

## OFF ROAD – SPECIFIC REQUIREMENTS FOR OFF ROAD VEHICLES – SPORTSLITE

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**Bulletin Number: B17/003**

**Implementation Date: 3 February 2017**

### REFERENCE

CAMS Manual of Motor Sport, Off Road, Specific Requirements for Off Road Vehicles.

<https://www.cams.com.au/motor-sport/regulations/cams-manual/off-road>

### RATIONALE

The Off Road, Specific Requirements for Off Road Vehicles, 4. Sportslite are amended to apply an engine inlet air restrictor for each 4 cylinder 1600cc (swept volume) forced induction engine.

### ACTION

The Off Road, Specific Requirements for Off Road Vehicles, 4. Sportslite are amended and effective from **3 February 2017** as follows:

#### 4. SPORTSLITE

##### 4.1 Buggy or Extreme 2WD bodied automobile.

###### (a) ELIGIBILITY DEFINITION

A one or two seat, two-wheel drive automobile, either buggy or Extreme 2WD, as defined in GR1.

Engine shall be from a mass produced Production Car (see CAMS Manual Definitions – Technical) and the maximum capacity shall be:

- (i) 2500cc naturally aspirated engines; or
- (ii) 4 cylinder 1600cc (swept volume) forced induction engines.

~~Engine restriction may be applied at the discretion of CAMS.~~

###### (b) ENGINE RESTRICTION

- (i) Each forced induction engine must be fitted with an inlet air restrictor with a maximum internal diameter of 32mm, in accordance to Appendix 2: Sportslite Restrictor. All the intake air for the engine must pass through this restrictor.

**NOTE:** CAMS may apply other engine restrictions. Any application by CAMS of further restrictions will be undertaken following review and consultation.

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**APPENDIX 2: SPORTSLITE RESTRICTOR**

**Each forced induction engine must be fitted with an inlet air restrictor. All the intake air for the engine must pass through this restrictor. The requirement for a component seal may be applied by CAMS or an Event Organiser.**

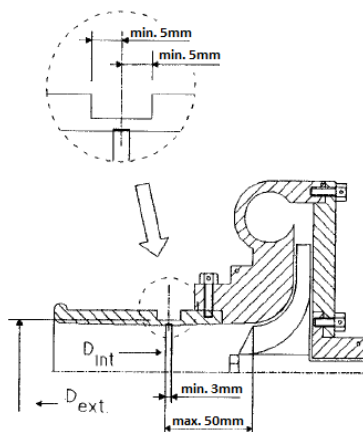
**1.1 For each Turbocharged engine the following applies:**

- (a) The maximum internal diameter of the restrictor must not exceed 32mm, maintained for a minimum distance of 3mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50mm upstream of a plane passing through the most upstream extremities of the wheel blades, this distance being measured along the neutral axis of the intake duct. Refer Drawing 1.
- (b) The internal diameter must be complied with, regardless of the temperature conditions.
- (c) The external diameter of the restrictor at its narrowest point must be less than 39mm, and must be maintained over a distance of 5mm to each side. Refer Drawing 1.
- (d) The mounting of the restrictor onto the turbocharger must be carried out in such a way that two fasteners, either screw, bolt or cap screw, have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor housing. Refer Drawings 1 and 2.
- (e) Attachment by means of a needle screw is not authorised.
- (f) It is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing.
- (g) Each restrictor must be made from a single material and may be pierced solely for the purpose of mounting.
- (h) In the case of an engine with two turbochargers or two parallel compressor housings, for each compressor the maximum internal diameter of the restrictor must not exceed 21mm.

**1.2 For each other forced induction engine (i.e. a supercharger):**

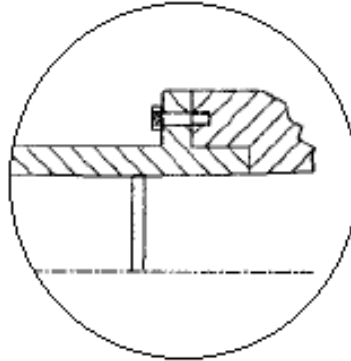
- (a) The maximum internal diameter of the restrictor must not exceed 32mm.
- (b) Each restrictor mounting for an engine with a non-exhaust driven supercharger will be determined by CAMS. Each competitor using a non – exhaust driven supercharger must apply to CAMS for a determination on the fitment of a restrictor.

**DRAWING 1: TURBOCHARGER RESTRICTOR REQUIREMENTS**



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**DRAWING 2: TURBOCHARGER RESTRICTOR ALTERNATE MOUNTING**



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