

RULE SUBMISSION TEMPLATE

Rule Proposal Title

Super Stock BMS - Block + Heads

Rulebook Reference

Super Stock - Engines

What is the intent of this Rule Proposal?

To make availability of choices for GMH 5 Litre Engine blocks + Alloy heads as there is no longer factory production blocks manufactured and the availability of second hand blocks are becoming scarce and expensive to purchase - along with the time it takes and the cost for machining and the availability of reconditioners. Alloy heads that have been chosen in previous submissions are a disadvantage compared to what is on offer

Proposed Amendment

I am proposing COME RACING OEM aftermarket production cast iron blocks, cranks + Alloy heads.

BLOCKS: The cast iron version has Siamese bores allowing bore sizes up to 4.125" plus oversizes in this bore size. The block is cast with sufficient clearance to allow up to 4.00" stroke cranks. Deck height is stock 8.875" Holden production spec. Has priority main oiling and 4 bolt main stepped centre main bearing caps. The block will accept any replacement or OEM oil pans, timing cases, cylinder heads, intake manifolds, camshafts, engine mounts, oil pumps etc. Decks are significantly thicker for maximum strength as are water jacket main bearing area bulkheads.

HEADS: 590 Series heads flow over 600hp out of the box with a small 183cc port volume intake runner and with a 22kg weight saving. A fully developed unique combustion chamber design. Fully machined to accept any aftermarket 7/16" stud or shaft mount roller rockers. Heads supplied unassembled with seats cut to suit stainless 2.08" intake and 1.6" exhaust valves. Approx. 61-62cc combustion chamber sizes but with the extra thick deck surfaces they can be safely milled to around 50cc's depending on compression ratios required. The 590 like the 600 heads have hard stellite valve seats for use with any fuels. Solid bronze valve guides. Port placement is standard GMH which allows any aftermarket or factory intakes and exhaust manifolds/extractors to bolt right on. The same applies to accessory mounting for air-con, power steering and alternators. The heads are a direct replacement in this regard. Fully redesigned water jackets provide improved cylinder to cylinder cooling consistency and the chambers allow large increases in compression ratio possibilities without detonation on pump fuels.

HEADS: 600 Series This head provides another option for Holden V8 engine builders and owners looking for maximum potential power outputs in a conventional VN or EFI style Holden cylinder head. Supplied unassembled with seats cut to suit stainless 2.08" intake and 1.6" exhaust valves. You will need to purchase valves matching valve springs, retainers, locks and steel spring seats from your cam supplier or engine builder to complete these heads. Heads are supplied with approximately 61-62cc combustion chamber sizes but with the extra thick deck surfaces they can be safely milled to around 50cc's depending on compression ratios required.

Classes Effected

Super Stock BMS CMS

How does, or can, this rule proposal protect participants and spectators?

The rule states factory production OEM parts - this rule needs to be changed to aftermarket and the change allows the participant more options and spending alot less money + time than to buy s/hand components that need to be checked and tested primarily for deck heights - bore size and wall thickness - then to find a machinist that is set up for this and the time and expense to perform what is needed to be done. The latest rules allow for roller cam shaft and again the cam tunnel needs to be bored to a larger diamter and the expense again is alot and the time to perform. Overall this will make GMH 5Litre engines more competitive and spectators can relate to there prospective manufacturer etc.

How is this rule proposal a positive step for ANDRA Drag Racing?

Looking into the future and keeping relevant to whats available on the open market considering all of the above mentioned as GMH no longer exists and no factory production parts availablke NEW and limited in second hand

What is the positive impact of the rule proposal on other Classes and Brackets?

I would hope this will enhance field sizes and competition between racers and above all less time spent not racing and less expense overall yet keeping the GM engines competitive and reliable

How does the rule proposal ensure increased opportunity for even competition?

Considering current rules that are a disadvantage to 5.0 Litre GM engines - I believe this amendment keeps the competition alive and even - if compared to a Chev, Ford + Chrysler alike

Describe how the rule proposal is practical and enforceable.

Its practible merly by having another option available where currently there is none and therefore the rules will be easy ammended as the branding and as mentioned above they are a aftermarket OEM replacement as there is new Factory OEM parts available anymore

Describe how the cost of complying with the rule proposal is reasonable for competitors.

As mentioned above the cost associated with secondhand factory OEM parts are becoming scarce and the availability is making this more expensive as time passes and also as alot of businesses - machinest and reconditioners are also becoming scrace as this type of business is specific and there has been alot closing down due to costs and not having staff or people who are interested in doing this for a profession