

2.2 G/Gas Induction Wording

NRC Outcome: Approved / Approved with Modification / Not Approved

NOTES:

RULEBOOK REFERENCE:

3.10.4 SUPER STOCK ELIMINATOR, GAS, Induction System, page 139.

RULE SUBMISSION INTENT:

To clarify the intent of the existing rule.

PROPOSED ADMENDMENT:

Existing Text

(Current G/GAS)

Induction System: Excepting F/G, F/GA, G/GA and all Supercharged/ Turbocharged classes, any carburettor, mechanical or electronic fuel injection system permitted.

Competitors using EFI must use ANDRA approved/ nominated ECU software. Supercharged/ Turbocharged classes limited to carburettor or mechanical fuel injection.

G/GA limited to mass produced cast inlet manifold, which must be cast in a single piece with only machining of faces, internal porting and welded repairs of minor damage permitted.

(Current D/MSA, E/MSA)

D/MSA and E/MSA restricted to a maximum of one carburettor with a maximum of four venturis or Single Throttle Body EFI to maximum of 4150 for E/MSA and 4500 for D/MSA Holley bolt pattern spacing, mass produced cast aluminium manifold only, internal porting and welded repairs of minor damage permitted. Tunnel Ram plenum type manifolds not permitted. Cylinder Heads: All permitted cylinder heads must have a standard port configuration and valve angle ("configuration" includes valve stem angle and port arrangement).

Proposed Text

Induction System: Excepting F/G, F/GA, G/GA and all Supercharged/ Turbocharged classes, any carburettor, mechanical or electronic fuel injection system permitted.

Competitors using EFI must use ANDRA approved/ nominated ECU software. Supercharged/ Turbocharged classes limited to carburettor or mechanical fuel injection.

G/GA limited to mass produced cast inlet manifold, which must be cast in a single piece with only machining of faces, internal porting and welded repairs of minor damage permitted.

Tunnel Ram plenum type manifolds not permitted.

This text would also be stated under the G/GA weightbreak info.

CLASSES AFFECTED:

G/GAS, Super Stock

G/Gas Induction Wording.

<i>How does this rule protect the safety of participants and spectators?</i>
Not applicable.
<i>How is this rule a positive step for the sport?</i>
Clarifies an existing rule, so makes it easier to understand.
<i>What is the positive impact of the rule on other classes and brackets?</i>
Not applicable.
<i>How does the rule ensure increased opportunity for even competition?</i>
Clarifies an existing rule, so makes it easier to understand.
<i>Describe how the rule is practical and enforceable.</i>
Easily enforceable through Tech Inspections and pre/post-race scrutineering.
<i>Describe how the cost of complying with the rule is reasonable for competitors.</i>
Not applicable.