

NOSTALGIA TOP FUEL



Front Engine Dragster

DESIGNATION

AA/FD, preceded by number.

Reserved for front-engine supercharged, nitro-burning dragsters built specifically for all-out drag racing competition.

Rules will be constantly reviewed subject to performance and safety.

REQUIREMENTS & SPECIFICATIONS:

CYLINDER HEADS

Alloy and billet heads allowed. Accepted billet heads and block must remain as manufactured. Machining of billet heads or billet blocks to reduce weight is prohibited.

Chrysler 426 is limited to stock valve angle heads only (eg; No FAT heads etc).

ENGINE

Any internal-combustion, American-made automotive V8 Pushrod-type engine permitted; Chrysler 392 based/Chrysler 426 based/Big and Small block Chevrolet, Ford or Arias based.

Any other engines will be considered by submission.

Maximum cubic inches 470; weight per cubic inch 4.60lbs (weighed with driver). Blocks and cylinder heads must retain all physical characteristics of stock- production components. Billet blocks allowed.

Machining of billet blocks to reduce weight is prohibited.

IGNITION

Any type of points magneto and associated coil allowed.

Timing retard must be a function of the driver by mechanical or pneumatic means only.

A positive ignition shutoff within the reach of the driver is mandatory.

LOWER CONTAINMENT

Engine must be equipped with an SFI Spec 7.1 or equivalent lower-engine-ballistic/restraint device.

In addition, a fabricated metal oil containment device, designed to hold oil within the frame rails without spilling oil on the racing surface. The device should run from the rear motorplate to 1 inch minimum past the lower blower pulley.

Steel oil pans highly recommended.

EXHAUST SYSTEM

Exhaust must be directed away from driver.

FUEL

Nitromethane (70% minimum) and methanol permitted. All other fuels prohibited (NO Nitrous Oxide).

FUEL SYSTEM

Any cast alloy fuel pump ONLY is acceptable, up to maximum output of 21gpm at 4000 pump rpm.

No additional fuel delivery system allowed.

Fuel tank and fuel lines must be within the confines of the frame and be protected from coming in contact with the track surface.

Fuel lines in the driver's compartment prohibited except for a fuel-pressure gauge; lines must be steel or steel-braided with steel fittings.

Must have fuel shutoff operable from the driver's seat.

Fuel tank must be equipped with a positive locking screw-on cap.

Maximum number of nozzles 24 (maximum 8 in injector hat, 16 in manifold).

Y-nozzles may be used in lieu of individual nozzles in the manifold; limited to 16 nozzle jets.

Down nozzles prohibited. Air intake limited to 50 square inches.

No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop.

Hat/scoop must be nostalgic in appearance, internal modifications allowed.

High speed leanout system allowed.

SUPERCHARGER

Restricted to Roots-type supercharger; rotor helix angle not to exceed that of standard 71-series GM-type rotor.

High-helix and/or billet blowers prohibited. 6.7:1 to run 19% overdrive max. 8.7:1 to run 15% overdrive max.

Blowers must be in stock location as per GMC case/Cragar-Weiand-KB style manifolds.

Supercharger restraint system meeting SFI Spec 14.3 mandatory.

Aluminium studs required. Manifold burst panel meeting SFI Spec 23.1 mandatory.

Manifolds are limited to a maximum manifold height of 8 inches as measured from valley gasket surface to blower mounting surface.

Supercharger belt guard mandatory.

Turbochargers, screw-type superchargers, and centrifugal-type superchargers prohibited.

THROTTLE

Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation.

Throttle must incorporate a positive-action return system. Refer ANDRA regs.

VALVE COVERS

Cast or fabricated metal valve covers using all attachment bolts mandatory.

Carbon fibre/composite valve covers prohibited.

VENT-TUBE BREATHERS

Vent tubes must be double clamped at each connection. Minimum diameter, 1 ¼ inches for all breather tubes. All quick connections in the system must have a secondary locking system (tape, wire ties, etc. not allowed).

Minimum catch-can(s) capacity is an 8-quart sump. Catch can(s) must have adequate internal baffling to prevent oil from being deposited on racing surface. Refer ANDRA regs.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFISpec 6.2 mandatory.

Clutch management system prohibited.

Maximum number of discs three, maximum number of fingers six.

Release of clutch must be the result of a manual operation by the driver's foot.

No staged systems allowed.

Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly.

DRIVELINE COVER

Driveline must be covered in .062 chrome moly steel or .125- inch 6061 aluminium 360-degree full cover.

Couplers mandatory. All covers must be securely mounted to frame, either by a suitable crossmember or third member. See ANDRA regs.

REAR END

Rear-end gear ratio limited to 3.90:1 or numerically higher (eg; 4.1 or 4.3).

Aftermarket full-floating or live axle assembly mandatory.

TRANSMISSION

Direct drive only. Transmission prohibited. Reverser mandatory.

REVERSER SHIELD

A one-piece ballistic shield covering all units mandatory. Must meet SFI Spec 4.1.

BRAKES

Dual piston hydraulic rear wheel brakes mandatory. Application and release of brakes must be a function of the driver. Electronics, pneumatics, or any other device may in no way affect or assist brake operation.

Hand brake, if used, must be located inside body or driver compartment.

Steel brake lines mandatory.

SHEET METAL

All sheet metal within the driver compartment must be aluminium or steel.

Magnesium prohibited.

STEERING

Conventional automotive-type rod ends (moly or hi-tensile) must be a minimum of 3/8-inch shank diameter and must be installed with washers to prevent bearing pullout.

Removable steering wheel, if used, must meet SFI Spec 42.1.

AIRFOILS

Side-mounted canard-type units permitted, securely mounted below the headers and in front of rear tires. Front wing permitted. Maximum canard wing surface 450 square inches per side. Canards may not extend more than 2 inches outside rear tire.

BALLAST

Permitted. All as per ANDRA Specs.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of axle; 2 inches for the remainder of the car, except oil pan and headers.

PARACHUTES

Dual parachutes mandatory. Fire-resistant protective covers must be on all parachute packs and unpacked shroud lines. Refer ANDRA regs.

ROLL CAGE

SFI Spec 2.2B

SUSPENSION

Rigid rear suspension mandatory.

Front suspension optional.

WHEELBASE

Minimum: 150 inches. Maximum: 225 inches on long side.

Maximum wheelbase variation from left to right: 2 inches.

TIRES

M&H & Hoosier Spec Tires only (Refer VRA specs).

WHEELS

Minimum width: 10 inches. Maximum width: 12 inches, or as determined by spec tire requirements. Bead locks or liners required.

COMPUTERS

Computers prohibited.

DATA RECORDERS

Data recorders permitted. Cannot perform any function in fuel, clutch, or drivermanagement.

FIRE EXTINGUISHER SYSTEM

Refer ANDRA regs.

DRIVER RESTRAINT SYSTEM

Refer ANDRA regs.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Refer ANDRA regs.

PROTECTIVE CLOTHING

Refer ANDRA regs.

NB; Please read and note the following conditions.

1) During the preparation, licensing and shakedown runs the car must be under the complete supervision of someone recognised by the ANDRA Group One steward/ANFA representative as being experienced in the use of nitro and all other associated aspects of operating a nostalgia nitro car.

This requirement will be enforced by the ANDRA Group One steward (Greg Schultz).

2) All rules listed above come into operation 01-01-10.

3) Any Safety Updates can and will be included immediately.

4) Injected Nitro (No Blower) Front Engine Dragsters will be eligible, and will use designation A/FD.

a. 2 speed planetary transmission (such as Lenco, B&J) permitted. No Powerglides

b. Weight per cubic inch to be reviewed

NOSTALGIA TOP FUEL

FUNNY CAR



DESIGNATION

AA/FC, preceded by number.

Reserved for 1955 up to and including 1980, Nitro-burning Funny Cars built specifically for all-out drag racing competition.

(Rules will be constantly reviewed subject to performance and safety).

REQUIREMENTS & SPECIFICATIONS:

CYLINDER HEADS

Alloy and billet heads allowed. Accepted billet heads and block must remain as manufactured. Machining of billet heads or billet blocks to reduce weight is prohibited.

Chrysler 426 is limited to stock valve angle heads only (eg; No FAT heads etc).

ENGINE

Any internal-combustion, American-made automotive V8 Pushrod-type engine permitted; Chrysler 392 based/Chrysler 426 based/Big and Small block Chevrolet, Ford or Arias based.

Any other engines will be considered by submission.

Maximum cubic inches 500; weight per cubic inch 4.60lbs (weighed with driver). Blocks and cylinder heads must retain all physical characteristics of stock-production components.

Billet blocks allowed. Machining of billet blocks to reduce weight is prohibited.

IGNITION

Any type of point's magneto and associated coil allowed.

Timing retard must be a function of the driver by mechanical or pneumatic means only.

A positive ignition shutoff within the reach of the driver is mandatory.

LOWER CONTAINMENT

Engine must be equipped with an SFI Spec 7.1 or equivalent lower-engine-ballistic/restraint device.

In addition, a fabricated metal oil containment device, designed to hold oil within the frame rails without spilling oil on the racing surface. The device should run from the rear motorplate to 1 inch minimum past the lower blower pulley.

Steel oil pans highly recommended.

EXHAUST SYSTEM

Exhaust must be directed away from driver. Double pipe insulated exhaust headers mandatory. Double exhaust tube must extend to start of bend at bottom of body.

FUEL

Nitromethane (70% minimum) and methanol permitted. All other fuels prohibited (NO Nitrous Oxide).

FUEL SYSTEM

Any cast alloy fuel pump ONLY is acceptable, up to maximum output of 21gpm at 4000 pump rpm.

No additional fuel delivery system allowed.

Fuel tank and fuel lines must be within the confines of the frame and be protected from coming in contact with the track surface. Fuel lines in the driver's compartment prohibited except for a fuel-pressure gauge; lines must be steel or steel-braided with steel fittings.

Must have fuel shutoff operable from the driver's seat.

Fuel tank must be equipped with a positive locking screw-on cap.

Maximum number of nozzles 24 (maximum 8 in injector hat, 16 in manifold).

Y-nozzles may be used in lieu of individual nozzles in the manifold; limited to 16 nozzle jets.

Down nozzles prohibited.

Air intake limited to 50 square inches.

No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop.

Hat/scoop must be nostalgic in appearance, internal modifications allowed.

High speed leanout system allowed.

SUPERCHARGER

Restricted to Roots-type supercharger; rotor helix angle not to exceed that of standard 71-series GM-type rotor.

High-helix and/or billet blowers prohibited. 6.7:1 to run 25% overdrive max. 8.7:1 to run 19% overdrive max.

Blowers must be in stock location as per GMC case/Cragar-Weiand-KB style manifolds.

Supercharger restraint system meeting SFI Spec 14.3 mandatory.

Aluminium studs required. Manifold burst panel meeting SFI Spec 23.1 mandatory.

Manifolds are limited to a maximum manifold height of 8 inches as measured from valley gasket

Surface to blower mounting surface. Supercharger belt guard mandatory.

Turbochargers, screw-type superchargers, and centrifugal-type superchargers prohibited

THROTTLE

Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation.

Throttle must incorporate a positive-action return system. Refer ANDRA regs.

VALVE COVERS

Cast or fabricated metal valve covers using all attachment bolts mandatory.

Carbon fibre/composite valve covers prohibited.

VENT-TUBE BREATHERS

Vent tubes must be double clamped at each connection. Minimum diameter, 1 ¼ inches for all breather tubes. All quick connections in the system must have a secondary locking system (tape, wire ties, etc. not allowed).

Minimum catch-can(s) capacity is an 8-quart sump. Catch can(s) must have adequate internal baffling to prevent oil from being deposited on racing surface. Refer ANDRA regs.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory. Clutch management system prohibited. Maximum number of discs three, maximum number of fingers six. Release of clutch must be the result of a manual operation by the driver's foot. No staged systems allowed.

Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly.

DRIVELINE COVER

Driveline must be covered in .062 chrome moly steel or .125-inch 6061 aluminium 360-degree full cover.

Couplers mandatory. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to behind the front edge of the seat, through the bulkhead panel. (All covers must be securely mounted to frame, either by a suitable cross member or third member, refer ANDRA specs as minimum).

REAR END

Rear-end gear ratio limited to 3.90:1 or numerically higher (eg; 4.1 or 4.3).

Aftermarket full-floating or live axle assembly mandatory.

TRANSMISSION

A maximum of 2 speed (one planetary) optional, reverser required. Transmission must be planetary-type design. OEM or Powerglide-type units prohibited.

A ballistic shield covering all units mandatory; must meet SFI Spec 4.1.

BRAKES

Dual piston hydraulic rear wheel brakes mandatory. Application and release of brakes must be a function of the driver. Electronics, pneumatics, or any other device may in no way affect or assist brake operation. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory.

Front brakes highly recommended on vehicles using rigid or A arm style front ends.

Front brakes may be unsuitable on true Nostalgia style front ends due to mechanical strength and handling characteristics associated with Nostalgic front axle designs.

SHEET METAL

All sheet metal within the driver compartment must be aluminium or steel. Magnesium prohibited.

STEERING

Conventional automotive-type rod ends (moly or hi-tensile) must be a minimum of 3/8-inch shank diameter and must be installed with washers to prevent bearing pullout.

Removable steering wheel, if used, must meet SFI Spec 42.1.

BALLAST

Permitted. All as per ANDRA Specs.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of axle; 2 inches for the remainder of the car, except oil pan and headers.

PARACHUTES

Dual parachutes mandatory. Fire-resistant protective covers must be on all parachutes packs and unpacked shroud lines. Refer ANDRA regs.

ROLL CAGE

SFI Spec 10.1E

SUSPENSION

Rigid rear suspension mandatory. Front suspension optional.

WHEELBASE

Minimum: 118 inches. Maximum: 125 inches on long side.

Maximum wheelbase variation from left to right: 2 inches.

TIRES

Race-only spec tires on front mandatory. Size of rear tires limited to a maximum of 36-inch diameter x 17-inch wide.

WHEELS

Must be either beadlock design or use of a liner mandatory on non-beadlock wheels.

SHEET METAL

Driver-compartment interior, firewall, seat, etc. must be aluminium or steel.

Magnesium or carbon fiber prohibited.

UPHOLSTERY

Optional. If used, must be of a suitable fireproof material. Refer ANDRA regs.

BODY

FC Bodies limited to Automotive style from 1955 up to and including 1980.

Bodies must resemble the original mass-produced make and model. Bodies may be made of fiberglass or composite material. Body must lift off as a one-piece unit.

Minimum body width is 60 inches, measured at the centreline of the front and rear axle. Maximum lowering of roof height: 2 inches. Front fender bubbles allowed, maximum 2 1/2 inches. The body may be shortened or lengthened a maximum of 15 percent of original dimensions.

Opening for blower hat must have a minimum 2.500-inch clearance between body and throttle linkage. Injector box in windshield cannot exceed 50 percent of windshield height.

Any modifications to body not described are prohibited. Side windows prohibited.

Body (hood) burst panel, minimum 288 square inches, mandatory.

Body burst panel must be secured with plastic screws and two 1/8-inch stainless-steel wires, with body pad bolted with plate on both sides of panel.

Fireproof body undercoat required, with manufacturer's sticker required on the body.

(The ANFA welcome submissions on any other body styles. Bodies MUST retain nostalgic overall appearance-period correct bodies should be used).

ESCAPE HATCH

A working escape hatch must be installed in top of body to permit easy driver exit; see-through types prohibited.

Minimum size, 18 inches x 17 inches. Roof hatch must be permanently attached and hinged at front.

Must have release mechanism, operable from both inside and outside of car.

FIREWALL & FLOORS

Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly.

Firewall must completely seal driver from engine compartment. Magnesium prohibited.

SPOILER

Allowed front and rear. Rear spoiler limited to roof height and body width (no modern type spoilers or spill pates permitted). Front spoiler limited to overall overhang measurement of 30 inches. The front and rear spoilers are the only aerodynamic devices permitted. Period correct appearance is required for F/C.

COMPUTERS

Computers prohibited.

DATA RECORDERS

Data recorders permitted. Cannot perform any function in fuel, clutch, or driver management.

FIRE EXTINGUISHER SYSTEM

Refer ANDRA regs.

DRIVER RESTRAINT SYSTEM

Refer ANDRA regs.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Refer ANDRA regs.

PROTECTIVE CLOTHING

Refer ANDRA regs.

NB; Please read and note the following conditions.

1) During the preparation, licensing and shakedown runs the car must be under the complete supervision of someone recognised by the ANDRA Group One steward/ANFA representative as being experienced in the use of nitro and all other associated aspects of operating a nostalgia nitro car.

This requirement will be enforced by the ANDRA Group One steward (Greg Schultz).

2) All rules listed above come into operation on 01-01-10.

3) Any Safety Updates can and will be included immediately.

NOSTALGIA TOP FUEL

ALTERED



Please Note; These rules are representative of the theme in which these cars should be built. They are also not suitable for late model outlaw type fuel alterededs, but are indicative of the way these cars were raced back when.

DESIGNATION

AA/FA, preceded by number.

Reserved for centre steer, pre 1950 bodied Nitro-burning Alterededs built specifically for all-out drag racing competition. (Rules will constantly be reviewed subject to performance and safety).

REQUIREMENTS & SPECIFICATIONS:

CYLINDER HEADS

Alloy and billet heads allowed. Accepted billet heads and block must remain as manufactured. Machining of billet heads or billet blocks to reduce weight is prohibited.

Chrysler 426 is limited to stock valve angle heads only (eg; No FAT heads etc).

ENGINE

Any internal-combustion, American-made automotive V8 Pushrod-type engine permitted; Chrysler 392 based/Chrysler 426 based/Big and Small block Chevrolet, Ford or Arias based.

Any other engines will be considered by submission. Maximum 500 cubic inches.

Blocks and cylinder heads must retain all physical characteristics of stock-production components.

Billet blocks allowed. Machining of billet blocks to reduce weight is prohibited.

IGNITION

Any type of point's magneto and associated coil allowed.

Timing retard must be a function of the driver by mechanical or pneumatic means only.

A positive ignition shutoff within the reach of the driver is mandatory.

LOWER CONTAINMENT

Engine must be equipped with an SFI Spec 7.1 or equivalent lower-engine-ballistic/restraint device.

In addition, a fabricated metal oil containment device, designed to hold oil within the frame rails without spilling oil on the racing surface. The device should run from the rear motorplate to 1 inch minimum past the lower blower pulley. Steel oil pans highly recommended.

EXHAUST SYSTEM

Exhaust must be directed away from driver.

FUEL

Nitro methane (70% minimum) and methanol permitted. All other fuels prohibited (NO Nitrous Oxide).

FUEL SYSTEM

Any cast alloy fuel pump ONLY is acceptable, up to maximum output of 21gpm at 4000 pump rpm.

No additional fuel delivery system allowed.

Fuel tank and fuel lines must be within the confines of the frame and be protected from coming in contact with the track surface. Fuel lines in the driver's compartment prohibited except for a fuel-pressure gauge; lines must be steel or steel-braided with steel fittings.

Must have fuel shutoff operable from the driver's seat.

Fuel tank must be equipped with a positive locking screw-on cap.

Maximum number of nozzles 24 (maximum 8 in injector hat, 16 in manifold).

Y-nozzles may be used in lieu of individual nozzles in the manifold; limited to 16 nozzle jets.

Down nozzles prohibited.

Air intake limited to 50 square inches.

No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop.

Hat/scoop must be nostalgic in appearance, internal modifications allowed.

High speed leanout system allowed.

SUPERCHARGER

Restricted to Roots-type supercharger; rotor helix angle not to exceed that of standard 71-series GM-type rotor. High-helix and/or billet blowers prohibited. 6.7:1 to run 19% overdrive max. 8.7:1 to run 15% overdrive max.

Blowers must be in stock location as per GMC case/Cragar-Weiand-KB style manifolds.

Supercharger restraint system required according to ANDRA requirement.

Aluminium studs required. Manifold burst panel meeting SFI Spec 23.1 mandatory.

Manifolds are limited to a maximum manifold height of 8 inches as measured from valley gasket

Surface to blower mounting surface. Supercharger belt guard mandatory.

Turbochargers, screw-type superchargers, and centrifugal-type superchargers prohibited.

THROTTLE

Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation.

Throttle must incorporate a positive-action return system. Refer ANDRA regs.

VALVE COVERS

Cast or fabricated metal valve covers using all attachment bolts mandatory.

Carbon fibre/composite valve covers prohibited.

VENT-TUBE BREATHERS

Vent tubes must be double clamped at each connection. Minimum diameter, 1 ¼ inches for all breather tubes. All quick connections in the system must have a secondary locking system (tape, wire ties, etc. not allowed).

Minimum catch-can(s) capacity is an 8-quart sump. Catch can(s) must have adequate internal baffling to prevent oil from being deposited on racing surface and is highly recommended to be located behind cockpit.

Refer ANDRA regs.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory. Clutch management system prohibited. Maximum number of discs three, maximum number of fingers six. Release of clutch must be the result of a manual operation by the driver's foot. No staged systems allowed.

Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly.

DRIVELINE COVER

Driveline must be covered in .062 chrome moly steel or .125-inch 6061 aluminium 360-degree full cover.

Couplers mandatory. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to behind the front edge of the seat, through the bulkhead panel. (All covers must be securely mounted to frame, either by a suitable cross member or third member, refer ANDRA specs as minimum).

REAR END

Rear-end gear ratio limited to 3.90:1 or numerically higher (eg; 4.1 or 4.3).

Aftermarket full-floating or live axle assembly mandatory.

TRANSMISSION

A maximum of 2 speed (one planetary) optional, reverser required. Transmission must be planetary-type design. OEM or Powerglide-type units prohibited.

A ballistic shield covering all units mandatory; must meet SFI Spec 4.1.

BRAKES

Four piston (per calliper) hydraulic rear wheel brakes minimum. Application and release of brakes must be a function of the driver. Electronics, pneumatics, or any other device may in no way affect or assist brake operation. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory.

Front brakes highly recommended on vehicles using rigid or A arm style front ends.

Front brakes may be unsuitable on true Nostalgia style front ends due to mechanical strength and handling characteristics associated with Nostalgic front axle designs.

SHEET METAL

All sheet metal within the driver compartment must be aluminium or steel.

Magnesium or carbon fiber prohibited.

STEERING

Conventional automotive-type rod ends (moly or hi-tensile) must be a minimum of 3/8-inch shank diameter and must be installed with washers to prevent bearing pullout.

Removable steering wheel, if used, must meet SFI Spec 42.1.

BALLAST

Permitted. All as per ANDRA Specs.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of axle; 2 inches for the remainder of the car, except oil pan and headers.

PARACHUTES

Dual parachutes mandatory. Fire-resistant protective covers must be on all parachutes packs and unpacked shroud lines. Refer ANDRA regs.

ROLL CAGE

SFI Spec 10.1E

SUSPENSION

Rigid rear suspension mandatory. Front suspension optional.

WHEELBASE

Minimum: 92 inches. Maximum: 125 inches on long side.

Maximum wheelbase variation from left to right: 2 inches.

TIRES

Race-only spec tires on front mandatory.

M&H & Hoosier NTF Spec rear tires only (Refer VRA specs).

WHEELS

Must be either beadlock design or use of a liner mandatory on non-beadlock wheels.

UPHOLSTERY

Optional. If used, must be of a suitable fireproof material. Refer ANDRA regs.

BODY & CHASSIS

Altered Bodies limited to Automotive style up to and including 1950. Must be center steer.

Bodies must resemble the original mass-produced make and model. Bodies may be made of fiberglass or composite material. Bodies incorporating enclosed roofs are prohibited.

Composite bodies must comply with ANDRA fire protection requirements.

Examples of suitable bodies include: T Bucket, Bantam, Topolino.

Rear wing, if used, must not extend rearward beyond rear of rear tire.

Grill shell resembling original unit is required.

No composite air scoops, front nose cone or other composite aero device permitted.

Chassis must not extend forward beyond forward edge of front tire.

(The ANFA welcome submissions on any other body styles. Bodies MUST retain nostalgic overall appearance-period correct bodies should be used).

FIREWALL & FLOORS

Engine plate to be minimum of 6061-7075 aluminium or 4130 chrome moly.

Firewall must completely seal driver from engine compartment. Magnesium prohibited.

COMPUTERS

Computers prohibited.

DATA RECORDERS

Data recorders permitted. Cannot perform any function in fuel, clutch, or driver management.

FIRE EXTINGUISHER SYSTEM

Refer ANDRA regs.

DRIVER RESTRAINT SYSTEM

Refer ANDRA regs.

Page | 4 Australian Nostalgia Fuel Association 21 January 2010

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Refer ANDRA regs.

PROTECTIVE CLOTHING

Refer ANDRA regs.

NB; Please read and note the following conditions.

1) During the preparation, licensing and shakedown runs the car must be under the complete supervision of someone recognised by the ANDRA Group One steward/ANFA representative as being experienced in the use of nitro and all other associated aspects of operating a nostalgia nitro car.

This requirement will be enforced by the ANDRA Group One steward (Greg Schultz).

2) All rules listed above come into operation on 01-01-10.

3) Any Safety Updates can and will be included immediately.