

- ◇ **NOTE: Superchargers of a specification or design, revised in part or whole after 1st January 1997, must be approved by ANDRA. Any Supercharger shall remain as constructed by the original manufacturer and not modified. All approved modifications are to be certified by manufacturer and written certification supplied to ANDRA Technical. All Supercharger approvals must be noted in Vehicle Logbook after receiving written authorisation from ANDRA Technical.**

Size	Type	Rotor Length	Maximum Overdrive Formula
14/71	Standard	19" 482.6 mm	.00322 x Engine Capacity ci
12/71	Standard	18" 457.2 mm	.00339 x Engine Capacity ci
10/71	Standard	17" 431.8 mm	.00358 x Engine Capacity ci
16/71	High Helix	20" 508.0 mm	.00285 x Engine Capacity ci
14/71	High Helix	19" 482.6 mm	.00300 x Engine Capacity ci
12/71	High Helix	18" 457.2 mm	.00313 x Engine Capacity ci
10/71	High Helix	17" 431.8 mm	.00334 x Engine Capacity ci

4.7.2 CENTRIFUGAL TYPE SUPERCHARGERS

Centrifugal Superchargers may use belt, chain or gear drive type.

In Group 2 competition single or twin centrifugal Superchargers may be used. Twin centrifugal Superchargers must have an inducer diameter of no greater than 4.2 inch (106.68 mm). A single centrifugal Supercharger may have an inducer diameter of no greater than 5.35 inches (135.89 mm). **F-4R-136 ProCharger and F-4X-136 ProCharger accepted.** Maximum impeller rpm must not exceed manufacturer's guidelines. The centrifugal Supercharger impeller wheel must be constructed of Aluminium. The injection of any substance in the compressor housing / volute air inlet or the discharge side of the Supercharger is prohibited.

4.7.3 TURBOCHARGERS

Single or Twin Turbocharged combinations permitted unless otherwise stated in Class Regulations. All vehicles 6.999 seconds (1/4 mile) / 4.458 seconds (1/8 mile), or quicker, are highly recommended to fit ballistic containment on the compressor side of the Turbocharger - this includes motorcycles. Turbochargers certified to SFI 61.1 are recommended for all vehicles.

Where Turbocharging is employed in any Group 2 class, there is to be a single method of increasing boost pressure (i.e. exhaust driven), with no supplementary or auxiliary methods permitted, therefore compound turbocharging is not permitted in any Group 2 class.

Where Turbocharging is employed in any Group 2 class, the maximum size compressor wheel inducer is 88 mm (3.465 inch) for Twin Turbocharged applications and 106 mm (4.173 inch) for a single Turbocharger. Turbocharger size will be enforced by measuring the opening in the intake housing at the point where the leading edge of the inducer wheel meets the inlet housing. The maximum diameter of the housing may not exceed 2.0 mm (0.078 inch) more than the maximum permitted size.

4.7.4 NITROUS OXIDE

Competitors are reminded of the dangers associated with the incorrect use of Nitrous Oxide. It is highly recommended that systems are sourced in complete form, from a recognised manufacturer. The following regulations apply.

Nitrous Oxide lines must be outside of driver's compartment, except where the bottle is mounted in the driver's compartment, in which case the lines must be plumbed outside the compartment as near as possible to the bottle outlet. Where lines pass a torque converter or Flywheel, they must be encased in 3.0 mm (1/8 inch) minimum thickness Steel tubing. High pressure rated hose of minimum 1500 psi is required for plumbing Nitrous Oxide lines, and a sintered bronze or Stainless Steel (Industry Standard) filter, fit for purpose, must be fitted in the gas supply line.