



Proposal: Amendment to allow the reduction of the number of superchargers fitted to a vehicle.

Subject: Ref; 4.5 (b) (v) Supercharging

Date: 6 October 2020

For Endorsement by: IPRAA National Board

Purpose:

IPRA would like competitors with two turbos to be able to reduce that number back to one turbo. They would also like turbo cars to be permitted to run as a Naturally Aspirated engine, if the competitor wishes to do so.

Is this rule proposed to attract new competitors:

No.

Background:

Some IPRA legal cars don't make sense as turbo cars, or the complexity of the twin turbo setups make them unreliable. This change gives a freedom that would be unlikely to have any real performance gain for competitors, but make specific cars more attractive to race in IPRA

Intent:

- To allow twin turbo cars to replace the turbo charging system with a single turbo,
- Where some engines use dual a turbocharger and supercharger. The system can be replaced with a single unit.
- Supercharged vehicles can also revert to a naturally aspirated configuration



Proposed wording: (amendment in italics and red text)

- (a) Where a supercharging system is not recognised for an automobile, or where an automobile recognised with a supercharging system does not comply with 4.5(a), or where otherwise the automobile is defined as a Late Model Automobile the following conditions are applicable:
 - (i) A restricting orifice must be fitted to the inlet tract/s prior to the air entering the supercharging device/s so that all air used in the combustion process of the engine must pass through the orifice/s.
 - (ii) The maximum diameter of the restricting orifice/s must be complied with at all temperatures.
 - (iii) For Automobiles utilising a turbine type compressor, the restrictor must be fitted as per Drawing 1 – Restrictor Fitment below, save that the maximum internal diameter of the air intake into the compressor is to comply with the Restrictor for Automobile Weight Table below.
 - (iv) For Automobiles utilising other types of superchargers, the upstream extremity of the restriction must be situated a maximum of 50mm from the upstream extremity of the moving compressing media and be maintained for a distance of at least 3mm downstream, save that the maximum internal diameter of the air intake into the moving compressing medium is to comply with the Restrictor for Automobile Weight Table below. Multiple supercharger installations are only permitted when fitted as standard to the model concerned whereupon the original number and type of supercharging device shall be retained.
 - (v) *where an eligible automobile is recognised with a supercharging system, it is permitted to reduce the number of superchargers.*

Notations:

Vote by	Executive Member/Committee/Membership
Executive Member Name	
Was this distributed to all members	Yes/ No
Date distributed (if applicable)	
Date proposal read out at club general meeting (if applicable)	
Read out by:	
Witnessed:	



IMPROVED PRODUCTION RACING ASSOCIATION of AUSTRALIA

Was the proposal accepted: Yes / No

Feedback:

Signed.....State.....Date.....