

## **FORCED INDUCTION CARS – MAXIMUM MANIFOLD PRESSURE REGULATION**

With the recent changes brought forward by CAMS to the 3E regulations for 2008, SSRAA will introduce the mandatory use of a category controlled Manifold Pressure Relief Valve (“Blow-Off Valve”) for all forced induction vehicles.

The Forced Induction Cars- Maximum Manifold Pressure Regulation Policy, which is detailed below, requires all forced induction competitors to compete with a category controlled Blow-Off Valve fitted in line with the factory-fitted Blow-Off Valve – namely in the piping from the inlet manifold to the dump valve – at all NSW Motor Race Championship and club championship events.

The SSRAA Technical Committee will control and calibrate the Blow-Off Valves at each meeting.

### **Category Controlled Blow-Off Valve**

SSRAA members, competing in forced induction vehicles, will need to purchase a Blow-Off Valve from the club for use in all races commencing with the first event in 2008. Each valve will be permanently labeled and identifiable by the SSRAA Technical Committee and will remain with the committee at all times when not in use during a race weekend. Should a competitor decide to no longer race with CTC then the valve will be returned to the competitor.

For the casual competitor there is also the option to hire a valve from the club for use during a single weekend.

### **Calibration**

The SSRAA Technical Committee will calibrate each valve to the nominated pressure for each particular vehicle. The nominated pressure will be set just above the maximum boost for each vehicle, in accordance with the maximum manifold pressure of the standard road-going vehicle detailed in the Vehicle Specification Document. The vehicle specifications are to be provided by the competitor.

### **Installation**

The SSRAA Technical Committee will assign a Blow-Off Valve, set to the nominated pressure, to each forced induction vehicle at each event. Blow-Off Valves will be assigned at random and vehicles may not necessarily receive the same Blow-Off Valve at consecutive meetings.

A SSRAA Technical Committee member will issue each vehicle with a Blow-Off Valve thirty (30) minutes prior to the start of the first event of the meeting, including practice and qualifying sessions. The Blow-Off Valve must be fitted, by the competitor, in line to the original factory Blow-Off valve, on the tubing from the inlet manifold to the dump valve. The Blow-Off Valve must remain installed and untampered with for the entire meeting.

At the conclusion of the meeting, all Blow-Off Valves **MUST BE RETURNED**, untampered with, to the SSRAA Technical Committee. Should a competitor conclude a meeting early, due to vehicle or other reasons, the Blow-Off Valve **MUST BE RETURNED** prior to the competitor leaving the meeting.

It is the competitor's responsibility to ensure they have their assigned Blow-Off Valve fitted prior to the first event of the meeting, that the valve is in place during all events and that the Blow-Off Valve is returned to the Technical Committee at the end of the meeting. **FAILURE TO COMPLY**

WITH THESE REQUIREMENTS WILL RESULT IN PENALTIES, WHICH MAY INCLUDE EXCLUSION FROM THE RESULTS OR LOSS OF POINTS.

### **Practice prior to meetings**

CTC Blow-Off Valves ARE NOT available for use by competitors at practice days prior to a meeting. Should a competitor wish to use a Blow-Off Valve during practice, they are required to independently purchase a valve for such use. Blow-Off Valves purchased independently by competitors ARE NOT permitted to be used during any event at any meeting that forms part of the NSW Motor Race Championships or SSRAA Club Championship.

### **Conformance Checks**

At any time during any meeting, the SSRAA Technical Committee may choose to inspect the installation and/or verify the calibration of the Blow-Off Valve. Conformance Checks will occur randomly and may involve all, some or one vehicle. Competitors will not be given any notice of performing Conformance Checks.

Should the SSRAA Technical Committee find that the Blow-Off Valve is not installed correctly, is not at the correct calibration or has in any way been tampered with, the competitor will be stripped of points for that meeting. The SSRAA Committee will discuss the findings of the Conformance Check and may take any further action as it determines necessary.

### **Purchase or Hire of Blow-Off Valves**

Those vehicles to which the Forced Induction Cars- Maximum Manifold Pressure Regulation Policy applies will be required to purchase the Blow-Off Valve from the SSRAA at a cost of \$250. Alternatively a Blow-Off Valve may be hired from the club for use at a single meeting at a cost of \$75 plus \$200 deposit, which will be refundable to the competitor upon return of the Blow-Off Valve at the end of the meeting. Should the valve not be returned at the end of the meeting, the security deposit will be forfeited to the SSRAA.

Blow-Off valves purchased by the competitors are the property of the competitor but will remain with the SSRAA Technical Committee at all times while not racing. However the valve will be returned to the competitor should that competitor choose to no longer race in CTC.

### **Further Information**

Competitor queries about the Blow-Off Valves or the Forced Induction Cars - Manifold Pressure Regulation Policy should contact Brian King on 0415 310 678, or a member of the technical committee.