



BULLETIN #3

Hello to all AMCA National Competitors,

I have received a great deal of feedback concerning the introduction of the Restrictor Plate. In particular:

- *Some drivers suggest that the restrictor plate should be larger than the current 36mm, some drivers suggest that it should be 42.8mm as per the Carburettor size.*
- *Some drivers have indicated that the restrictor plate has not made any substantive difference either on the track or when they had their engines dyno tested.*
- *Others have suggested that the people who are now experiencing a decline in engine performance may have been previously running engines that did not strictly comply the AMCA engine specifications.*

It is worth reminding every one that the intention of the class was that the 253 engine was to be utilised in its basic form with limited alterations to reduce costs and maintain competition.

The principle decision to limit the restrictor plate to 36mm was based on:

An engine that completely meets the AMCA specifications would not benefit (performance wise) from a larger restrictor plate opening and that any illegal modifications to the engine will be negated by the restrictor plate.

Given the feedback, I will undertake another review of the restrictor plate under the following arrangements.

- a) Competitors must use the restrictor plate whilst the review is being undertaken.*
- b) I encourage all interested parties to provide written submissions including any documentation (dyno sheets etc) that support their point of view.*
- c) If submissions are received from drivers and make specific reference to their current engine with accompanying dyno sheets,, could you please advise if you would make your engine available for inspection/tear down (if required) to ensure that the engine meets all aspects of the AMCA rulebook. Costs would be covered by AMCA.*
- d) All submissions including dyno figures will be kept confidential unless otherwise authorised.*
- e) AMCA will undertake further Dyno testing with an alternative engine builder than the one used previously, just to alleviate any further innuendo.*
- f) Any justification to increase the restrictor size is to be based on fact/truth rather than anecdotal evidence or personal agenda's.*
- g) A final decision would be made around the end of October.*
- h) A restrictor plate will be mandatory in the future.*
- i) If any changes to the restrictor plate were required, the cost of machining the restrictor plate would be borne by AMCA and not the drivers.*

Till next time, happy racing

Michael Reidy