

7.01 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.

7.02 Bracket Seeding

Nostalgia Fuel

Based on qualifying times recorded, bracket qualifiers in Nostalgia Fuel will be seeded in accordance with the appropriate ANDRA Group One Seeding Chart (1/8, 2/7, 3/6, 4/5). Broken qualifiers may be deleted from the field, and the bracket re-seeded up until thirty minutes before the first round of eliminations.

Junior Fuel, Slingshot, Gas, H/R, AM/M and A/M

Brackets are not to be re-seeded in these brackets. The procedure for a sixteen vehicle field, (1/9, 2/10, 3/11, 4/12 etc.) is shown below:

Bye runs are awarded in progressive sequence in seeded fields. In a field size of nine for example, the three bye runs are allocated successively to the first, second and third qualifiers (or whoever beats them earlier in the cases of the second and third). This is achieved through the seeding process. For all field sizes between 3 and 16 vehicles, the appropriate ANDRA Seeding Chart must be utilised. Charts are available for field sizes up to 32. Ideally, the first and second qualifiers should not meet until the final, but in field sizes of 9, 18, 19 and 21, this will occur.

7.03 Bracket Seeding (Split)

Bracket pairings for Junior Fuel, Slingshot, Gas, H/R, AM/M and A/M, the final sixteen must be seeded. Split seeding may be used where more than sixteen vehicles are available for the round.

At the completion of qualifying, the field is divided at its mid point. The first round is seeded by pairing vehicles from the upper half of the field with vehicles from the lower half, in separate lanes. After the first 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 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.

7.04 Class Compliance

Notwithstanding the provisions of the ANDRA Extended Scrutineering Programme, any vehicle may be checked for class compliance at any time during an CNDRA 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 or CNDRA Tribunal action. The onus of compliance with all relevant class regulations lies with the driver. Acceptance of the vehicle for competition in the nominated class by the CNDRA Classifier does not confirm or imply absolute compliance.

7.05 Classification

Notwithstanding the provisions of the ANDRA Extended Scrutineering Programme, the classification of an entered vehicle is the responsibility of the CNDRA 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 allowed, 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 Nostalgia Fuel, "lbs per cubic inch (lbs/cub)" relates to total vehicle weight plus compulsory driver equipment, weighed with the driver, divided by the displacement or swept volume of the engine, in cubic inches. 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 which will be used for classification purposes. Engine capacity will 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 CNDRA 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 and Policy and Procedures.

7.06 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 CNDRA 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.

7.07 Component / Equipment Suitability

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

7.08 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/CNDRA 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 or ANDRA and CNDRA Officials, and to release the Meeting Director, and all other ANDRA/CNDRA 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 ANDRA/CNDRA 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.

7.09 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.

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 in conjunction with the relevant CNDRA official is responsible for determining the outcome of a dual infraction. However, their decision is open to appeal to the CNDRA Officials, whose decision is final. Examples of grounds for disqualification, suspension or expulsion are:

Infractions are listed in order of severity from top to bottom:

- Failure to observe safe working practices in the Pit Area.
- Failure to ensure the breather/oil tank on a supercharged vehicle is drained prior to a run.
- Failure to report to Staging
- Excessive speed or burnouts in other than allowed areas or failure to observe burnout limits.
- Sandbagging or delaying a run.
- 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.

NB. Lane boundary crossing rules do not apply on solo runs, although the run must be aborted.

- Failure to voluntarily reduce speed or stop in the event of a vehicle not handling properly.

- 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 disallowed.
- Depositing foreign matter onto the strip or staging lanes.
- Foul start.
- Failure to fire up at appointed time.
- 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).
- Reverse staging in any category.
- Failure to comply with Rules or directions of authorised persons.
- Making a false statement relating to vehicle compliance under the Extended Scrutineering Programme.
- Unsportsmanlike conduct, improper language or conduct detrimental to the sport.

7.10 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.

7.11 Extended Scrutineering Programme

The ANDRA Extended Scrutineering Programme requires a formal declaration by the Competitor that the vehicle entered complies fully with ANDRA safety and CNDRA 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.

7.12 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 allowed.

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 CNDRA Technical Officer, whose decision shall be final. No claim shall be presented during the running of any event or during the five day period preceding any CNDRA event.

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

7.14 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 ANDRA/CNDRA Officials and must be prepared to fully justify refusal of any ANDRA/CNDRA official recommendation.

The Meeting Director, either of his or her own volition or through action upon the recommendation of an ANDRA Steward or CNDRA official, 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 (eg wet track, lack of safety related equipment, obstacles on track, etc.) the two senior ANDRA Officials present at the event may override the Meeting Director and order the cessation of racing until the track is considered safe.

7.16 Class Indexes

A minimum index of 6.50 seconds for the ¼ mile will apply to Nostalgia Fuel. This index may be subject to review from time to time with 48 hours notice.

7.17 Passengers

Not permitted

7.18 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 CNDRA Officials. Drivers / Riders of all vehicles bettering their CNDRA National Records at any time during the event and wishing to claim the record, or reaching their respective finals, shall notify the CNDRA Officials immediately.

Failure to report to the CNDRA Officials for post race or spot checks is considered an admission of illegality. It may result in disqualification and/or Tribunal action.

7.19 Qualifying

All Drivers are required to record at least one qualifying run to be eligible for elimination brackets, however a Driver not recording a qualifying run may at the discretion of the CNDRA 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. Once a bracket has been seeded and competitors in that bracket are advised of the fact, no further qualifying runs are permitted.

Lane allocation cards may be issued during Scrutineering. 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 disallowed. Each competitor is permitted only one qualifying attempt per session.

7.20 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, the second reserve will take any open position against the next slowest solo, and so on.

7.21 Record Setting

CNDRA National Records for elapsed time or terminal speed may be set or broken at any meeting or within any eliminator designated a CNDRA event. Competitors may set CNDRA National Records at any time during the meeting. That performance must be brought to the attention of the CNDRA Officials prior to eliminations. In all cases, to claim a CNDRA National Record the competitor must bring the performance to the attention of the relevant CNDRA Officials at that event. Records will only be allowed where the Officials certify that;

- wind assistance from behind is less than 16kph/10mph;
- 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 & Regulations.
- 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.
- the person awarded the CNDRA National Record is a member of the CNDRA.

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 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 contestant accomplishing the record run earlier in the event will be awarded the record. If recorded on the same pass, the winner of the race or qualifier will be deemed to have set the record first. Provided all previous requirements are met, CNDRA National Record certificates will be forwarded to the successful competitor at their home address.

7.22 Run Order (Nostalgia Fuel)

The pairing in which the Top Qualifier is seeded will run first, followed by the second qualifier and so on.

7.23 Scrutineering

Each vehicle, regardless of classification, must satisfactorily pass the inspection of the Scrutineers, before being permitted to engage in any runs whatsoever. The onus is on the competitor to ensure that the vehicle has been fully scrutineered and passed, and the competitor has the right to request some mark or sticker denoting this to be affixed to the vehicle, and the ANDRA Log Book.

In all cases, vehicles must be presented to Scrutineering in complete form, with all equipment and components required or used during qualifying or eliminations in place.

Prior to any participation whatsoever, each vehicle at an event must satisfactorily pass the inspections of the Event Scrutineers or the ANDRA Technical Inspectors, relevant to the requirements of the nominated category or the direction of the Officials. The onus is on the competitor to ensure that the vehicle is presented for competition in safe condition and has undergone inspection where required.

The competitor has the right to request proof that the vehicle has undergone inspection, in the form of a printed label and/or ANDRA Log Book entry.

CNDRA/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. ANDRA reserves the right to amend Scrutineering procedures from time to time. Refer ANDRA Extended Scrutineering Programme.

7.24 Special Bracketing

Exhibition brackets or special groupings of any or all vehicles as defined in these Rules may be arranged by CNDRA if deemed necessary. Vehicles involved must conform to these Rules in the normal manner.

7.25 Special Classing

CNDRA may arrange for special classes of vehicle, for match racing or complete special events, that are not specifically provided for in these rules or that differ in some respects to the standard Class Requirements or Safety Regulations provided that;

- A set of Supplementary Regulations outlining the proposed changes or waivers to these rules be submitted to ANDRA for approval at least one month prior to the event;
- No distribution of these Supplementary Regulations nor conduct of the competition or activity be instigated before approval is given;
- The safety and licensing standards of the vehicle/s concerned are required to be at least as high as those prescribed by the authority under which they are normally used (e.g. open wheelers as per CAMS, karts as per AKA, street sedans as per civil authorities, etc.)

7.26 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 allowed 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 will result in disqualification. Deep staging is prohibited.