Cylinder Heads: Angle milling of cylinder heads permitted. All permitted cylinder heads must have a standard port configuration and valve angle as well as having a direct relationship to the brand of engine block and engine series (e.g. engines available in that particular grouping/era of car model from OEM production). The grouping/era of car models will be considered the same for classification purposes, e.g. Holden - HK to HG, HQ to HZ, Commodore VB to VL, Falcon - XR to XY, XD to XF. In all cases, the make of engine is determined by the cylinder heads fitted.

Inlet and exhaust ports may be enlarged, but no material (metallic or otherwise) may be added to the casting inside the ports or combustion chamber, except in the case of genuine repairs where material may be added with the only purpose to replace the original metal.

Details of all genuine repairs must be submitted to technical@andra.com.au for approval prior to commencement of the repair. Details must include clear images of the type of damage and the intended repair method. Images of the final repaired cylinder head must also be provided to demonstrate that the repair has not significantly altered the configuration of the cylinder heads for purposes of increasing performance. Genuine repairs are defined as a repair for the intent of maintaining original design specifications, and must be localised to the specific area of the fault. Replacement of valve guides and seats is permitted.

Sealing agent, gasket or any other material must not protrude, into any inlet or exhaust port past the original face.

Exhaust flange adaptor plates may be fitted to the original exhaust faces, but no part of the adaptor, header flange, flange gasket, or exhaust may protrude in to the port past its original outside face.

Engine: The engine must be based on an assembly line V8 maintaining the original configuration, including bore spacing, deck height, camshaft height and pan rail width, with a recognised connection between the manufacturer of the engine and the body of the particular grouping/era of car model used. Competitors are advised that in addition to the configuration requirements listed above, any aftermarket blocks with any alterations in design from the original OEM design require approval from ANDRA Technical prior to use. This applies to all /MS classes.

The grouping/era of car models will be considered the same for classification purposes, e.g. Holden - HK to HG, HQ to HZ, Commodore VB to VL, Falcon - XR to XY, XD to XF. Use of a different capacity engine is permitted. In all cases, the make of engine is determined by the cylinder heads fitted.

Any aftermarket Cast Iron engine block of original configuration is permitted. Oversize engines of a different configuration may be fitted in A/MS and A/MSA provided the recognised connection to manufacturer is maintained.

H/MS and H/MSA vehicles are limited to OEM LS1 and LS2 Aluminium cylinder blocks, with engine numbers submitted to ANDRA prior to competition. FWD vehicles produced after 1st January 1986, and generally available in Australia, may be converted to RWD.

D/MSA and E/MSA permitted to use OEM Aluminium blocks but only in combination with original configuration and bolt pattern LS heads.

D/MSA permitted to use any aftermarket cast iron or alloy non-billet block, but must maintain OEM bore spacing for make and engine brand / family. Only permitted in D/MSA to allow for large cubic inch small block configurations used across the different engine brands - but must still maintain a recognised connection between the manufacturer of engine and body used.

D/MSA engine size restricted to 420.00 to 460.00 cubic inches. Maximum Bore Size 4.300. E/MSA engine size restricted to 340.00 to 365.00 cubic inches. Maximum Bore Size 4.080.

Maximum rpm limit for D/MSA and E/MSA is 9200 rpm. D/MSA and E/MSA vehicles must have the ability to provide evidence of compliance with rpm limit, which may be checked by ANDRA Officials at any time at their discretion.

D/MSA and E/MSA wet sump only, external oil pump permitted but limited to either single stage pump with separate vacuum pump or two stage wet / vacuum pump.