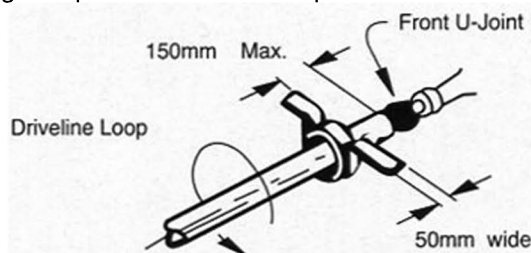


# 2010/2011 ANDRA RULE BOOK - Quick Reference

## Drive Line/Protection

If your car runs slower than 13.00 in the quarter mile no tailshaft loop required.

If your car runs quicker than 13.00 you will need to have a tailshaft loop as per the drawing below, please read the highlighted part in the full description below



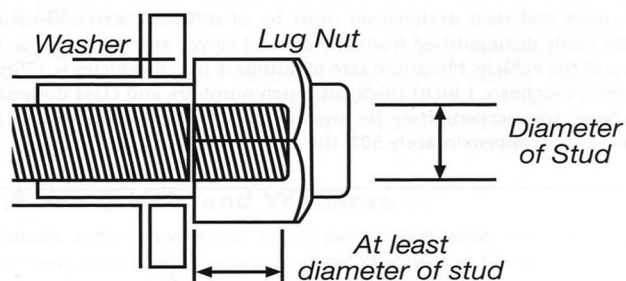
### 4.2.4 Drive Line/Protection

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.

### 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. The use of speed limited rims known as 'space-saver' or an emergency spare is prohibited. 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. (e.g. 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.



## Battery Isolation/Master Cut Off

Street Cars with battery in standard location running slower than 11.00 seconds do not require a battery Isolater.

If your car runs quicker than 11.00 seconds or you have relocated the battery please read the details below

### 4.8.1.2 Battery Isolation Switch / Master Cut Off

Genuine street registered vehicles quicker than 11.00 (1/4 mile) / 7.00 (1/8 mile) that have the battery in its original OEM location, all competition cars quicker than 12.00 (1/4 mile) / 7.70 (1/8 mile) and 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.

### 4.10.11 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 '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 meeting SFI 16.1, with a minimum webbing width of 75mm (3-inches), or webbing width as per the manufacturers requirements meeting SFI 16.1 when used with approved head and neck restraint systems, 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

- 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).
- Restraint systems should be fitted in the manner recommended by the manufacturer, using the hardware supplied.
- 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.
- 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.
- 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.
- 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

### 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, Altered 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. The use of speed limited tyres manufactured for space-saver/emergency spare rims is prohibited.