened to the frame, or a suitably reinforced mounting point. Reinforcement must be a minimum of 75mm (3 inches) by 75mm (3 inches) by 3mm (1/8 inch).
- b) Restraint systems should be fitted in the manner recommended by the manufacturer, using the hardware supplied.
- c) Under no circumstances should bolts be inserted through belt webbing, and the webbing should not cross any surface sharper than a diameter of 10mm (3/8 inch). Protective plates are mandatory where belts wrap around a frame area exposed to abrasion, in the event of wheel loss.
- d) Shoulder harness must be installed in such a manner that they will limit the travel of the driver's body both upward and forward. Shoulder straps mounted behind the driver must be above a line drawn downward from the shoulder, at an angle of 40 degrees to the horizontal.
- e) Where the two shoulder straps join prior to a common mounting point, that junction shall be at least six inches behind the driver's neck.
- f) All safety belts incorporating a lever type centre buckle that may be opened accidentally by the driver's movements, must be fitted with a quick release cover or flap to prevent the buckle from being accidentally released.

For diagram on recommended harness installation please consult section 9.1 of the traditional ANDRA Rule Book.

SECTION 5 - RACE PROCEDURES AND REGULATIONS

5.1 Accidents

All accidents or incidents involving bodily injury or race vehicle damage must be reported immediately to the Chief Steward and the Meeting Director. The Chief Steward or an appointed agent, must record details of all structural damage to the vehicle/s in the ANDRA Log Book. **ANDRA reserves the right to retain any vehicle, component, article of driver/rider apparel or related documentation to facilitate investigations relating to incidents occurring during competition, or class compliance. ANDRA reserves the right to render unusable safety harnesses, helmets and other apparel considered to have incurred excessive load or heat as a result of an incident. The vehicle may take no further part in any competition until the damage is rectified to the satisfaction of the ANDRA Stewards. Any competitor with a substantial injury as the result of an accident/incident must provide a Medical Clearance before resuming competition.**

5.2 Bracket Seeding

5.2.1 Chicago Shootout – Pro Turbo, Pro Compact, Outlaw Sports Bike and Outlaw 10.5

Pro Turbo, Pro Compact & Outlaw Sports Bike will utilise a Heads Up Pro Tree start and will race using a Chicago Shootout format with a maximum of a 16 cars/bikes and a minimum of 6 cars/bikes. **Outlaw 10.5 will utilise a Heads Up Full Tree start and will race using a Chicago Shootout format with a maximum of a 16 cars and a minimum of 6 cars. Fields over 16 will race elimination style.** In the event of an odd numbered field BYE runs will be allocated as per the Field Seeding examples below. **Fields will be seeded in the staging lanes from the available vehicles 10min prior scheduled round. Competitors not in the staging lanes 10min before scheduled round will not be allowed to run and will receive Zero points for that round. Our aim with this procedure is to eliminate multiple bye runs. (SCG reserves the right to amend or change this procedure as it sees necessary.)** Racing procedure will be as follows:-

- (a) All vehicles must **complete a qualifying pass** and be seeded according to ET. No1 being the fastest.
- (b) **Where the field size in the staging lanes, 10min prior to the first round is over 16, the field will race elimination style for the whole event.**
- (c) **Where the field size in the staging lanes, 10min prior to the first round is between 16 and 6, the field will race using a Chicago Shootout format as below.**
- (d) **The field in the staging lanes, 10min prior to the first round is split in half with the fastest half of the field racing the slower half. Example: In a 16-car field, in the first round, 1 meets 9, 2 meets 10, 3 meets 11 and 4 meets 12 etc.**
- (e) **In the second round the top half of available vehicles in the staging lanes, 10min prior to the round maintain their position and the slow half move back one position. Example: In a 16-car field, 1 now meets 10, 2 meets 11, 3 meets 12 and 4 meets 13 etc.**
- (f) **In the last round, the top half of available vehicles in the staging lanes, 10min prior to the round maintain their position and the slow half move back one more spot.**
- (g) **The finalists are decided by who has won the most points.**
 - Two points for a win.
 - One point for a loose.
 - Zero points for a no show.
- (h) **In the case of more than two people on equal points, the two competitors with the quickest ET from the 3rd Round of racing will compete in the final.**
- (i) **The finalist race off.**

FIELD SEEDING EXAMPLES

16 Car Field Round 1		
1	v	9
2	v	10
3	v	11
4	v	12
5	v	13
6	v	14
7	v	15
8	v	16

16 Car Field Round 2		
1	v	10
2	v	11
3	v	12
4	v	13
5	v	14
6	v	15
7	v	16
8	v	9

16 Car Field Round 3		
1	v	11
2	v	12
3	v	13
4	v	14
5	v	15
6	v	16
7	v	9
8	v	10

15 Car Field Round 1		
1	v	BYE
2	v	10
3	v	11
4	v	12
5	v	13
6	v	14
7	v	15
8	v	16

15 Car Field Round 2		
1	v	10
2	v	BYE
3	v	12
4	v	13
5	v	14
6	v	15
7	v	16
8	v	9

15 Car Field Round 3		
1	v	11
2	v	12
3	v	BYE
4	v	14
5	v	15
6	v	16
7	v	9
8	v	10

14 Car Field Round 1		
1	v	8
2	v	9
3	v	10
4	v	11
5	v	12
6	v	13
7	v	14

14 Car Field Round 2		
1	v	9
2	v	10
3	v	11
4	v	12
5	v	13
6	v	14
7	v	8

14 Car Field Round 3		
1	v	10
2	v	11
3	v	12
4	v	13
5	v	14
6	v	8
7	v	9

13 Car Field Round 1		
1	v	BYE
2	v	9
3	v	10
4	v	11
5	v	12
6	v	13
7	v	14

13 Car Field Round 2		
1	v	9
2	v	BYE
3	v	11
4	v	12
5	v	13
6	v	14
7	v	8

13 Car Field Round 3		
1	v	10
2	v	11
3	v	BYE
4	v	13
5	v	14
6	v	8
7	v	9

12 Car Field Round 1		
1	v	7
2	v	8
3	v	9
4	v	10
5	v	11
6	v	12

12 Car Field Round 2		
1	v	8
2	v	9
3	v	10
4	v	11
5	v	12
6	v	7

12 Car Field Round 3		
1	v	9
2	v	10
3	v	11
4	v	12
5	v	7
6	v	8

11 Car Field Round 1		
1	v	BYE
2	v	8
3	v	9
4	v	10
5	v	11
6	v	12

11 Car Field Round 2		
1	v	8
2	v	BYE
3	v	10
4	v	11
5	v	12
6	v	7

11 Car Field Round 3		
1	v	9
2	v	10
3	v	BYE
4	v	12
5	v	7
6	v	8

10 Car Field Round 1		
1	v	6
2	v	7
3	v	8
4	v	9
5	v	10

10 Car Field Round 2		
1	v	7
2	v	8
3	v	9
4	v	10
5	v	6

10 Car Field Round 3		
1	v	8
2	v	9
3	v	10
4	v	6
5	v	7

9 Car Field Round 1		
1	v	BYE
2	v	7
3	v	8
4	v	9
5	v	10

9 Car Field Round 2		
1	v	7
2	v	BYE
3	v	9
4	v	10
5	v	6

9 Car Field Round 3		
1	v	8
2	v	9
3	v	BYE
4	v	6
5	v	7

8 Car Field Round 1		
1	v	5
2	v	6
3	v	7
4	v	8

8 Car Field Round 2		
1	v	6
2	v	7
3	v	8
4	v	5

8 Car Field Round 3		
1	v	7
2	v	8
3	v	5
4	v	6

7 Car Field Round 1		
1	v	BYE
2	v	6
3	v	7
4	v	8

7 Car Field Round 2		
1	v	6
2	v	BYE
3	v	8
4	v	5

7 Car Field Round 3		
1	v	7
2	v	8
3	v	BYE
4	v	6

6 Car Field

6 Car Field

6 Car Field

5 Car Field

5 Car Field

5 Car Field

Round 1		
1	v	4
2	v	5
3	v	6

Round 2		
1	v	5
2	v	6
3	v	4

Round 3		
1	v	6
2	v	4
3	v	5

Round 1		
1	v	BYE
2	v	5
3	v	6

Round 2		
1	v	5
2	v	BYE
3	v	4

Round 3		
1	v	6
2	v	4
3	v	BYE

5.2.3 Bracket Seeding (SCG Split) – Dial Your Own Class

SCG Split Seeding will be used for all Dial Your Own Class where the final sixteen must be seeded **after the first round of racing**. SCG Split seeding may be used where more than sixteen vehicles are available for the **second** round.

- The first round will not be seeded.
- After the first round of racing, the field is divided at its mid point using the qualifying times.
- The **second** round is seeded by pairing vehicles from the upper half of the field with vehicles from the lower half, in separate lanes.
- After the **second** round is completed, a new mid point is established from the original qualifying times of the drivers or riders remaining in the field.
- This process is repeated until there are 16 or fewer vehicles available.
- At that point, the remaining vehicles are formally seeded on their original qualifying times, using the relevant ANDRA Group Two Seeding Chart.

Bye runs in split seeded fields are allocated on a random basis until the field size is reduced to sixteen vehicles or less. The need for a bye run may not be obvious until after the round has started, especially in large fields. One competitor should be chosen from among the qualifiers even when the field is even. The method used to randomly choose the potential bye run must be consistent and fair. Once the competitor is chosen they should be located at the rear of the staging line to take the bye run if one is available. Solo runs may occur where a competitor is unable to fire at the direction of the Starter. Vehicles unable to respond to the call on reaching the head of the staging lanes will take no further part in eliminations, and their opponent will receive a solo run.

5.3 Class Compliance

Notwithstanding the provisions of the ANDRA Extended Scrutineering Programme, any vehicle may be checked for class compliance at any time during an SCG event. Any variance from the relevant class regulations, including vehicle weight, stated engine capacity, or fuel limits may result in immediate disqualification, exclusion from the results, and ANDRA Tribunal action. The onus of compliance with all relevant class regulations lies with the driver/rider. Acceptance of the vehicle for competition in the nominated class by the SCG Classifier does not confirm or imply absolute compliance.

5.4 Classification

Notwithstanding the provisions of the ANDRA Extended Scrutineering Programme, the classification of an entered vehicle is the responsibility of the SCG Classifier and will be done on the basis of these rules, and on the specification of the vehicle as presented for classification, prior to any qualifying runs. In all cases, vehicles must be presented to the Classifier in complete form, with all equipment and components required or used during qualifying or eliminations in place. Where a weight break or minimum weight applies, no concession below the minimum for class compliance will be permitted, **and vehicles must complete all runs at legal weight**. Metric scale readings should be listed in the Log Book prior to their conversion. Entrants are advised to include additional weight in their vehicles to compensate for fuel use, loss of coolant and possible scale variations.

- In Pro Turbo, Pro Compact **and Outlaw 10.5** the minimum is the total vehicle weight plus compulsory driver equipment, weighed with the driver and vehicle must meet these weights at all times. It is the responsibility of the Entrant to state the exact capacity of the engine on the Entry Form. If exact displacement is not known, actual bore and stroke dimensions must be provided. The capacity stated on the Entry Form is the only figure that will be used for classification purposes.
- Engine capacity may be verified with the ANDRA Capacity Checking device, or direct measurement and calculation where necessary.
- All fuel samples will be tested with the ANDRA Fuel Test equipment, which may only be used by authorised personnel. Competitors may have fuel samples checked prior to racing or qualifying to ensure compliance.

At any event, unless previously logged, a vehicle should not be barred from participation by the SCG Classifier on the basis of a minor infringement that does not enhance performance. **An Entrant/Competitor is not permitted to change their vehicle class after classification**. Refer Race Procedures and Regulations 5.9 and Policy and Procedures 6.1.

5.5 Component Substitution

With the exception of the chassis, any component of a vehicle may be replaced during competition, provided that the new components are inspected by an Official and passed by the SCG Classifier where safety or classification may be affected. The chassis may be repaired, but not replaced. Failure to notify the relevant Officials may result in disqualification. The onus is on the competitor to be ready for each new run. The vehicle must still comply with regulations of its originally entered class at that event.

5.6 Components / Equipment Suitability

The onus to ensure that components, equipment and substances used to construct, maintain and operate vehicles taking part in ANDRA Drag Racing events and activities are fit for purpose lies solely with the Entrant.

5.7 Conduct of Events

Each member and/or participant expressly agrees to familiarise themselves with all applicable rules and regulations prior to competing in any Event conducted under an ANDRA Event Permit, and accepts that the act of entering an ANDRA or SCG Event shall constitute an agreement to be bound by all of the rules and regulations covering the Event. The participant also agrees to be bound by any of the decisions of the Meeting Director and/or SCG Officials and/or ANDRA Officials, and to release the Meeting Director, and all other SCG or ANDRA or Event Officials, from liability for any alleged erroneous decisions. The word "participant" shall include any person directly or indirectly associated with any vehicle lawfully upon the premises for purposes of competition, including, but not limited to, owners, drivers, riders and crew persons. The authority of the Meeting Director and/or SCG Officials and/or ANDRA Officials to make decisions shall include and cover every facet of any kind in connection with the track, conduct of the race, competition, behavior of participants and shall include the right to suspend, bar, expel, or disqualify without liability of any kind or nature. Insurance and Judicial provisions relevant to the conduct of events covered by an ANDRA Permit will apply on consecutive days only, between 6.00 am on the first day of the event and 6.00 am on the morning following the completion of eliminations.

5.8 Disqualification

The ideal outcome of any race is to have one winner and one loser, and in cases where both are disqualified during the same elimination race, the policy is that the first offender is disqualified and the other is reinstated, providing the grounds for disqualification were equal for both competitors. There are usually, however, varying degrees of rules infractions, with policy being that the driver committing the major infraction be disqualified and the other driver with the lesser offence is reinstated. Should a driver receive a red foul start, and the opposing driver cross a lane boundary line, the latter infraction will prevail and the driver committing the foul start will be reinstated. Once a vehicle leaves the staging lanes for a run, it must be prepared to fire and race. Failure to stage upon the Starter's instructions is grounds for disqualification. If a driver is disqualified for any reason prior to the actual start of a race, he or she cannot be reinstated. Infractions are listed in order of severity from top to bottom. In order to be a legitimate race winner, all cars and motorcycles must self start and stage under their own engine power. In situations where a driver is making a single run in eliminations, he or she is considered the automatic winner once they stage and receive the start. The Meeting Director is responsible for determining the outcome of a dual infraction. However, his or her decision is open to appeal to the SCG or ANDRA Stewards, whose decision is final. Examples of grounds for disqualification, suspension or expulsion are:

- a) Failure to observe safe working practices in the Paddock Area.
- b) Failure to ensure the breather/oil tank on a supercharged vehicle is drained prior to a run.
- c) Failure to report to Staging.
- d) Excessive speed or burnouts in other than permitted areas or failure to observe burnout limits.
- e) Sandbagging or delaying a run.
- f) Crossing or touching of the strip centre line or boundary line other than intentionally leaving the strip surface to avoid depositing debris (in all instances the run must be aborted and no ET or speed will be recorded). Crossing the centre line during a burnout is not an automatic disqualification, unless such action is deemed by the start line staff to be careless or hazardous to the vehicle in the opposite lane. Lane boundary crossing rules do not apply on solo runs, although the run must be aborted.
- g) Failure to voluntarily reduce speed or stop in the event of a vehicle not handling properly.
- h) In all cases where a major component of a vehicle becomes detached during a run in eliminations, the driver will be disqualified. During qualifying, the run will be dispermitted.
- i) Depositing foreign matter onto the strip or staging lanes.
- j) Foul start.
- k) Failure to fire up at appointed time.
- l) Stalling of engine once vehicle is in the hands of the Starter, unless the vehicle can be restarted without outside assistance (Note: once a vehicle has fired and moved under its own power, it is deemed to be in the hands of the Starter).
- m) Deep staging (Group Four only), or Reverse staging in any category.
- n) Failure to comply with Rules or directions of authorised persons.
- o) Making a false statement relating to vehicle compliance under the Extended Scrutineering Programme.
- p) Unsportsman like conduct of driver/rider or crew member, improper language or conduct detrimental to the sport.

5.9 Entry

The Entry Form, once made out, submitted and accepted by the Promoter is a contract between the Promoter and the Entrant. No vehicle may be entered more than once in the one event, regardless of intended classing.

5.10 Extended Scrutineering Programme

The ANDRA Extended Scrutineering Programme requires a formal declaration by the Competitor, or the parent or guardian in the case of a driver under the age of 18 years, that the vehicle entered complies fully with ANDRA safety and class regulations relevant to the class entered. At certain events a random sample of vehicles will be nominated by the track for scrutineering and classification in the normal fashion. The sample will range from 10 to 100% of the event entry. Refer Policy and Procedures 6.1.

5.11 Interpretation of Rules

Racing, safety and class regulations contained herein are presented in a positive manner. That is, where possible, each permissible option or class requirement has been listed as such. **Unless the Class Requirements or General Regulations**

specifically state that a modification or optional equipment is permitted, it will not be permitted. No express or implied warranty of safety shall result from publication or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants. If a participant or contestant claims that there is any ambiguity in these regulations, they or their representative shall present their claim in writing to the SCG, whose decision shall be final. No claim shall be presented during the running of any event or during the five day period preceding any SCG Championship event. Sport Compact Group Pty Ltd reserves the right to make adjustments or modifications to these rules as deemed appropriate by them in the interest of fairness and in the spirit of competition. Sport Compact Group Pty Ltd reserves the right to be the final judge with regard to interpretation of the Sport Compact Group Drag Racing Class Rules in this Rule Book. Ignorance of the rules is no excuse, it is the driver's responsibility to know the rules in advance and comply with them.

5.12 Lane Choice

In the first round of racing, lane choice will go to the competitor in each pairing with the higher qualifying position. For subsequent rounds;

- a) Pro Turbo, Pro Compact, [Outlaw Sports Bike & Outlaw 10.5](#): Lower ET from previous round.
- b) All other Classes: Lower "dial in" for round in question.

Lane choice must be claimed before competitors are in the hands of the starter.

5.13 Meeting Director

The Meeting Director at any event is responsible for the conduct of the entire meeting and has authority over all officials under his jurisdiction. The Meeting Director has a standing obligation at all times to consider the recommendations of SCG and ANDRA Officials and must be prepared to fully justify refusal of any SCG or ANDRA official recommendation. The Meeting Director, either of his or her own volition or through action upon the recommendation of an SCG or ANDRA Steward, shall have the authority to exclude an organisation, vehicle or competitor from further participation in an event. In any instance of blatant disregard of safety by a Meeting Director (e.g. wet track, lack of safety related equipment, obstacles on track, etc.) the two senior SCG or ANDRA Officials present at the event may override the Meeting Director and order the cessation of racing until the track is considered safe.

5.16 Record Setting

SCG National Records for elapsed time or terminal speed can be set or broken at any meeting designated an SCG Championship event during bona-fide qualifying or racing. Any two runs from either qualifying or racing can be used to set a National Record. Drivers or riders must present for fuel/weight checks after any relevant run. Failure to report to the SCG Stewards for post race or spot checks is considered an admission of illegality and may result in disqualification from the event. In all cases, to claim an SCG National Record the competitor must bring the performance to the attention of the relevant SCG Officials at that event. Records will only be permitted where the Stewards certify that;

- a) wind assistance from behind is less than 16kph/10mph;
- b) fuel and weight are correct immediately after the record run and capacity, where applicable, is certified after the vehicle's last run in competition. Refer Race Procedures and Regulations 5.3/ 5.4.
- c) the potential new record is backed up with another performance of within one percent of the new mark (best performance) at the same event. In the event that two runs exceed the existing record but are not within one percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time or speed, which will then stand as the new record.
- d) to be awarded an SCG National Record the racer must be a member of the SCG.

Elapsed-time records will be recorded and listed to three decimal places; speed records will display two decimal places. If two contestants tie for the elapsed time record to the thousandth of a second at the same event, the tiebreaker will be the fastest speed reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the contestant who set it first. Similarly, if two contestants tie for the speed mark, the tie-breaker will be the quickest elapsed time on the run that established the new national record. Provided all previous requirements are met, SCG National Record certificates will be forwarded to the successful competitor at their home address.

5.17 Passengers

In special circumstances with specific approval by ANDRA, single passengers may be carried in drag racing vehicles subject to the following conditions:

- 1) [Ambulance and fire crews must be present.](#)
- 2) [The passenger must be afforded the same measure of protection afforded the driver under the ANDRA regulations relevant to the vehicle.](#)
- 3) [The driver must be familiar and experienced in the vehicle and hold the appropriate ANDRA credentials.](#)
- 4) [Solo passes only are permitted, in closed sessions covered by ANDRA Permit, or during racing events prior to the completion of qualifying.](#)
- 5) [Prior to the activity, passengers should be briefed on safety and procedural aspects by the organizer, and be required to complete the ANDRA Acknowledgement of Risk Statement.](#)

- 6) Regardless of ANDRA Extended Scrutineering Programme provisions, the vehicle must be scrutineered and specific checks made on safety measures with the passenger in place by an approved official.
- 7) Sedan type vehicles with elapsed times slower than 10.99 seconds (1/4 mile) / 7.0 seconds (1/8 mile) are permitted to carry passengers 8 or more years of age.
- 8) Sedan type vehicles with elapsed times between 10.99 and 7.50 may not exceed 180mph (290kph) and may carry passengers 18 years or older.
- 9) Rear engine dragster type vehicles with passenger location in tandem with the driver must be approved by ANDRA Technical and will be limited to 7.50 seconds (1/4 mile)/4.90 seconds (1/8 mile), and a maximum speed of 180mph (290kph). A minimum passenger age of 18 years will also apply.
- 10) In all cases the physical stature of the passenger must be compatible with seating /harness provisions. Medical advice / permission should be sought for passengers over 75 years of age, or any passenger where health may be an issue. Consent of the parent/guardian is required for passengers under 18 years of age.
- 11) Where the passenger activity is a prize for a raffle competition, winners should be advised before any public announcement is made and should be given the opportunity to decline.
- 12) ANDRA Member Tracks conducting passenger activities will be required to maintain a register of all rides.
- 13) Where the activity is to be conducted on a commercial basis an annual Licencing Fee will be payable to ANDRA.

NB: Long term commercially based activities require approval from ANDRA, subject to clauses 11 and 12. Individual activities will require approval by ANDRA and the relevant Division Director no later than 7 days prior to the activity.

5.18 Post Race Inspection

Where post race inspection is required, the relevant vehicles may be impounded immediately following the completion of their final round by the SCG or ANDRA Stewards. Drivers / Riders of all vehicles bettering their SCG National Records at any time during the event and wishing to claim the record, or reaching their respective finals, shall notify the SCG or ANDRA Stewards immediately. Failure to report to the SCG or ANDRA Stewards for post race or spot checks is considered an admission of illegality. It may result in disqualification and/or Tribunal action.

5.19 Qualifying

All Drivers / Riders are required to record at least one qualifying run to be eligible for elimination brackets; however a Driver / Rider not recording a qualifying run may be seeded into an elimination bracket if that bracket is incomplete, and must occupy the lowest qualifying position. The Promoter of any event, while being bound to advertise the qualifying sessions and schedules where used, has the right to extend these if necessary due to extenuating circumstances. Once a bracket has been seeded and competitors in that bracket are advised of the fact, no further qualifying runs are permitted. The onus will be upon the competitor to ensure that they run in the lane allocated for each session and failure to do so will result in the time being dispermitted. Each competitor is permitted only one qualifying attempt per session at championship rounds.

5.20 Reserves

Where needed for an elimination bracket, reserves shall be drawn from non-qualifiers from that bracket to the extent necessary to fill the advertised field size. The use of reserves is restricted to the first round of a bracket and they will fill the position vacated by "broken" qualifiers. No reserves are required in subsequent rounds. If a competitor is unable to contest the following round, their scheduled opponent shall be entitled to a solo-run. In an attempt to always reward the quicker of the qualifiers, the insertion of reserves shall occur as follows - the first reserve will assume the open position against the slowest qualified car or motorcycle, the second reserve will take any open position against the next slowest solo, and so on.

5.22 Scrutineering

Refer Section 6.1 ANDRA Extended Scrutineering Programme. Where required to present for random Compliance Audit, vehicles must be presented in complete form, with all equipment and components required or used during qualifying or eliminations in place. SCG nor ANDRA nor its agents nor officials offer no representations or express or implied warranties that compliance with the rules and regulations published in this Rulebook or published during the course of the year will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. SCG or ANDRA reserves the right to amend Scrutineering procedures from time to time.

5.25 Staging

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race as directed by the Starter. In order to be a legitimate race winner, a contestant's vehicle must self start, stage under its own engine power and receive the start. This rule also applies to single runs. A reasonable amount of time will be permitted for drivers to stage, with that determination being at the sole and absolute discretion of the Starter. Failure to stage upon the Starter's instructions is possible grounds for disqualification. If a competitor has failed to stage within twenty seconds of his opponent being permitted to do so, then that competitor may be adjudged to be "sandbagging", and the Starter may initiate the starting sequence, at his/her discretion. The non-staged competitor is disqualified, and no further penalty shall be exacted. The application or use of any device, apart from visual observation of track equipment, that permits the driver to gauge the position of the vehicle in relation to

the startline, or independently initiates the start, is prohibited. **All staging must be carried out in a forward direction, reverse staging may result in disqualification.**

5.26 Tailgate Loading / Unloading

In all cases where vehicles or equipment are loaded or unloaded in any public area, including the paddock, a clear area must be maintained around tailgate lifts / loaders while they are in use. When not in use the table or platform or loaders, or ramps, must rest on the ground with suitable precautions taken against tripping hazards, or be mechanically locked in a vertical position against the rear of the trailer or truck. Failure to observe these practices may result in disqualification from the event and/or further penalty.

5.27 Towing

Attachment: From 1/9/2007, all tow straps or cables used on any open vehicles must be attached at or near the front axle. The attaching of tow straps or cables to roll cages on any open vehicles is strictly prohibited.

Practices: From 1/9/2007 that the use of steel towing cables for towing purposes is prohibited.

5.28 Electrical Cables - Paddock

A formal policy covering the handling of electrical power supply in paddock areas will be developed by ANDRA for application from 1/9/2007. In the short term competitors are reminded that power leads must be inspected and tagged in line with local requirements as a minimum and may not be run across roadways.