

Australian Nostalgia Fuel Association Inc.

Nostalgia Fuel Altered

DESIGNATION.

AA/FA preceded by number.

Reserved for center steer, pre 1950 bodied Nitro-burning Altered built specifically for all-out drag racing competition.

Any reference to the ANDRA rules are found in the current ANDRA Rule Book for season 2015/2016.

Weights for this class will be continuously reviewed.

(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, Only American-made automotive Big Block type V8 Pushrod-type engines permitted; Chrysler 392 based/Chrysler 426 based/Big Block Ford based and Big Block Chevy (incl Arias).

Any other engines will be considered by submission.

Maximum cubic inches 500. 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. (Please consult with the ANFA for Minimum weight including driver for these cars).

IGNITION

Any type of point's magneto and associated coil allowed. Single magneto & coil only. . No mechanical, pneumatic or electronic ignition advance or retard devices are permitted. Fixed position magnetos 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 is required. The device should run from the rear motorplate to a minimum of 1 inch forward of the front seal.

Steel oil pans highly recommended.

EXHAUST SYSTEM

Exhaust must be directed away from driver. No collector style headers permitted.

FUEL

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

FUEL SYSTEM

One single cast alloy fuel pump ONLY is acceptable, up to maximum output of 21gpm at 4000 pump rpm (Enderle 1270 is the recommended pump). 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 as per *ANDRA reqs 4.1.8.2*

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 including shafts. No Buzzard or Big Ugly injectors.

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 blowers and/or billet case blowers prohibited. 6/71 to run 19% overdrive max. 8/71 to run 15% overdrive max. All new vehicles after 1/1/2013 must use 6/71. Replacement

superchargers are to be 6/71. Set back blowers prohibited. Manifolds must be cast not fabricated. Maximum movement from front stud location on any manufacturer's "standard style" manifold is 1.5 inches from the centre of the stud.

Supercharger restraint system meeting *SFI 14.2*. *SFI 14.3* highly recommended. Aluminium studs required.

Manifold burst panel meeting *SFI Spec 23.1* 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 4.1.15*.

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 1/4

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 be mounted behind driver and have adequate internal baffling to prevent oil from being deposited on racing surface. Refer *ANDRA regs 4.1.9*.

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.

All clutches must incorporate a clutch pedal. 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. Protective shield required beneath driver's seat. (All covers must be securely mounted to frame, either by a suitable cross member or third member, refer *ANDRA specs 4.2.4* as minimum).

REAR END

Rear-end gear ratio limited to 3.89:1 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

11" x 4 piston aftermarket rear wheel brakes mandatory - refer *ANDRA regs 4.3.1*. 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 mandatory 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, therefore if using rear wheel brakes only it is highly recommended to use carbon fibre discs.

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 Regs 4.4.2.*

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 4.4.6.*

ROLL CAGE

SFI Spec 10.1E

Chassis and roll cage built to these specifications are suitable for Nostalgia racing classes only

SUSPENSION

Rigid rear suspension mandatory. Front suspension optional.

WHEELBASE

Minimum: 100 inches. Maximum: 115 inches on long side.

Maximum wheelbase variation from left to right: 2 inches.

Vehicles under 99 inch wheelbase will be performance governed, refer *ANDRA/ANFA Chief Steward.*

TYRES

Race-only spec tyres on front mandatory. Size of rear tyres limited to a maximum of 34.5-inch diameter x 17-inch wide.

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 4.6.1.*

BODY

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 fibreglass only with no carbon fibre permitted. 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, must be single element only and nostalgic in appearance.

Grill shell resembling original unit is required.

Body must keep with period correct nostalgia appearance.

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

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

All vehicles in competition are to display a nostalgia themed name for the vehicle. Corporate sponsorship is to be secondary. All names are to be ratified by ANFA which will keep a register of names.

(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 4.9.4.1.*

DRIVER RESTRAINT SYSTEM

Refer ANDRA regs 4.10.11.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Refer ANDRA regs 4.10.7.2.

HEAD PROTECTOR

Refer ANDRA regs 4.10.7.1.

PROTECTIVE CLOTHING

Refer ANDRA regs 4.10.10.

NB: Please read and note the following conditions.

- 1) All rules listed above come into operation on 01-01-2016.
- 2) Any Safety Updates can and will be included immediately.
- 3) It is highly recommended that during the start up and licensing procedure that a person with Nitromethane experience accompany your team every step of the way. This will only progress your path to full competition status in a timely manner.
- 4) It is the intention of the ANFA Members to preserve this class for replica altered from the past.