

11/02/2025 SPRC Rule Book Addendum

The following changes have been made to the Comp Eliminator Rules.

Technical Specification for Revised N/A Classes

The following applies to cars competing in AF/A, BF/A, CF/A and DF/A only

These classes will use normally aspirated, pushrod, two valve V8 engines only

In the following text, OEM refers to motor manufacturers GM, Ford and Chrysler

A/ Induction - Any carburettor or mechanical fuel injection permitted. Any internal modifications permitted.

Maximum 8 throttle bores. Electronic fuel injection prohibited.

B/ Cylinder block - The following dimensions will remain as present in the OEM block type selected

Aftermarket reproduction blocks permitted

Tolerance +/-

B.1 - Cylinder bore spacing .015"

B.2 - Lifter bore spacing .010"

B.3 - Lifter bore angle 1.5 degrees

B.4 - Cam lobe allocation None. Camshaft lobe order must remain as OEM

B.5 - Head bolt location None. Only original OEM head bolt locations may be used

B.6 - Deck height .050" from the original OEM part selected

The following, section, C/, applies to DF/A only

C/ Cylinder heads - Type used must be original OEM or reproduction. Cast heads only

C.1 - Valve cover rail shall remain, un-modified, in original, as cast location

D/ Transmission

D.1 - AF/A, BF/A, and CF/A may use a maximum of 5 forward speeds.

DF/A may use a maximum of 4 forward speeds.

D.2 - Cars using automatic transmissions may reduce weight 45kg. Maximum 3 forward speeds.

Minimum weight still applies. Lock up converters prohibited.

Index and Weight Detail

Designation	Cylinder Head	Weight - KG/LTR	Minimum Weight - KG	Index
AF/A		94-129	885kg	7.67
BF/A		130-149	955kg	7.83
CF/A		150-179	955kg	8.16
DF/A	Inline Valve	188-195	1000kg	9.25
DF/A	Canted Valve	196 and over	1000kg	9.25

Competition Eliminator FWD 2025 - 2026

Subject to the matters discussed on January 26th the format for the FWD classes within Comp Eliminator will change for both the 2025 and 2026 seasons. In an effort to bring parity across a broad range of combinations the class will be split into two separate categories for the 2025 season and then into four categories for the 2026 season. The primary performance elements that have been taken into account are turbocharger size and the use of aftermarket billet blocks. The class will also be expanded to include engines using up to 6 cylinders.

Designation	Engine	Maxium Turbo Size	Minimum Weight - KG	Index
BB/AF	Up to 6 cyl.	77mm	920kg	8.88
CB/AF	Up to 6 cyl.	72mm	920kg	9.20
BBF/AF	Up to 6 cyl.	77mm	920kg	9.18
CBF/AF	Up to 6 cyl.	72mm	920kg	9.50

Should any of the indices be lowered during the 2025 season they will be adjusted accordingly for the 2026 season as noted above.

Competition Eliminator Turbo RWD 2025

Subject to the matters discussed on January 26th the format for categories CT/A and DT/A will recognise the performance and durability afforded to those competitors using cylinder heads and / or cylinder blocks machined from billet material. From the beginning of the 2025 season, two new categories will be available to those competitors who choose to use OEM, volume produced, cylinder heads and blocks. The designation and index revisions for these two classes will be as follows.

Designation	Weight	Revised Index
CTF/A	350-499 kg/ltr	7.59
DTF/A	500-649 kg/ltr	7.89
The category DD/AT will be removed from the rulebook.		

Comp Eliminator Super Modified UK

For the 2025 season The weight break applied to cars running in Super Modified UK will change as follows
The Index for Rover V8 with Wildcat heads & Nitrous Oxide will be 130KG/Ltr with a minimum weight of 1950lbs

Small Block engines will remain at 5.84 lbs/cubic inch 5lb Nitrous Bottle max

Rover V8 With Wild Cat Heads and Nitrous Oxide 4.75 lbs/cubic inch or 130KG/Ltr 10lb Nitrous bottle permitted