

## 2021 NSW Production Touring Cars – Guidelines for interpretation of the MSE boost data

This document is to provide a guide to the data interpretation for teams reviewing the logged MSE Boost monitor data.

### NOTE:

This guideline does not override the 2021 Motorsport Australia NSW Motor Race Championship Regulations and is provide so that each team can assess their MSE data in accordance with the methods applied by the Technical Team in determining if the boost pressure is in accordance with the applied maximum boost pressure for each vehicle.

### *Appendix H; NSW Motor Race Championship Regulations*

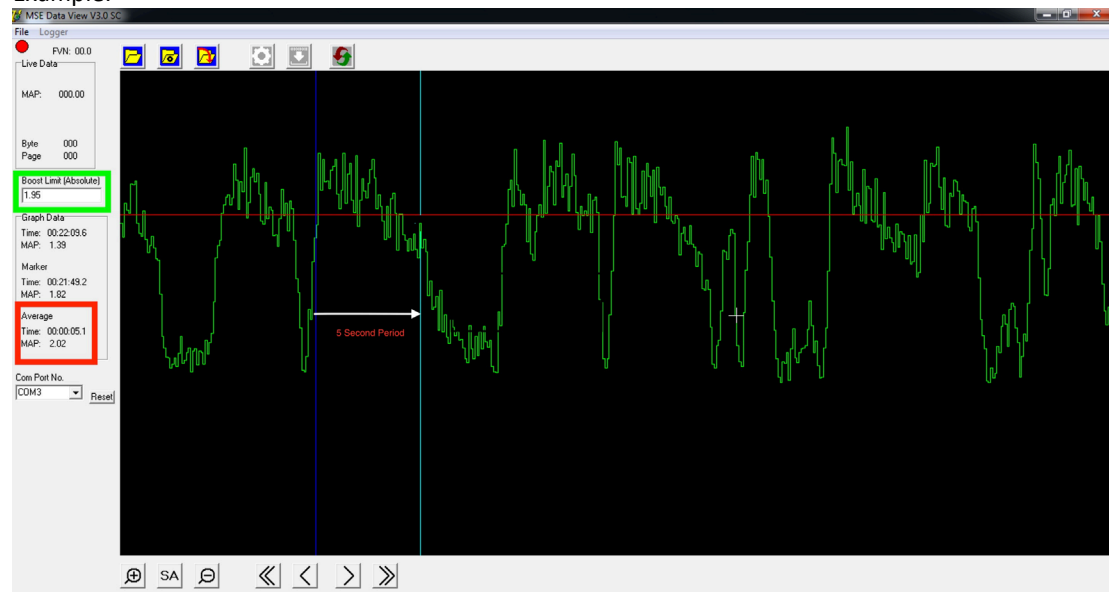
*H1 xii) e) Any vehicle's MSE Pressure Monitoring Data Logger checked by the Chief Scrutineer or Eligibility Officer and found to be not recording any data or recording boost pressure over the maximum allowable for that vehicle, the following actions will be taken:*

- 1. If the recordings boost pressure is less than 5% above the maximum allowable for that vehicle, the Chief Scrutineer or Eligibility Officer may issue a warning to the competitor. A maximum of three (3) warnings, none of which may be for consecutive sessions (qualifying or race) may be issue for one vehicle in the Championship Year. If all warnings have been used then the competitor will be excluded from any future races or qualifying sessions where the recordings boost pressure is above the maximum allowable for that vehicle.*
- 2. If the recordings boost pressure is more than 5% above the maximum allowable for that vehicle, or the MSE Pressure Monitoring Data Logger was found to be not recording any data, the Chief Scrutineer or Eligibility Officer will direct that the competitor be excluded from the session where the recordings were taken (race or qualifying) and will commence the next race from the rear of the grid. Should more than one vehicle be involved, the vehicles will be grid positioned at the rear of the field in accordance with their qualifying times. Any points earned in that session will be forfeited. Further penalties may be imposed by the Stewards.*

### Data Interpretation:

- 1) Data will be interpreted over a five (5) second period of ON boost data.
- 2) The five (5) second period will be taken from a post throttle application spike to the completion of the boost cycle.
- 3) The data will be averaged over this five (5) second period using the average determined by the MSE unit/software.
- 4) An interpretation tolerance of +0.03 BAR will be used to cover any interpretation variance over the average figure.

### Example:



The above shows an average over 5 seconds of MAP: 2.02. The Boost Limit (Absolute) is 1.95.

With the addition of the interpretation tolerance of +0.03 BAR this reading would be determined as being over the permitted boost limit.

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