

# Australian Formula POWERBOAT GP

12th March 2020

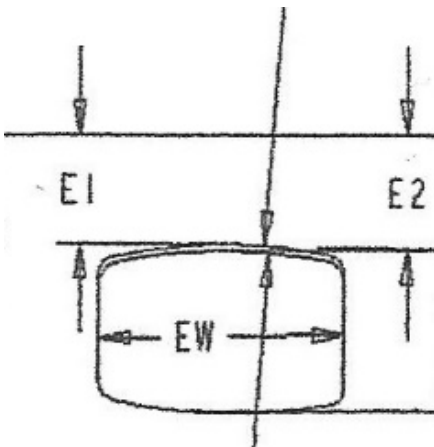
## Bulletin regarding engine rules for the Formula GP class:

Rules for 2020 to stand as per original document, published 2 November 2019, see below:

Standard 2.5 200hp, steel bore, painted block. 5 pedal reed valve crank case front. No HP blocks. Internal treatment as per rule 1205.22. If you cant modify it in an SST120, you can not modify these. Exhaust port height to be standard 1.500" +/-0.03", no porting or grinding on any part of the block permitted. Oversized piston sizes as per OEM specifications. Single ring pistons not permitted. S3000 cranks not permitted. Connecting Rods are open however can not be altered in any way. Electrics open. Mercury lightweight flywheel only. Mercury heads only, not to be less than 36cc. Exhaust tuner to be standard SST120 or SST200. Blocks only permitted are BB, CC, EE and FF

For the remainder of the 2020 season the following exception to the above will be allowed:

Chamfering of the exhaust port to enhance piston ring life will be allowed to a maximum of 0.090" / 2.29mm, measured as per the following diagram



The minimum allowed measurement for E1 (the top of the chamfer to the deck) is 1.50" / 38.10mm plus or minus 0.030" / 0.76mm

The minimum allowed measurement for E2 (the lower edge of the chamfer to the deck) is 1.59" / 40.39mm plus or minus 0.030" / 0.76mm

The maximum allowable differential dimension between E1 and E2 is therefore 0.090" / 2.29mm

If your actual exhaust port height is greater than 1.50" / 38.10mm the maximum allowable differential dimension between E1 and E2 is also 0.090" / 2.29mm

Other than the exhaust port chamfer allowance there will be "no porting or grinding on any part of the block permitted" as per the original AFPGP engine specification document.

Kind Regards,

Gavin Simmons  
President  
Australian Formula GP Inc.

